

Penna. Ave. and 7th St. **Saks & Company** Washington, D. C.



## Good Clothes Are An Economy

Prices are not high—except where qualities are low. It has been our good fortune to be able to command old-time woolsens at practically old-time prices. With the saving of a maker's profit, by doing the work in our own shops—you see that in Saks Clothes you get just the opposite of what you do in most shops. Here the qualities are high and the prices low—with Saks distinctive and individual style thrown in.

Young Men's and Conservative Men's Suits and Overcoats.

Beginning at \$30.00

## Junior High Clothes

Suits and Overcoats designed and made expressly for the boys who are just leaving short pants. Styles suitable for their years and not men's mature models. It's a new department with us—and one the boys will appreciate.

Junior High Suits and Overcoats

Beginning at \$20.00

## Right Posture Suits for Boys

Parents, you know how hard it is to make the boys sit up and stand straight. Right Posture Clothes will teach them to do it. There is nothing so beneficial to the youngster's physical development as Right Posture Suits—and no better Clothes can be made. All sizes, 7 to 18 years.

Beginning at \$11.75

Remember, Whatever You Buy at Saks Is Guaranteed



Have the world's greatest vocal and instrumental artists entertain you in your own home. A Columbia Grafonola and Columbia Records make this possible

Let us arrange for a recital at your home, without obligation on your part. Call or write us.

**Harry P. Wise**

Leonardtown, Md.

—Representing—

**Harry C. Grove, Inc.**

## Washington, Brandywine and Point Lookout Railroad Company

Schedule of trains between Brandywine, Md., and Mechanicsville, Md., subject to change without notice. Effective 5.01 A. M. October 2, 1919.

SOUTH.			NORTH.		
No. 2	No. 4	No. 1	No. 3	No. 2	No. 1
Lv. Brandywine 9.40 A. M.	6.30 P. M.	Lv. Mechanicsville 5.30 A. M.	2.25 P. M.	" " " "	" " " "
" Cedarville 9.50	6.40	" New Market 5.39	2.34	" " " "	" " " "
" Gates Crossing 9.55	6.45	" Charlotte Hall 5.42	2.37	" " " "	" " " "
" Woodville 10.01	6.51	" " " " 5.47	2.42	" " " "	" " " "
" Gallant Green 10.07	6.57	" Burch's Crossing 5.50	2.45	" " " "	" " " "
" Masons 10.11	7.01	" " " " 5.53	2.48	" " " "	" " " "
" Hughesville 10.19	7.09	" " " " 5.57	2.52	" " " "	" " " "
" Burch's Crossing 10.22	7.12	" Gallant Green 6.05	3.00	" " " "	" " " "
" Oaks 10.25	7.15	" Woodville 6.11	3.06	" " " "	" " " "
" Charlotte Hall 10.30	7.20	" " " " 6.17	3.12	" " " "	" " " "
" New Market 10.33	7.23	" " " " 6.22	3.17	" " " "	" " " "
Av. Mechanicsville 10.42	7.32	Av. Brandywine 6.32	3.27		

F—Stop only on notice to conductor to receive or discharge passengers. Connects with all Pennsylvania R. R. trains at Brandywine and from Baltimore and Washington.

Schedule of SUNDAY trains between Brandywine, Md., and Mechanicsville, Md., subject to change without notice. Effective 5.01 A. M. October 2, 1919.

SOUTH.			NORTH.		
No. 2	No. 4	No. 1	No. 3	No. 2	No. 1
Lv. Washington 8.18 a. m.	5.40 p. m.	Lv. Mechanicsville 6.36 a. m.	3.35 p. m.	" " " "	" " " "
Lv. Baltimore 8.00	5.41	" New Market 6.38	3.43	" " " "	" " " "
Lv. Brandywine 10.25	7.35	" Charlotte Hall 6.40	3.45	" " " "	" " " "
" Cedarville 10.33	7.43	" Oaks 6.44	3.49	" " " "	" " " "
" Gates Cross'g 10.37	7.47	" Burch Cross'g 6.46	3.52	" " " "	" " " "
" Woodville 10.42	7.52	" Hughesville 6.49	3.54	" " " "	" " " "
" Gallant Green 10.47	7.57	" Mason's 6.50	3.57	" " " "	" " " "
" Mason's 10.51	8.01	" Gallant Green 7.00	4.05	" " " "	" " " "
" Hughesville 10.59	8.09	" Woodville 7.05	4.10	" " " "	" " " "
" Burch Cross'g 11.01	8.11	" Gates Crossing 7.10	4.15	" " " "	" " " "
" Oaks 11.04	8.14	" Cedarville 7.14	4.19	" " " "	" " " "
" Charlotte Hall 11.08	8.18	Av. Brandywine 7.22	4.27	" " " "	" " " "
" New Market 11.10	8.20	" Baltimore 8.45	6.40	" " " "	" " " "
Av. Mechan'ville 11.18	8.28	Av. Washington 9.50	8.40		

F—Stop only on signal to conductor to receive or discharge passengers. Connects with all Pennsylvania Railroad trains at Brandywine and from Baltimore and Washington.

