

The proposed road bill, recently introduced in the Maryland Legislature, is reproduced elsewhere in this issue. Carrying, as it does, a bonded debt of \$150,000, it merits the very serious consideration of our taxpayers.

The first consideration, therefore, is to determine whether or not the taxpayers are willing, at this time, when financial conditions in the state and county necessitate the greatest economy, to assume so great an obligation. The view expressed, in no uncertain terms, by the taxpayers assembled for the purpose of discussing the question, at Morganza, on Saturday last, was most emphatically opposed to any bonded debt at present.

From practically all quarters is the insistent demand that should the bill be passed by the Legislature a referendum be attached, enabling the taxpayers to accept or reject it. This demand seems in keeping with the view of a great majority, that on questions of so vital importance the people should have a direct say. The power of life and death over all the roads, where they shall be built or repaired, and what amount each section shall have allotted, is considered by some, as leaving a safe-guard to all sections, in the hands of too few, and who, under the bill, could be chosen from one section, or with a view of spending an unequal amount in some special section, to the exclusion of other sections.

We don't pretend to assume that such a condition will arise, but under the provisions of the bill, as it stands, such a condition could prevail. There are those who are opposed to the multiplicity of offices, who rather incline to the suggestion, that as many departments as possible should be abolished and the work wherever feasible, be attended to in one department. The expense of the proposed commission could be very large. The chairman's salary of \$800.00, plus the compensation to the secretary, who must keep the roads commission office open from 9 in the morning until 3 in the afternoon, could not be much less than \$600.00 the year and the stationary, fuel and light would amount to not much less than \$100.00, then add to these charges whatever number of days the two associates would make at \$3.50 per day each, and the engineer's salary of \$1200, besides the compensation of a legal adviser, authorized by the bill, the expenses of the commission could be nearly \$4,000 a year. Some of our people consider the expenditure of so great an amount inadvisable.

the bonds are issued as they can be under the provisions of the bill and remain on interest for a period of 20 years before redemption the total principal and interest will amount to \$500,000, and if this sum is spent in 6 years, as it can be under the provisions of the bill, the proportion for one year of the six would represent a fifty thousand dollar expenditure, twenty-five thousand dollars of which would be an interest charge and approximately four thousand dollars commission expenses. Twenty nine thousand dollars of costs to do twenty one thousand dollars of work is a rather big undertaking.

The power of the commission to fill vacancies, should any occur, insures the policy of the commission, whatever that might be, for the full period of 6 years.

This, indeed, is a dangerous feature and certainly is against the spirit and trend of public sentiment everywhere.

However, as we have stated, this bill is printed elsewhere in this issue in its entirety, so that the public, the taxpayers and all who have to bear the burdens of it, can see for themselves, form their own opinions and draw their own conclusions.

"Taxpayer" Takes Exception. "Taxpayer," whose article appears in the last issue of the St. Mary's Enterprise, takes exception to our view of the proposed bonded debt of \$150,000. We were inaccurate in our discussion of the bill, but no one was misled, for we were accurate in the information that a bonded debt of \$150,000 is proposed and was accurate in our statement that such a debt at this time will prove a serious inconvenience to our taxpayers, and our editorial was by no means a mild scolding. As regards the other matter not pertinent to this issue, we will say for the benefit of Taxpayer that the books of the county commissioners are open for inspection and that they have been yearly inspected by the Grand Jurors, as these bodies have stated in their reports to the Circuit Court.

It would seem at first glance that there would need no economies to convince any one of this broad land that a bridge is at all needed here, but not a few seem to think that there exists no necessity for such internal improvements. Our island, many times during the year, is entirely isolated from the world around us, as is the case at this writing, and the cry at this moment is "A bridge! A bridge! A kingdom for a bridge!"

We have been told that some on the mainland are crying "No, No," but they will eventually prove a terrible boomerang to those who are such shortsighted statesmen.

What manner of man can it be who would withhold the granting of the absolute necessary convenience of a roadway to the mainland?

As your position would be, so is ours and has been for ages; and, fellow citizens, in this age of progressiveness, in these times of strenuous and death-like fight for life, limb and existence, it becomes an obligation of men in all walks of life to sustain our fight for this bridge. It becomes the duty of every man of influence in the county to lend his aid to this worthy proposition, and none should say nay.

These conditions are intolerable in this age, and the wonder of it is that these wretched people here have not risen in their might and demanded of the powers that be, to hand out to them justice, throttled to political ambition on the man or combination of men who would so trample upon the rights to which they have so long been denied.

This worthy Senator has espoused the interests with his position to this fight, and there is already a delegation of influential islanders on their way to Annapolis to aid our Senator in whatever way they can.

