Established 1839

# Saint Mary's Beacon

Only news

VOL 81. LEONARDTOWN, MD., THURSDAY, JANUARY 8, 1920. 4989

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 woolens 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

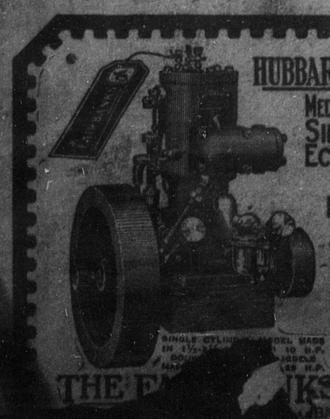
**Beginning at $20.00**

## 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



HUBBARD MARINE ENGINE

MEDIUM WEIGHT-MEDIUM SPEED

SIMPLE - RELIABLE

ECONOMICAL IN FUEL

BUILT FOR LONG, HARD SERVICE

ALL SIZES IN STOCK

COMPLETE REPAIR STOCK

VALUABLE TERRITORY OPEN FOR DEALERS.

WRITE AT ONCE TO

THE E... ...KS COMPANY

...BARD STS.

...RE, MD.

SHIP ME YOUR

**Live Poultry**

Get top market prices and prompt returns.

MY LONG EXPERIENCE ENABLES ME TO OBTAIN HIGH PRICES FOR GOOD STOCK.

Send me your name and address, that I may post you on market conditions.

E. MAURY POSEY

935 La. Ave, N. W.

WASHINGTON, D. C.

U. S. 48. ... NO.

A vast amount of work must remain to be done which the Interstate Commerce Commission, the railroad executives and the public in that [illegible] have long studied, and the work is that [illegible] the country.

WALKER D. HINES,
Director General of Railroads.

*Work more—*
*Produce more—*
*Save more—*

But we can't continue increasing our production unless we continue increasing our railroad facilities.

The farms, mines and factories cannot increase their output beyond the capacity of the railroads to haul their products.

Railroads are now near the peak of their carrying capacity.

Without railroad expansion—more engines, more cars, more tracks, more terminals—there can be little increase in production.

But this country of ours is going to keep right on growing—and the railroads must grow with it.

To command in the investment markets the flow of new capital to expand railroad facilities—and so increase production—there must be public confidence in the future earning power of railroads.

The nation's business can grow only as fast as the railroads grow.

*This advertisement is published by the Association of Railway Executives.*

*Those desiring information concerning the railroad situation may obtain literature by writing to the Association of Railway Executives, 61 Broadway, New York.*

## Dominion Oil Company

A subsidiary of Middle States Oil Corporation, operating in Oklahoma, Texas and Louisiana.

On leases owned in whole or in part are 21 producing wells with an earning capacity for the portion owned by Dominion Oil Co. of $132,000 per month. Nineteen wells now drilling should materially more than double this earning capacity.

Dominion Oil Company will pursue the same policy as Middle States Oil Corporation, including the distribution of stock apportionments.

STOCK TRADED IN ON THE NEW YORK CURB MARKET

Descriptive Circular on Request.

Harold Walton

347 MADISON AVE. NEW YORK CITY, N. Y.

GUY BROS.,

CLEMENTS, MD.

An Up-To-Date Department Store

*Biggest and Most Complete Stock We Have Ever Carried*

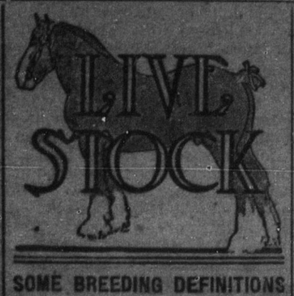
WE CATER TO ALL THE WANTS OF THE INDIVIDUAL, THE HOUSEHOLD OR THE FARM.

Chevrolet Cars on Hand Ready for Delivery

AND REPAIR PARTS FOR SAME.

AUBURN WAGONS

Let us Demonstrate the J. I. Case Tractor which we have just secured the agency.




## SOME BREEDING DEFINITIONS

**Terms Applied to Various Animals as Adopted by the Department of Agriculture.**

(Prepared by the United States Department of Agriculture.)

The following definitions have been adopted by the United States department of agriculture for use in the "Better Sires—Better Stock" campaign:

Purebred—A purebred animal is one of pure breeding, representing a definite, recognized breed and both of whose parents were purebred animals of the same breed. To be considered purebred, the stock must be either registered or eligible to registration, or (in the absence of public registry for that class) have such lineage that its pure breeding can be definitely proved. To be of good type and quality the animal must be healthy, vigorous and a creditable specimen of its breed.

Thoroughbred—The term "thoroughbred" applies accurately only to the breed of running horses eligible to registration in the "General Stud Book" of England, the "American Stud Book" or affiliated stud books for thoroughbred horses in other countries.

