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The Kent News.

CHESTERTOWN, MD.

Saturday, April 27, 1867

LAWS.—Several important local laws, as well as others of a general character, will be found in our columns to day.

PROCLAMATION BY THE GOVERNOR.—Governor Swann has issued his proclamation, in compliance with an act of Assembly, announcing the result of the election on the question of a Constitutional Convention, by which it officially appears that the whole vote cast in the State on that issue was 58 718, of which 34,534 were for a convention and 24,136 against a convention, and 48 blank ballots. It is therefore declared that the persons who were at the same time voted for as delegates to said convention who have a majority of the votes cast in their favor are duly elected, and that the convention, as authorized, will assemble at Annapolis on the second Wednesday of May, to enter upon the discharge of the duties prescribed by the act of Assembly.

ADJOURNMENT OF THE SENATE.—The extra session of the United States Senate was finally adjourned on Saturday evening last, about nine o'clock. All offices, with very few exceptions, were filled.—Under the civil tenure of office act, passed at the late session of Congress, vacancies in offices, occurring during the session of the Senate, which were not filled by confirmations, must remain vacant until the next session of Congress. The radicals designed by the passage of this act to compel the President to appoint men of their party to office, and in case of his refusal to do so, that the offices should remain vacant.

STAFF OF GOVERNOR SWANN.—*The Militia Law.*—The following persons have been announced as constituting the staff of Governor Swann, under the act recently passed by the Legislature of Maryland for the reorganization of the militia of the State; Major General John S. Berry, adjutant General; Major General Noah L. Jeffries, Inspector General; Brigadier General Ferdinand C. Latrobe, Judge Advocate General; Brigadier General Richard Cook Tilghman, Quartermaster General; Brigadier General George S. Brown, Paymaster General; Brigadier General Riggin Buckler, Surgeon General; Brigadier General W. H. Neilson, Commissary General.

The pay of the adjutant general is $2,000 per year; that of the inspector general is $5,000, with no allowance for expenses. The other officers receive no compensation except in service. The new militia law provides that all able-bodied citizens between the ages of 18 and 45, with a few exceptions, shall be liable to military duty, and shall join the National Guard as a volunteer, or pay to the State the sum of two dollars each year, the payment of which sum shall exempt him for one year from the date of such payment from militia duty; subject, however, to a call for the reserve militia, rendered necessary as aforesaid, and subject also to his liability to draft as aforesaid, to fill the ranks of the National Guard. Volunteer companies, the members of which reside in different military districts, will, with the approval of the inspector general, be recognized as forming part of said National Guard.

The commutation money paid is to form a military fund for the support of the militia.

Every regiment, battalion, squadron or independent company of the National Guard shall parade for the purpose of discipline, inspection and review at least four times in each year, between the first day of May and the first day of December, on such day and at such places as the commanding officers thereof, respectively, may designate. Brigade and division parades will be ordered from time to time by their respective commanders. A camp of instruction will be ordered once in each year, in each of the division or brigade districts, as the commander-in-chief may direct.

In the case of Thomas R. Rich against Major General John E. Wool, for false arrest and imprisonment, in the United States District Court, at Baltimore, the jury on Tuesday brought in a verdict for the plaintiff, but assessed the damages at only one cent; (the suit was for $10,000.) The court decided that each party must pay its own costs.

THE PRESIDENT GOING TO RALEIGH.—It is stated that President Johnson has accepted an invitation from the citizens of Raleigh, N. C., to be present at that place about the middle of May, at the laying of a corner-stone of a monument in memory of the President's father, whose place of burial has only recently been discovered. He will be accompanied by Mr. Seward and one or two others of his Cabinet. He will go via Richmond, and may extend his trip further South.

THE NEW COLLECTOR.—The *Easton Star* says that Col. Wm. H. Smith, the new collector of internal revenue for this district, is a resident of that town, and adds:

"Col. Smith is a gentleman of fine business capacities, and will doubtless make a most efficient officer. How he managed to outwit Creswell & Co., so as to secure the place, we know not, but we are gratified that he has succeeded in doing so."