TO OUR PATRONS—The Washington, Brandywine & Point Lookout R. R. Co. invites your attention to its new schedule published above. A new gasoline car, exclusively for passengers, with ample seating capacity and lighted by electricity, has been put on, and the Company is prepared to give the people of St. Mary's quick, efficient, comfortable and up-to-date service.

The Washington, Brandywine & Point Lookout R. R. is now owned and operated by our own people, and you should help them make a success of the venture. Try a trip on the new Bus. It gives you a whole business day in Baltimore and Washington, enabling you to return the evening of the same day.



First solid tires—then pneumatic tires made motoring possible—now the Three-Point Suspension Springs of the new Overland 4 make motoring comfortable.

In addition, these wonderful springs protect the car, prolong its life, and are largely responsible for its great economy.

Phone, Write or Call for Demonstration.

**Overland 4 Touring, \$845. Roadster, \$845 Coupe, \$1325. Sedan, \$1375**  
Prices f. o. b. Toledo

Expert Mechanics on All Cars

Tires and Accessories

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Also a Number of Second Hand Cars

**CHESTER L. BELDING,**

Raley Wathen

MORGANZA, MD.

7-31-3m.

## GOOD ROADS

### DAMAGE DONE TO HIGHWAYS

Public Roads Bureau Experimenting With Matter of Impact on Various Surfaces.

A new series of experiments, which may have a far-reaching effect upon transportation on the highways and the regulation thereof, has been undertaken by the bureau of public roads, department of agriculture.

The work, which is being done by the division of road materials, test and research, is designed to demonstrate the damage done to highways by different forms of transportation units traveling under varying conditions. It is thought that the information so obtained will perhaps serve as a basis for scientific regulation of traffic on different types of pavements, incidentally indicating the types and designs of road which will best serve the needs of traffic.

It is also suggested that from this knowledge fair consideration will be assured in legislative charges against



Post Road in Maine Built Under Government Supervision.

traffic, since an accurate measure of impact damage therefrom will be possible.

The experiments will cover a wide range, taking into account four factors—those of speed, height of fall type of tire used and the weight of the transportation unit.

Under the last heading it will be necessary for the bureau to consider distribution of weight above and under spring and on back and front axles, a quantity which is decidedly variable on different makes of motor and horse-drawn vehicles. The bureau has called upon the national automobile chamber of commerce to assist in the collection of this data, much of which has not been generally tabulated, and a questionnaire has been sent to all motor truck manufacturers of America on this subject. Immediate attention to this has been requested in order to facilitate the experiments.

In the initial stages of the work the pack has been measured by the permanent deformation of one-half by one-half inch copper cylinders placed under a steel plunger subjected to the impact of traffic. A varying height of fall is arrived at by different take-offs for the machine. First experiments indicated a wide range in the force of impact as between units with solid tires and pneumatics.

Working from these first steps the bureau officials plan to perfect a machine which will take into account the factors mentioned and which will enable them to provide a constant succession of impacts on selected slabs or paving compositions. This will enable the experiments to proceed much more rapidly than would be possible under actual road conditions. Tests will be made on horse-drawn as well as motor-driven vehicles.

In addition to the above experiments another series is planned to determine the wearing qualities of different types of road surfaces when subjected to very heavy traffic.

### SAVE TRANSPORTATION COSTS

Eight Cents Per Ton-Mile Can Be Effected When Road Is Lifted to Durable Class.

The report of the joint congressional committee which investigated highway economics in 1914 shows that a saving of eight cents per ton-mile can be effected in transportation costs when a road is lifted from the dirt to the durable class. This does not take into account increased real estate valuations or social advantages from the improvement.

### Good Roads Approved.

The secretary of agriculture, up to May 1, had approved 1,057 project statements for federal aid roads, involving the improvement of 10,686 miles of highways at an estimated cost of \$22,338,000.

### Much for Trunk Highways.

It is proposed that Uncle Sam spend \$300,000,000 for trunk highways, now that the season approaches when a man will have no further reason to travel principally with a suitcase.