Standardbred — Applied to horses this term refers to a distinct breed of American light horses, which includes both trotters and pacers which are eligible to registration in the "American Trotting Register." Applied to poultry, the term includes all birds bred to conform to the standards of form, color, markings, weight, etc., for the various breeds under the standard of perfection of the American Poultry association.

Scrub—A scrub is an animal of mixed or unknown breeding without definite type or markings. Such terms as native, mongrel, razorback, dung hill, piney woods, cayuse, broncho and mustang are somewhat synonymous with "scrub," although many of the animals described by these terms have a certain fixity of type even though they present no evidence of systematic improved breeding.

Crossbred—This term applies to the progeny of purebred parents of

Purebred Herefords.

different breeds but of the same species.

Grade—A grade is the offspring resulting from mating a purebred with a scrub, or from mating animals not purebred but having close purebred ancestors. The offspring of a purebred and a grade is also a grade, but through progressive improvement becomes a high grade.

## BULKY FEED FOR BROOD SOW

**Clover Chaff When Scalded and Soaked for Twelve Hours Is Palatable and Suitable.**

In reply to frequent inquiries for a bulky feed for wintering brood sows it may be said that clover chaff, such as accumulates on a barn floor, when scalded and soaked for 12 hours, makes a palatable and suitable feed of this kind. It is desirable to add a little oilmeal or other millfeed to make it "go." Sows will eat a good deal of clover and alfalfa even when fed dry. When they have access to it, sows will also eat a little corn fodder.

## SYSTEM OF SHEEP FARMING

**One That Is Continuously Successful Must Not Ignore Either Mutton or Wool.**

A system of sheep farming that is to be continuously successful can not ignore either wool or mutton. In many cases the two products will be worthy of equal consideration. In others either one may be emphasized according to the peculiarities of conditions, management, and marketing.

## BARLEY IS GOOD SWINE FEED

**When Fed With Tankage It Is Efficient and Almost Equal to Corn for Fattening.**

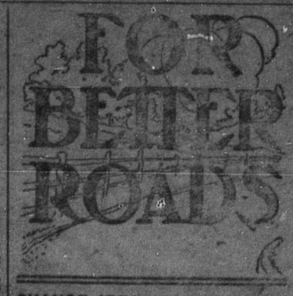
Barley is an efficient feed for hogs when fed with tankage, and is almost equal to corn in fattening hogs for market, according to results obtained in two feeding trials, the second of which has just been completed at the Purdue experiment station in Indiana.

## Notice !

Splendid money-making tobacco farm for sale. We challenge the whole county to produce any bigger or better tobacco than grown on this farm this time.

Come and see how easy it is to own a good farm. Liberal terms.

HN KLAPP,
Jarboesville, Md.
4t




## CHANGE IDEAS ON HIGHWAYS

**Non-Motoring Public No Longer Grudges Good Roads for Fortunate Neighbors.**

The public's conception of "good roads" has undergone a radical change in the last two years.

Prior to the entry of the United States into the world war, the non-motoring American public, more often than not, thought good roads were advocated chiefly for the benefit of their more fortunate neighbors who owned and drove their own motor cars, writes H. A. Williams, jr., president of a large motor truck company. They were inclined to regard good road laws as class legislation and were unwilling for the most part to lend either financial or moral support to the construction and upkeep of something from which they derived no direct benefits so far as they could see.

The war merely hastened what leaders of the industry had foreseen for several years; it furnished the setting and the conditions which enabled the truck to establish itself as a factor in the economic life of the country.

The non-motoring public no longer looks upon good roads as "speedways" for the motoring "aristocracy." It has come to realize that motor trucks are essential as transportation factors and that good roads are necessary to the efficient operation of trucks. Its vision has been broadened; it sees the advantages and benefits which accrue from a combination of these factors—benefits which have a direct bearing upon the economic conditions of the community.

It sees the farm brought, one might say, to the very table of the consumer; it sees an ultimate decrease in food prices; and, those who pause to consider the matter further, see the ever expanding range of possibilities of the truck and its ally, good roads.

With the universal recognition and adoption of the motor truck the public's conception of how roads should be built also has undergone a change. Heretofore there has been a vast difference between the average man's idea of good roads and that of the experienced engineer. The average man was content to build for the present; the engineer, as a result of past and not altogether satisfactory experience, knows and has known the importance of building for the future as well as the present.

Motor Truck Carrying Big Load Over Improved Road.

The first thing a railroad does after obtaining a right-of-way, as everyone knows, is to build a roadbed and lay tracks. That roadbed is put in to stay. The track, which corresponds to the surface of the highway, is built of the most substantial and practical material to be had.

The railroad officials, however, do not expect this roadbed and track to last forever without attention. Long ago they learned that the only way to assure safety and durability is to anticipate depreciation and make constant repairs.

That is just what we are coming to in road building. For years it has been customary for county engineers to direct such operations but for the most part their work has been restricted by lack of funds, and inadequate force or by limited legislation and more or less red tape. There are some states in which farmers are still working out their road tax by the day, spreading gravel or stone in a more or less haphazard fashion for the construction of roads; upon their efforts and those of a limited force of hired workers depends the maintenance of the community's highways.