THE GREAT CIRCUS AND MENAGERIE of Whitbey & Co., said to be the grandest affair of the kind that ever visited these parts, will exhibit in Chestertown on Tuesday, May 7th, and at Head Sassafras on Wednesday, May 8th. See their advertisement in another column.

RECOVERED.—Col. Wallace, of Cambridge, has recovered the body of his little son, who has been missing since the freeze last winter. When found he had on his skates, which shows that he was drowned while skating on the Choptank river.

COURT.—Our Circuit Court adjourned on Saturday last. The session terminated several days earlier than was anticipated in our last issue in consequence of the removal of Snitcher's case to Cecil county, and the postponement of other cases to the October term. The following are the only trials not heretofore reported:

Charles Berryman, negro, charged with obtaining goods from J. O. Dugan under false pretences. Verdict, not guilty.

John Williams, negro, indicted for stealing geese from John M. Gale. Verdict, guilty.—Sentenced to the penitentiary for six months.

Samuel Connor, convicted of stealing money from Mr. Spear, heretofore reported, was sentenced to the penitentiary for one year.

REAL ESTATE AGENCY.—S. J. Martenet, Esq., the well-known publisher of the large and valuable Map and Atlas of Maryland, has opened a real estate agency in Baltimore, at No. 6 South street, as will be seen by his advertisement in another column. His thorough acquaintance with every part of Maryland must give Mr. Martenet great advantages in such a business; and we cannot doubt that he will prove a most efficient agent for any who may have real estate to dispose of.

SALE TO-DAY.—George Vickers, Esq., as Attorney, will offer at public sale, at the Voshell House, at 11 o'clock this (Saturday) morning, the house and lot near Chestertown, lately occupied by Absalom Dobbs, deceased.

COMMUNICATED.

The Rev. Andrew J. Sutton resigned the rectorship of Saint Paul's Parish, in this county, on Monday last, a pulpit he has graced so long a time with marked ability. He is a gentleman of courteous manners, great refinement, pleasing and agreeable in social intercourse, of superior talents and education.

At the next Diocesan Convention of the Protestant Episcopal Church in this State (which meets, as required by canonical law, the last Wednesday in May next), will be decided by a vote of the clerical and lay delegates of the various parishes of the Eastern and Western Shore the question of a division of the Diocese.—The various Vestries throughout the State should instruct their lay delegates how to vote upon this important question. It involves the question of one or two Bishops of Maryland. The present Bishop was committed to small dioceses before he was consecrated Bishop, and no one can justly charge self interest in this matter to him. It is presumed no one of the clergy or laity of this Shore would be opposed to a division if a sufficient salary for a Bishop could be raised without too onerous a tax upon the people of this peninsula.

The papers of this Shore, generally, will please notice this article in such manner as they prefer, so that a fair and final decision may be had at the next Convention, which will meet in Grace Church, Baltimore, the day above named.

A LAYMAN.

COMMUNICATED.

BASE BALL.—A social game of Base Ball was played Monday, April 22d, between the Avalanche Club of Cecil county and the Kent Club of Galena, on the ground of the latter Club, resulting in favor of the Kent Club by the following score:

AVALANCHE.	R	O	KENT.	R	O
Pennington -	5	2	Vansant 1 b	4	4
Beaston - -	3	2	J Pennington 2 b	5	2
Ellison - -	3	4	Jacoby 3 b	3	3
Ward - - -	1	6	Horsey p	2	5
Taylor - - -	3	3	Sylvester s s	4	2
Price - - -	4	3	Gooding r f	4	3
C. Morgan - -	2	2	E. Dyre c f	3	4
R. Morgan - -	2	4	W Pennington 1 f	3	0
Duhamell - -	5	1	H. Dyre c	2	4
Total - -	28	27	Total - -	30	27

Umpire: Mr. Cruikshank. Field Officer: Mr. C. J. Scott. Scorers: Mr. John McHard for the Kent and Mr. Hessey for the Avalanche.

For the Kent News.

MESSRS. EDITORS:

Your correspondent "Millington" is evidently excited and on the rampage. The vials of his wrath, filled with sneers and denunciations, fall about as thick as snow-flakes in winter, and all because "Stockholder" has presented some few arguments for the consideration of the people of Kent county and the Board of Directors of the Kent County Railroad, which he has neither the ability to understand nor refute, but stands confessedly ignorant of what he is writing and writhing about.