Only just at this writing it has almost cost the life of our worthy mail-carrier, Mr. Wm. Courtney, to get our mail across the strait, owing to the tempestuous conditions of the weather. The intense cold, the low tide and the ice was near being beyond his power of endurance to overcome.

Just here, it seems to me, would become a consideration for the National Government, and to render aid to the State in building and helping to maintain.

Gentlemen, when you take all the conditions together and weave them into one, you can readily find that the necessity for this bridge looms up as an obligation and only a righteous demand emanating from these worthy taxpayers of St. George's Island.

I am told that this district pays more taxes than any other equal area in St. Mary's County, not one cent of which has been returned for internal improvement for 15 years, and yet some gentlemen of the mainland will tell the public speakers (who come here once in a while) not to say anything about the bridge. "Mum is the word."

On my part I would ask every man and woman of St. Mary's mainland to "whoop it up" for a bridge, thereby relieving business stagnation, enhancing property values and liberating to the outside world the hundreds of able-bodied men and children who exist on an equal area of God's green earth. On account of the inaccessibility of this island, many of the fair ones and children have never been beyond the narrow limits of these seven hundred acres.

Fellow citizens and countrymen, I repeat it, "The conditions are intolerable" and should be remedied, not in the future, but now. This instance, lets have no more prating among the few. Be up and doing the right thing. Right a wrong which has been perpetuated upon the inhabitants of the island, by putting your shoulder to the wheel with us and give one mighty push, a push altogether and have the thing done.

Just at once and nothing first. Just as bubbles do when they burst. Yours truly, A. F. KING.

New Advertisements.

FOR SALE.

Sleigh, in good condition, and a second-hand 3 H. P. Gasoline Engine. Will sell cheap to a quick buyer. If you want a bargain, address: "B." BEACON OFFICE, 2-17-1m.

The Last Big Supper of the Season.

The new management of HOTEL LA WRENCE, Leonardtown, announces a special SUPPER Monday, March 6, 1916.

Plenty to eat and splendid service. Come and bring your appetites with you. TICKETS, \$1.00. 2-24-2.

Auto Agents Wanted!

Territory open to good live men, A-1 proposition. Well-known car. 6-Cylinder Continental Motor. 5-passenger Touring, \$785.00. 4-Cylinder Continental Motor. 2-passenger Roadster \$395.00.

Liberal Commission. Regardless of what you are selling now we have something better. Write for our proposition at once. RECORD AUTO CO. 631-35 Mass. Ave., Washington, D. C.

Applications for Oyster Grounds

The following applications for oyster ground in or adjacent to St. Mary's County, are now on file in the office of the Board of Shell Fish Commissioners of Maryland. Published chart of the natural oyster bars of St. Mary's county are filed with the Clerk of the Circuit Court of said county.

Notice is hereby given that all protests against the granting of said leases must be filed in the Circuit Court of St. Mary's county, on or before the 8th day of April 1916.

Applicant: L. C. Davis, Hollywood, Md. Not exceeding 27 acres. Located in Cuckhold Creek, a tributary of Patuxent River, on the northerly side thereof in Carriage Landing Hollow (locally known) extending up the Forrest Landing Brook (locally known) and southerly and westerly of Half Point, as shown on published chart No. 20.

Francis J. Messick, Benedict, Md. Not exceeding 30 acres. Located in Patuxent River, on the westerly side thereof, adjoining the land leased to Harry G. Messick, off the mouth of Trent Hall Creek, and northerly of U. S. C. & G. S. triangulation station "Billiard," as shown on published chart No. 19.

J. Frank Headmond, Mechanicsville, Md. Not exceeding 20 acres. Located in Patuxent River, on the southerly side thereof, between the lots leased to J. W. Morgan and R. J. Long, and northerly of U. S. C. & G. S. triangulation station "Crapona," as shown on published chart No. 19.

Jos. F. Robrecht, St. George's Island, Md. Not exceeding 30 acres. Located in Patuxent River, on the westerly side thereof, off Half Point and just south of U. S. C. & G. S. triangulation station "Collins," as shown on published chart No. 19.

Katharine M. Ucker, Baltimore, Md. Not exceeding 30 acres. Located in Breton Bay on the easterly side thereof, northeasterly of "Monday Creek," natural oyster bar, adjoining land now leased to Clement S. Ucker, and adjacent to said Clement S. Ucker's property, as shown on published chart No. 25.

S. Bernard Burch, Mechanicsville, Md. Not exceeding 27 acres. Located in Patuxent River on the southerly side thereof, southerly of Collins Point, and adjoining land applied for by Jos. F. Robrecht, as shown on published chart No. 19.