### Unworthy American Soldier.

In 1812, on the sixth of August, Detroit was surrendered by Gen. William Hull to the British, under General Brock. After Hull was released by the British, he was court-martialed by the Americans, found guilty of cowardice and condemned to be shot. President Madison modified the sentence to dishonorable discharge from the army.

## RED CROSS CHRISTMAS SEALS SAVE KIDDIES

Boys and Girls Gain Health At Maryland Tuberculosis Association's Preventorium At Clabornes.



Betty is a trail, big-eyed little girl of 7 years. Her father is a patient at a tuberculosis hospital and her mother "since Daddy went away" has to work all day in a factory to keep Betty and her two baby brothers, Tom, aged 5, and Jerome, who is 4, from going hungry to bed.

Last summer, Betty, leading Tom and Jerome by the hands, arrived at Clabornes on the ferry from Annapolis and pretty soon the three of them were joining in a group of merry youngsters playing "mulberry bush" on the sandy beach of Eastern Bay. The trio were among the patients who during the past months have enjoyed the benefits of the preventorium operated by the Maryland Tuberculosis Association at the Clabornes Cottages. Twenty children have been treated at the cottages and all of them have shown marked improvement.

The preventorium was opened several months ago as a place where children from 4 to 12, boys and girls from all parts of the state, who had been seriously exposed to or were, for varying reasons pre-disposed to tuberculosis, or suffering from mild infection or chills, could live practically out of doors and get the treatment needed to prevent the threatened development of tuberculosis.

So very successful has been the experiment that it is hoped to make the Clabornes Cottages a permanent part of the work of the Maryland Tuberculosis Association. The cottages have closed because there is no fund to keep them opened longer. The work of the Maryland Tuberculosis Association, like that of all the 1000 affiliated organizations of the National Tuberculosis Association, depends largely for its financial support on the sale of the Red Cross Christmas seals.

This year the seals were ready for distribution on December 1. Throughout the entire country an intensive campaign to show the menace of the disease, that yearly takes a death toll in the United States more than three times as great as the number of lives lost by the American armies on the battlefields of Europe, is under way.

To finance this fight, more than a half billion of the little Red Cross Christmas seals, each costing only a penny, are being sold. The Maryland campaign is \$125,000 worth of seals. This will enable the state to carry on and develop its work and to provide for the operation of the Clabornes Preventorium all the year round. At present there is no place, where Maryland children can be given their chance to win back the health lost through no fault of their own.

Every seal is a penny's worth of prevention and cure. The stamps this year are unusually pretty, done in three colors, and are Christmas. The officers of the Maryland Tuberculosis Association, which will be in general charge of the seal sale in Maryland are: Dr. Henry Barton Jacoby, president; George A. Colston, treasurer; Joseph S. Ames, secretary; A. E. Link, executive secretary, and Arthur Hill Hangerford, campaign director.

Co-operating in the organization of the work are the local tuberculosis associations of Allegany, Anne Arundel, Carroll, Dorchester, Frederick, Garrett, Harford, Howard, Kent, Montgomery, Queen Anne, Somerset, Washington, Wicomico, Prince George's, Cecil, Charles and Caroline counties. In Talbot, Baltimore, St. Mary's, Worcester and Calvert, in which there are no permanent organizations, volunteer committees are being formed to put over this special piece of work.

In the state last year, 2,914 persons died needlessly of tuberculosis. The tuberculosis death rate in Maryland is 44 per cent higher than the average death rate from the disease in the country as a whole. The record is not one of Maryland to be proud of. Co-operation by educational and preventive work. Every seal will help.

Among the 150,000 persons who are killed each year by tuberculosis in the United States, there are more than 12,000 children under 5 years of age. It is not true that these children inherit tuberculosis. Science has demonstrated that tuberculosis is a communicable disease, caused by a germ transmitted after birth. One life saved from tuberculosis is thousands of dollars donated to your town. And think of the happiness, too.

**BUY RED CROSS CHRISTMAS SEALS—THEY SAVE LIVES.**

"The battle against tuberculosis is not a doctor's affair; it belongs to the entire community."  
—SIR WILLIAM OSLER.

**BUY RED CROSS CHRISTMAS SEALS—THEY SAVE LIVES.**

Only One Clear Road to Success. No unwilling worker ever yet achieved great success, for men only succeed where they think deeply, work cheerfully and rejoice at the success of what they are working at.

### Man Responsible for Progress

The reasonable man adapts himself to the world; the unreasonable one persists in trying to adapt the world to himself. Therefore all progress depends on the unreasonable man.—Bertrand Russell

## KILLS TREE PESTS

Doctor Woodpecker Is Nature's Chief Wood Surgeon.