It is an old saying that "Fools rush in where angels fear to tread;" and "Millington" is a practical illustration of the truth of the proverb. As yet I have failed to learn of any *attempt* even to refute my statistics and financial arguments concerning the route and connections of the Kent County Railroad with the Delaware Railroad; but what abler minds have not attempted, "Millington," with the characteristic audacity of ignorance and presumption, rushes in, not to argue and disprove, but to sneer and slur down.

His whole communication consists of mere *assertions*, not even pretended to be supported by any proof, that my statements are "false," "palpably false" and "erroneous," and that I am an "illuminator" and "railroad instructor." As a stockholder of *thousands* of dollars worth of stock in the Kent County Railroad, I had a right to present my views, but I did not claim to be infallible. I might err, as all human kind is liable to do, and if I did, "Millington" should have met argument with argument, or at least *proved where* I was in error. But not a single argument was produced, save one or two unconsciously advanced, which at the proper time I shall point out, to *prove* I was correct in my statements. The attempt to *bluff* off any farther discussion by a grandiloquent denial of facts will not suffice, and least of all where any one, as "Millington" does, ridiculously admits almost in the beginning that "he is not able to refute my statistics, having no knowledge of railroad building." Then why such a bray?

To set before the people of Kent the kind of stuff with which the advocates of the Townsend connection regale their dupes, I desire to place before them *seriatim* the rubbish which "Millington" has been silly enough to print.

He asserts first, that I commenced my "illumination" by censuring the Delaware Legislature for forcibly dictating to the Directors of the Kent County Railroad to *make* their connection at Townsend, and then clinches this assertion by a double one, that "there was no such action by that body." Just between these two he admits "he is not familiar with the *acts* of the Delaware Legislature." What are we to think of a man who makes an assertion in one breath and in another admits that he knows nothing about it? He need not have made this damaging confession, as the whole of his letter is *prima facie* evidence that he knows not of which he prates. Any one at all familiar with public affairs, and specially of the Kent County Railroad, *knows* that last March the Delaware Legislature did pass an amendment to the charter of "its greatest engine of her wealth," giving them the power to build a branch road *from* TOWNSEND *to the Maryland line*, which said branch it was well known was to connect with the Kent Co. (Md.) Railroad then in prospect of being built. They passed this "amendment" against the remonstrance of a committee of citizens, stockholders in the Kent Railroad, and at the bidding of a great monopoly. The trial was made, urged by influential stockholders, to get the Delaware Legislature to put in the words "AT OR WITHIN FOUR MILES OF TOWNSEND," which would have given the Delaware Railroad a choice of connections, and also the Kent Directors. But this did not suit the purpose of "the greatest engine of her wealth;" and if this is not *forcing* the matter, it is very much like the moral persuader of the robber's pistol at your head—your money or your life.

The Delaware Railroad knew, indeed it openly admits, that the Middletown connection was best for the Kent Railroad, *but* the Townsend termini suited best for *their* purposes. And what is the "liberality" of the Delaware Railroad in offering to build five miles of road for the Kent Company through a bog swamp at small outlay, but to get control of a rich company for twenty or thirty years and *force* them to travel over four miles of *their* road unnecessarily! The Kent County Company is weak, with limited means, and just at this juncture the liberal and generous Delaware Railroad steps in with its amended charter and offers a tempting bribe of a few miles on the one hand and a *choke off* on the other.

As to "censuring" the Delaware Legislature, if so plain an individual could venture to censure so august a body, I deny it. I spurned and *denounced* their insulting proceedings in this case, and so does, I opine, hundreds of citizens of Maryland and Delaware. As to their *duties*, instead of "making such laws and enactments as shall redound to the interests of the State," they seem only intent to build up a monopoly that shall eventually overwhelm the little peach orchard, and its cognomen will only be known *as* the Delaware Railroad, just as the State of New Jersey is contemptuously styled the "State of Camden and Amboy." When a man or body of men is denounced alike by friends and foes, it is fair to infer there is something rotten about them. And this is the case of the Delaware Legislature.

To assertion second, that my financial statistics are false because some parts of my statements (to him) appear incorrect, I suppose he arrives at his conclusions by the same process Paddy did when he declared it impossible to catch fresh fish out of salt water.