Philip H. Davis, Mechanicsville, Md. Not exceeding 15 acres. Located in Washington Creek, a tributary of Patuxent River, near the easterly side of said creek and off the mouth of Pines Cove (locally known), as shown on published chart No. 19.

Wm. H. Wilson, Hollywood, Md. Not exceeding 30 acres. Located in Patuxent River, on the southerly side thereof, running from Phill Point (locally known) which is about 50 yards northerly of the mouth of Cat Creek to the land leased to Daniel F. Dixon, as shown on published chart No. 19.

Geo. M. Posey, Oakville, Md. Not exceeding 30 acres. Located in Patuxent River, on the southerly side thereof, off Horse Landing Creek and between the mouth of said creek and De La Brooke Pierhead, as shown on published chart No. 19.

Henry W. Buckler, Hollywood, Md. Not exceeding 30 acres. Located in Patuxent River, on the southerly side thereof, running along shore southeasterly from the mouth of Cat Creek, as shown on published chart No. 19.

Does your child have a bank account? What a child learns, even in the cradle, lasts to the grave. Cultivate the saving habit in your children by starting a small bank account for each child. Teach them to save their pennies. Don't let your wish your father had started an account for you when you were a child? Don't make the same mistake your father did, but bring your children to the First National Bank of St. Mary's, Leonardtown, Md., and start them on the road to a successful life.

The First National Bank of St. Mary's, LEONARDTOWN, MD. Capital, \$50,000. Resources, \$500,000.00. Surplus and Undivided Profits, \$20,000.00. 4 Per Cent. Paid on Savings Accounts, Computed January and July. Your Checking Account Solicited. Safe Deposit Boxes for Rent at \$2.50 Per Annum.

FOXWELL & COMPANY Cash One-Price Store LEONARDTOWN, MD. Come see us before buying elsewhere. See our ads later, after remarking goods.

USE Buffalo Paints does not claim to publish all the foreign news, but it does claim to publish all the news of interest to St. Mary's Countians.

Mertz & Mertz Co. Inc., 906 F St. N. W., Washington, D. C. BUY YOUR LUMBER FROM Frank Libbey & Co., LUMBERMEN - WASHINGTON, D. C.

The most up to date lumber firm. Come to see us with your next lumber bill. We always lead in reasonable figures and reliable lumber and mill work. We have always had the out of town trade of lumber buyers, and we are going to keep it by right prices.

FRANK LIBBEY & COMPANY Lumber and Millwork, Sixth Street and New York Avenue, N. W. WASHINGTON, D. C. For Sale! SELLING AT COST. My entire stock of Merchandise, consisting of Dry Goods, Notions, Groceries, Hardware, Harness, Boots, Shoes, Pants, Dishes, Guns, Robes, Blankets, Stoves, Plows, all kinds of Cutlery and Tools—most anything that you need. Will sell at or below cost. If you want something fine for your money call and see me. Yours respt., ADAM T. WIBLE, 1-13-1f, Capitol Hill.

For Sale One 1915 Roadster—electric lights. Will run and looks like new; new tires; full equipment. Will guarantee. HUGHESVILLE GARAGE, 1-6-3f, Per R. T. Edmonston.

Wanted I want to buy two Farms in St. Mary's County, one near the water and the other not more than five miles from State road. Give full description of the property. Address: B., 1342 New York Ave., N. W., Washington, D. C. 12-16-1m-p

Meat Market Fresh Meat can always be had at the Leonardtown Meat Market. If you have any especially fine Cattle for sale drop me a card. My prices are right, both for buying and selling. Call and see me. L. H. Getz, Leonardtown, Md. 1-7-1y.

MARYLAND, DELAWARE & VIRGINIA RY. CO. WINTER SCHEDULE Patuxent River Line IN EFFECT JANUARY 3, 1916. Leave Baltimore, Pier 4, Light Street, weather and tide permitting, Thursday, 2:00 p. m., for the following points: Fair Haven, Plum Point, Dare's, Governor's Run, Cove Point, Millstone, Solomon's Island, Spencer's, St. Catherine's, St. Leonard's, Sottery, Cashner's, Parker's, Forrest's, Duke's, Trent Hall, Holland Point, Benedict.