## FIND WORK FOR EX-SOLDIERS

**Eleven States Plan Vital Highway Improvements This Summer—Fighters Preferred.**

Thousands of soldiers coming back to civil life with a preference for outdoor work will find employment in building highways in their home states. Reports from state highway departments of eleven states say that 15,300 men will be employed on their roads this year and that soldiers will be given the preference.

## Who Needs a Horse ?

Two Horses, price $75 each. For sale or will trade for corn.

R. H. Sears

SOCIETY HILL FARM,

LEONARDTOWN, MD.

12-11-tf

## CLING TO BELIEFS

**Few People Today Are Without Pet Superstitions.**

**Although Not Carried to Extremes That Have Marred the Pages of History in the Past, They Are Still With Us.**

We constantly hear it said that "this is the twentieth century; superstition and all that sort of thing died out long ago." Yet there is hardly a person in the country without his pet belief—that misfortune follows stooping over a baby or spilling salt, or that a black cat brings good luck, for example. Hence, too, the universal practice of wearing mascots "for luck."

These, however, are not very serious beliefs, being merely personal fads. Superstition of a deeper rooted and more unpleasant type is still common in the more backward rural areas, however. Only a few weeks ago an old dame in the Fen country was boycotted by the whole countryside because she had the reputation of being a witch and of throwing spells over people's children, stock and crops. No one would go near her or let her have food or clothing, and she nearly starved to death.

The cold, legal atmosphere of the courts would be thought unfavorable to belief in witchcraft, and yet a farmer—by no means an ignorant man—stood up the other day in Norfolk court and informed the bench that someone had bewitched his cows. He cured the evil spell by thrusting a red hot poker into his churn, when the evil spirit vanished in a bright flame.

Years ago any old crone who was cross grained with the neighbors stood a good chance of being tried (and burnt) for witchcraft, and cases are even known where animals were solemnly brought into court and tried on a similar charge.

A tough old cock at Basle, in Switzerland, was accused of laying eggs—a most serious offense, as such eggs were used only for making witches' ointment. The unhappy bird was haled before the justices, and one of the eggs produced as proof of guilt. In the face of such evidence the rooster's case was hopeless. He was convicted and he and his miraculous eggs solemnly burnt at the stake in the town square.

A sow and six young pigs were accused of witchcraft towards a child, and were brought, protesting loudly before the "beak." Amid great sensation, the sow was found guilty and publicly executed, but the perkers were acquitted on the ground of extreme youth. As late as 1740, a man was accused of possessing a "devil" and after a long hearing, was found guilty and condemned to death. "Rats and mice and such small deer," have been summoned on numerous occasions, but almost invariably failed to put in an appearance at court.

In the fifteenth century, the peasants of a village in the south of France took legal proceedings against a plague of locusts which trespassed on their fields and devoured their crops. As the case was still being fought nearly half a century later, the modern gardener can sympathize with the unlucky plaintiffs, but would probably prefer the more up-to-date application of lime or mustard.

Another action was brought against a pest of leeches swarming in the ponds and streams of another country district of France. The judge issued a decree against the leeches trespassing further on the disputed territories, but history is silent as to whether the injunction was obeyed or ignored, with resultant punishment for contempt of court.

Animals have even been admitted as witnesses in the courts. It used to be considered no offense to kill a burglar trying to break into a house. There arose the difficulty that one man living alone might ask another to his house, and then murder him, pretending that he was a robber. To get over this, it was decided that any domestic animal, such as a cat or a dog, present at the time might bear witness. If the animal on being questioned, satisfied the court that his master had acted in good faith, the killing was held to be justified. There are not many instances of acquittal.

**Japanese Glass Industry Grows.**

Though encouraged by the government in 1876 by the establishment of a model glass factory, transferred ten years later to private ownership, the glass industry of Japan was only fairly prosperous until the outbreak of the recent European war, at which time, due to the shutting off of supplies from France, Belgium and Germany, the manufacture of glass received such a stimulus that it now bids fair to compete with the industry in other countries. Before 1914 practically all the window glass used in Japan was imported, but this branch of the industry is receiving special attention and in 1918 its product to the value of $1,756,000 was exported.

**Conductor Pulls Teeth.**

A conductor-dentist operates on a branch of the Chesapeake & Ohio railroad system in West Virginia. He is Dr. Harry Halstead. When patients failed to come to him fast enough Halstead took a position as conductor. He carries forceps in his pocket. During a recent week the train was halted four times by persons who wanted teeth drawn. The dentist-conductor [illegible] to make the stops.

## FOR SALE

32-foot round stern Dory with 7 1-2 Mianus Engine, equipped for oystering, $300.

One Farm or Hotel Bell, $10.00.

HARRY M. JONES,
Leonardtown, Md.