As to the charge of "selfish interest," and specially of Kennedyville, it is almost too puerile to notice. Of course, I, in common with "any other man," having invested my money in a stock company, desire my "*interests*" to be consulted, and specially of a railroad, an affair not of a year or so, but a lifetime. But I spurn the charge that I wish to influence the road to my own personal aggrandizement and at variance with the interests of all the others. This is the kind which the Delaware Railroad wishes and which "Millington" advocates. As to Kennedyville, it matters not a straw to me whether it goes through the place or forty miles off. It is conceded so universally, and the town lies upon the "ridge," and in the centre of the county, that I almost *know* it *will* come there, whether it excites "Millington" or not.

That I "have the peculiar faculty of obliterating distance or extend miles into leagues," is only wonderful to people given to moon gazing, and he answers his silly remark himself by saying in his very next words that "an air line from Kennedyville to Middletown would leave Massey's Cross Roads two miles to the South." Certainly, *and by such an air line it will only be nineteen miles to Middletown.* I did not, of course, calculate upon a zigzag basis. I *presumed* that the Queen Anne's Railroad would run either through Crumpton or Millington and connect with the Kent Road at or near Massey's, thus giving the people of that section railroad facilities without subjecting the Kent Road to the expense of coming two miles out of their way. By this means we "obliterate distance," and save thirty thirty thousand dollars! But this was only a *suggestion* thrown out by our own special authority, and to which we have attempted to *persuade* nobody.

That "this would be cutting off the entire south-eastern and inland portion of the county," shows how really ignorant is "Millington" of what he pretends to write. Any one familiar with the topography of the first district of Kent county, especially from Massey's to Townsend, *knows* it to be almost entirely on one side of the county; that on the East and South almost within a stone's throw of the entire line, lies the great Kent Forest, an almost impenetrable jungle, which would go about as far towards supporting a railroad as a load of tad poles would. To the left lies the richest agricultural land and peach farms in the State, which would be entirely reached by going *two* miles north of Massey's, and in addition be very nearly in the centre of the county.

As to making calculations from Mr. Engineer Warner's survey, I beg leave to object. Of his *ability* unlike "Millington," I do not denounce, because I know nothing of it; *but*, and here lies the *gist* of the matter, *Warner's surveys are made to order*. He is the employee of the Delaware Railroad, and has run *two* routes, one from Townsend and *one from Middletown* FOR A SPECIFIC PURPOSE. If "Millington" and others of his ilk really desire the best interests of the Kent Railroad, let them employ, or induce the Board of Directors to employ, a competent, faithful Engineer, who will do the fair thing, unbiased by *any* party, and run *not one*, but *several routes*, and then calculate the real distance and costs. We will see, then, who puts forth "erroneous statements," and probably find "Millington" "palpably false" when he makes so absurd a statement that it will cost $80,000 more to build the road to Middletown than to Townsend.

And now about that big jump from Kennedyville over the river to Queen Anne's county. Who would have thought that we had a veritable Pickwickian in our midst? As Sam Weller says, "Weal pies is werry good pies when you are certain they is made of *weal* and not kittens." That jump is "werry much" like the weal pie, only it is "Millington" or "kittens" that made it, not "*weal*." He gets into such a muddle about here it is difficult to follow him. The principal grievance appears to be, that Double Creek and the region around about is "*sterile*," that Beaver Dams, Sudlersville and Millington constitute *more* towns than Church Hill, Crumpton and Chesterville.

If the country around Crumpton and from Crumpton to Chesterville is more "sterile" than that east and north of Millington, it is new to most people in Kent county. Talking about "sterility," allow me to ask "Millington" which presents the most "sterile" aspect, the route from Massey's to Townsend, or that from Massey's to Middletown? It was not my intention to "decry" the town of Millington, but its prototype makes it unconsciously suffer, by presenting the shadow of one or two arguments to prove I am correct in my views. "Millington" says "it is a quiet and venerable old town;" truly so, and likely ever to remain in that condition. This very quiet, with long years of decay and dilapidated condition, is the strongest argument why it never should be disturbed by such a rushing, noisy, earnest thing of life as a railroad.