Returning, steamer will leave Benedict, Friday, 12 noon, weather and tide permitting, Solomon's Island, 5:30 p. m., Millstone, 6 p. m., Cove Point, Governor's Run, 8:00 p. m., Dare's, 8:20 p. m., Plum Point, 9:00 p. m., Fair Haven, 10:00 p. m., stopping at all the above points, arriving in Baltimore next morning. Leave Baltimore, Pier 4, Light St., weather and tide permitting, Saturday, 2:00 p. m., for the following points: Fair Haven, Plum Point, Dare's, Governor's Run, Cove Point, Millstone, Solomon's Island, Spencer's, St. Catherine's, St. Leonard's, Sottery, Cashner's, Parker's, Forrest's, Duke's, Trent Hall, Holland Point, Benedict, Lietch's, Trueman's Point, Deep Landing, Holland Cliffs, Slaughter's Ferry, Lower Marlboro', White Landing, Ferry Landing, Nottingham's.

MARYLAND, DELAWARE & VIRGINIA RY. CO. WINTER SCHEDULE Potomac River Line IN EFFECT JANUARY 3, 1916. Steamer leaves Baltimore, Pier 5, Light Street, weather and tide permitting, Saturday, 5 p. m., for Washington, D. C., and intermediate landings, as follows: Miller's, Broome's, Porto Bello, Grason's, Con, 5 a. m., Bundick's, Lake's, Walnut Point, Cowart's, Lewisetta, Kinsale, "Clitra", Lodge Landing, Mandy's Point, Piney Point, 10 a. m., Leonardtown, 12 noon, Abell's, Coburn's, Bay-side, Bushwood, Rock Point, 4 p. m., Morgantown, Riverside, Glymont, Alexandria, arriving in Washington Monday morning. *On Signal. Returning, leaves 7th St. Wharf, Washington, Monday, weather and tide permitting, at 3 p. m.; Leonardtown, Tuesday, 6 a. m., Lodge Landing, 10 a. m., Porto Bello, 5 p. m., Miller's, 4 p. m., more Wednesday morning, stopping at all the above landings.

Steamer leaves Baltimore, Pier 3, Light Street, Tuesday, 5 p. m., for the following points, weather and tide permitting: Miller's, Broome's, Porto Bello, Grason's, Con, Bundick's, Lake's, Walnut Point, Cowart's, Lewisetta, Lodge, Mandy's Point, Kinsale. Returning, steamer leaves Kinsale, Wednesday, 12 noon, weather and tide permitting, for Baltimore, stopping at all the above landings: Miller's, 4 p. m., Grason's, 5 p. m., Porto Bello, 6 p. m., arriving at Baltimore Thursday morning. Steamer leaves Baltimore, Pier 3, Light Street, weather and tide permitting, Wednesday, at 5 p. m., for Bay-side and intermediate landings, as follows: Miller's, Broome's, Porto Bello, Grason's, Con, 5 a. m., Bundick's, Lake's, Walnut Point, Cowart's, Lewisetta, Kinsale, "Clitra", Lodge Landing, Mandy's Point, Piney Point, 10 a. m., Abell's, Coburn's, Leonardtown, 12 noon, Bay-side. *On Signal. Returning, steamer leaves Kinsale, weather permitting: Bay-side, Friday, 6 a. m., Lodge Landing, 10 a. m., Kinsale, 12 noon, Miller's, 4 p. m., Porto Bello, 5 p. m., arriving in Baltimore, Saturday morning, stopping at all the above landings.

This time-table shows the times at which steamers may be expected to arrive and depart from the several wharves, but their arrival or departure at the times stated is not guaranteed, nor does the Company hold itself responsible for any delay or any consequences arising therefrom. WILLARD THOMSON, General Manager. D. W. DOWNEY, Agent, Baltimore. T. MURDOCH, General Passenger Agent. 1-8-y SEE GUY BROTHERS - FOR - Ford, J. I. Case, Dodge and Pullman, Jr., Cars. We do repair work—Special attention to our patrons. Call to see our new line of Millinery GUY BROS., 4-30-15-0m. CLEMENTS MD. Notice to Creditors.

Orphan's Court of St. Mary's County, Md., January 25, 1916. ORDERED BY THE COURT, that Marie C. and Louise R. Bean, Administratrix of Joseph A. Bean, late of St. Mary's County, deceased, give the notice required by law to the creditors to exhibit their claims, and that the same be published once a week for six successive weeks in the St. Mary's Beacon. BENJ. COOPER, Register of Wills. Truecopy, Test: BENJ. COOPER, Register of Wills for St. Mary's County. In pursuance of the above order, I hereby give notice that I have obtained from the Orphan's Court of St. Mary's County, the letters of Administration on the personal estate of JOSEPH A. BEAN late of said county, deceased. All persons having claims against the said deceased are hereby notified to exhibit the same with the proper vouchers attached thereto, to the undersigned on or before the 1st day of July, 1916, they will otherwise be excluded from the benefit of the said estate. All persons indebted to the said deceased are requested to make immediate payment to the undersigned. LOUISE R. BEAN, Administratrix. 1-24-16