In Everlasting Conflict With Millions of Dangerous Enemies That Would Destroy the Life of the Sturdy Forest Monarch.

If half a thousand disease germs should suddenly begin cutting into the life tissues of your body, you would surely need a doctor, writes E. K. Britinger in the Farm Journal. Yet more than 500 species of insects prey upon the oak tree, and still we wonder why the seasons pass by. "For many years," he writes, "I have been an advertising slogan."

The sturdy oak owes much of its long life to Doctor Woodpecker, nature's skilled wood surgeon. One borer would kill a tree single-handed if left at his deadly work long enough; so will a few beetles. A single mother beetle will produce nearly 500,000 young destroyers in a summer of uninterrupted activity. Woodpecker only stuns the growth of the tree and leaves it full of holes, an easy victim to other destroyers. Saw flies, caterpillars, ants and moths are among the hosts of tree pests that damage the outer part of the trees. Against all these the tree is defenseless, except for the busy surgeon. A hungry bird of any other kind cannot help the tree, for the pests are hidden beneath the bark or far under the surface.

Just as plagues and epidemics wiped out whole villages of people in the middle ages, so if left to their enemies it would be only a few decades before all forests would be murdered—nothing but dead, grub-bored stumps and fallen trunks left. To prevent this terrible condition nature sends a physician regularly to each patient. Sometimes Doctor Woodpecker has been known to spend as many as three days operating on one very bad case, constantly using to advantage his tree-surgery tools. Generally his incision is only as deep as the thickness of the bark. Often he slides his spearbill between seams or crevices and draws out the worm, leaving no mark or scar on the bark to show where he did it. At other times his cuttings may be deep as a tunnel or cavern.

A great deal of the drumming that we hear is only for sounding purposes—much like a man tapping the wall with a hammer to find a studding. When Doctor Woodpecker has discovered a diseased part he directs a rapid fire of rattling beats upon the spot with his pickax bill, raising his hammer-like blows with automatic and astonishing precision. Small holes are brought to light. Then he thrusts in his barbed bill and, with a sudden backward jerk, brings forth the deadly grub.

### Early Aviation Flight

One may be reasonably surprised that interest in aviation has not sooner revived, as a curiosity of the past, the legend of Alexander the Great and his youthful ascent in a small car drawn by griffons. The legend was widely current in the middle ages, and many who heard it doubtless believed that Alexander's "griffonplane" as a modern headline writer cheerfully calls it, had attained an altitude which would make the record ascension of modern aviation seem like a childish experiment. Griffons, as those who know their "Alice in Wonderland" will remember, were odd birds, and Alexander, an adventurous boy of twelve, was said to have harnessed two of them to a basket of rushes and been carried to a height of 917,654 feet, returning to meet a protesting parent, who asked him "how long he expected to keep up his infantile tricks."—Christian Science Monitor.

### Signing Treaties

Signatures on treaties have become easy to arrange now that the system of alphabetical order is followed, but formerly the fight for precedence was a cause of grievous difficulty. The order in which names appeared on treaties used to be determined by the status of the realms concerned. But this device involved such interminable disputes that other systems were suggested, and as long ago as 1718, at the signature of the quadruple alliance, each power signed first the copy which was to remain in its possession. At Aix-la-Chapelle in 1748, the contracting parties each signed one copy for each of the others. Finally the present plan of alphabetical order (according to the French alphabet) was adopted.

### Steel Pipe Industry

Very few persons realize the varied applications of the prosaic steel or iron pipe. It has been used for many years as a conduit for water, sewage, steam or gas, but at the present time pipe enters into the construction of such varied products as agricultural implements, automobiles, architectural ironwork and grill work, building columns, refrigerating machinery, dry-kiln apparatus, elevator cars, wheelbarrows, work benches, ornamental gates, elevator grates, safety ladders, warship masts, lighting and high-tension poles, electric wiring, railway signal apparatus, sprinkler systems and signal towers. As the variety of uses for tubular products increased and the cost of making steel diminished, there has been a change also in material. Fifty years ago nearly all the screw-joint pipe was made of wrought iron.

As to Honking and Steering. Honking your horn doesn't help as much as steering wisely.—Forbes Magazine.

### Novelty Soon Wears Off

An experienced young woman told us the other day that there is a time in every engaged girl's life when about a day's growth of beard adds to her thrill, but that after the novelty wears off clean-shaven is much preferred.

**HUBBARD MARINE ENGINE**  
MEDIUM WEIGHT—MEDIUM SPEED  
SIMPLE—RELIABLE  
ECONOMICAL IN FUEL  
BUILT FOR  
LONG, HARD SERVICE  
ALL SIZES IN STOCK  
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