"Millington" again sustains me in his eulogiums of Crumpton and of the energetic and enterprising men who made the town, proving that such men and such a place is the fittest to encourage and foster a great enterprize like a railroad. Then again, Sudlersville is only about ten miles from Kenton in Delaware, where runs the Maryland and Delaware Railroad. Does "Millington" want to get up an *opposition* railroad? Have the people not got enough on their hands to build and sustain *one* road?

Finally, as special emphasis is placed upon his being a *citizen* of Kent county, we are led for the nonce to adopt "Millington's" *style* and assert it to be as "false," "palpably false" and an "erroneous statement." No such nincompoop can live in so rich and fair a spot of earth as Kent county. It is *not* the paradise of fools.

As "to leaving the location to the judgment of the intelligent and honorable gentlemen who compose the present Board of Directors," it is precisely what we propose to do, barring the simple exception of the Delaware Director. We look upon them as a *jury* of more than ordinary intelligence, whose *duty* it is to listen courteously to any arguments, statements, &c., brought before them by their constituents, the stockholders; and we trust they will refuse to lower their dignity and self-respect to pay any heed to the balderdash of "Millington" and his co-laborers, who have neither the ability to refute an argument nor the courtesy to discuss with fairness questions they cannot comprehend.

A STOCKHOLDER.

Baltimore Price Current

BALTIMORE, April 25, 1867.

Wheat—310 bushels choice Red sold at		$3.25
White Corn, per bush.	. .	119a124
Yellow " "	. .	125a128
Oats (weight) "	. .	72
Clover Seed "	. .	10.25a10.50

DIED:

Departed this life, on the afternoon of April 20th, in blissful hope of eternal life beyond the grave, Mrs. MARTHA J. CRISP, aged 34 years, 7 months and 20 days, a resident of Baltimore.

For the Kent News.

Kent County Rail Road.

MESSRS. EDITORS:—Various interesting communications have appeared in your paper relative to the Kent County Rail Road. We design to say a few words of a practical nature upon the subject. The Law, as published, of 1856, will prevent all persons from voting at elections who do not pay the per cent. called for before they offer to vote. Let all in arrears RECOVER THEIR ELECTIVE FRANCHISE by prompt payment. The Charter of the Road confines the Company to within four miles of Townsend, East or West of that point. No authority exists to construct the Road to Elkton, or to any other point, than one which will connect with the Delaware road. The latter road is under lease to the Philadelphia, Wilmington & Baltimore Rail Road Company for a long period—the interest of one road is therefore the interest of the other during that period. It is the interest of the parent or main road to aid, encourage or assist the branches—such a course benefits itself. If the Kent Co. R. Road intersect the Del. Road at Townsend or Middletown, and extend to the Chesapeake Bay or Rock Hall, persons or freight coming up on the Delaware Rail Road from the lower counties of our Shore, will take the Kent road for Baltimore, and not go to Wilmington. The Kent road will be the shortest route to Baltimore.

We understand that the Directors have taken steps to locate the road so as to put it soon under contract, several persons being ready to contract as soon as a survey is made, or the exact route designated. By varying the course slightly, and making the road more direct, with fewer angles and curves, considerable distance can be saved, and consequently much expense. It is said that the Directors have had soundings made in several places in reference to a Western terminus, and have obtained considerable information in regard to the location and construction of the road, that will be very useful hereafter.

It is known to all that a Rail Road is a work of magnitude and expense, requiring the aid, co-operation and encouragement of the whole community. The work, when completed, will be of incalculable convenience and advantage to all. In Somerset county the land owners from Berlin to Salisbury, a distance of twenty-five miles, will contribute gratis the land over which their Railroad is to pass, except, perhaps, for a few lots near the said towns. This is public spirited and magnanimous, and will aid very materially in constructing that road. Land damages, fencing and cattle guards, are important items in the making of Railroads. Funds or their equivalent are necessary. If land owners will donate the land in some instances, and in others place it at a small price, and take stock in the Company for that amount, there will be no difficulty in completing the Kent Rail Road. But any one who has examined the reports and estimates of the Engineers, and who sincerely feels a desire to have the road made, will conclude that the land must either be given or placed at a small price, to enable the Company to perform their great work. No one can properly estimate the advantages of a Rail Road, to every portion of the County, and of the increased value of land, and facilities for market, high prices and travel, and especially to those on or near the line of the road. A CITIZEN.

PUBLIC LOCAL LAWS,

OPERATIVE IN KENT COUNTY,

PASSED JANUARY SESSION, 1867.

AN ACT to authorize and empower the County Commissioners of Kent County to subscribe in behalf of said county to the capital stock of the Kent County Railroad Company, and to issue bonds for the same, and to provide for their redemption.

SECTION 1. Be it enacted by the General Assembly of Maryland, That the County Commissioners of Kent county, or a majority of them, be and they are hereby authorized, empowered and required, as soon as they may receive notice from the Kent County Railroad Company, to subscribe in behalf of Kent county for four thousand shares of the stock of said Kent County Railroad Company, and in payment for said subscription to issue bonds in the name of the County Commissioners of said county in such sums as the President and Directors of the said Railroad Company may prescribe, redeemable in such time or times within twenty years as the said President and Directors may designate, (but not in less than fifteen years,) and which shall be stated on the face of said bonds; and to each of which said bonds shall be attached coupons for the interest thereon, at the rate of six per cent. per annum, payable half yearly; which said bonds shall be delivered to the said Railroad Company in payment for said stock, and which said bonds may be hypothecated or sold and assigned by the said Railroad Company.

Sec. 2. And be it enacted, That the said bonds shall be exempt from county, school, State and municipal taxation, and that the faith of Kent county is hereby pledged for the redemption thereof.

Sec. 3. And be it enacted, That the said County Commissioners shall from time to time levy on all property subject to taxation for the ordinary expenses of the said county such sum or sums of money as shall be necessary for the prompt payment of the principal and interest of the said bonds, and shall provide for the mode and manner in which such payment shall be made, the said taxes to be levied and collected as other taxes in said county are levied and collected.

Sec. 4. And be it enacted, That the said County Commissioners are hereby authorized at any time or times to sell or pledge the shares of stock which may be subscribed for under the provisions of this Act, or any part thereof, and to apply the proceeds of such sales or pledges, together with the dividends accruing on such shares, to the payment of such bonds or the interest thereon.

Sec. 5. And be it enacted, That for the purpose of protecting the interest of the said county in the said Railroad Company after such subscription of stock shall be made, and in lieu of the right to vote the said stock in the election of President and Directors of the said Railroad Company, the said county shall be represented by one Director, at the said Board of the President and Directors aforesaid; that William Lamb of said county, shall represent the county as such Director, for one year, and until his successor shall be appointed, and that the County Commissioners shall, in the month of June, in the year eighteen hundred and sixty-eight, and annually at the same time thereafter appoint a Director to represent said county as aforesaid.

Sec. 6. And be it enacted, That the said bonds and coupons shall be receivable for taxes by the collectors of taxes; and when so received, on account of the same, shall be returned to the County Commissioners, by the said collectors, who shall be entitled to an equal amount of the money levied to meet or liquidate their payment.

Sec. 7. And be it enacted, That this Act shall take effect from the date of its passage.

We certify that the aforegoing is a true copy of an Act which passed the General Assembly of Maryland at its January session, 1867.

AUGUSTUS GASSAWAY,
Secretary to the Senate.
W. R. COLE,
ap27-3t. Chief Clerk House Delegates.

AN ACT to authorize and empower the County Commissioners of Kent county to erect an Alms-house in said county, and to provide for the payment of the same.

SECTION 1. Be it enacted by the General Assembly of Maryland, That the County Commissioners of Kent county be and they are hereby authorized and empowered to have erected and built an Alms-house for said county in the place of the building recently destroyed by fire, and to enter into contracts for the construction thereof, if they shall deem it advisable to do so, or have the same erected under the control and direction of the said County Commissioners or a majority of them.

Sec. 2. And be it enacted, That the County Commissioners of Kent county be and they are hereby authorized and empowered to levy, on the assessable property of Kent county, a sum of money not exceeding the sum of three thousand dollars, for the purpose aforesaid, and that the said levy may be made in one or more years, at the discretion of the said County Commissioners, who shall have power to borrow money for the said purpose, and to provide for the repayment thereof, and interest, by levies upon the assessable property of Kent county, aforesaid.

Sec. 3. And be it enacted, That this Act shall take effect from the date of its passage.

We certify that the aforegoing is a full and true copy of an act which passed the General Assembly of Maryland at its January Session, 1867.

AUGUSTUS GASSAWAY,
Secretary of the Senate.
WM. R. COLE,
ap27-3t. Chief Clerk House Delegates.

AN ACT to authorize the County Commissioners of Kent county to convey to Isaac Parsons and others, of said county, a portion of Old Crew's Landing, near the mouth of Sassafras river.

SECTION 1. Be it enacted by the General Assembly of Maryland, That the County Commissioners of Kent county be and they are hereby authorized and empowered to convey unto Isaac Parsons, Henry T. Jump, James A. Roseberry, George Gale, Alexander Wilson, William Busick, Thomas J. Shallcross, and others who may unite with them, thirty feet front of the public landing at or near the mouth of Sassafras river, known as the Old Crew's Landing, in Kent county, the said thirty feet to be located at the lower or westernmost end of said landing.

Sec. 2. And be it enacted, That the County Commissioners aforesaid be and they are hereby authorized and empowered to have surveyed and laid off a portion of the bed of Sassafras river opposite to said part of said public landing, and extending from high water mark on said landing to a point in said river of sufficient depth of water for the accommodation at low water of sailing or steam boats, carrying grain, peaches, and other products, and to condemn the same for the use of the said Isaac Parsons, Henry T. Jump, and others who may unite with them, and their successors, in erecting a wharf and other improvements; *provided*, the wharf and other improvements to be erected shall not, in the judgment of said Commissioners, obstruct or damage the navigation of said river.

Sec. 3. And be it enacted, That the aforesaid Commissioners be and they are hereby authorized and empowered to annex such conditions and restrictions to said conveyance and condemnation as in their judgment will promote the public interest.

Sec. 4. And be it enacted, That this Act shall take effect from the date of its passage.

We certify that the aforegoing is a full and true copy of an act which passed the General Assembly of Maryland at its January Session, 1867.

AUGUSTUS GASSAWAY,
Secretary to Senate.
WM. R. COLE.
ap27-3t. Chief Clerk House Delegates.

AN ACT to authorize the County Commissioners of Kent county to convey to John Haddaway and others of said county, a portion of a landing on Chester river, in Quaker Neck.

SECTION 1. Be it enacted by the General Assembly of Maryland, That the Commissioners for Kent county be and they are hereby authorized and empowered to convey unto John Haddaway, of Kent county, and others who may unite with him, the following part of the public landing in Quaker Neck, on Chester river, which was condemned and taken off the lands of Thomas Lusby, and said John Haddaway, and contains one-half of an acre of land.

Sec. 2. And be it enacted, That the Commissioners aforesaid be and they are hereby authorized and empowered to have surveyed and laid off a portion of the bed of Chester river, opposite the aforesaid part of the said public landing, extending from high water mark to a depth sufficient for vessels carrying grain and other produce to float at ebb tide, and to condemn the same for the use of the said John Haddaway and others who may unite with him, and their heirs, in building a wharf and other improvements; *provided*, such appropriation of the said river shall not, in their opinion, obstruct or prejudice the navigation thereof; *and provided further*, that ample room shall be left at the terminus of the public road leading to the said landing and river, and also of the said landing, to allow the loading and unloading of boats or vessels that may be, or lie off the same, and not at the wharf to be erected as aforesaid.

Sec. 3. And be it enacted, That the Commissioners aforesaid be and they are hereby authorized and empowered to annex such condition and restrictions to said conveyance and condemnation as they may deem conducive to the public interest.

Sec. 4. And be it enacted, That this Act shall take effect from the date of its passage.

We certify that the aforegoing is a full and true copy of an act which passed the General Assembly of Maryland at its January Session, 1867.

AUGUSTUS GASSAWAY,
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WM. R. COLE,
ap27-3t. Chief Clerk House Delegates.

AN ACT to require Drovers passing through Kent county to have their cattle marked, and to authorize the sale of cattle unmarked that may be found in droves.

SECTION 1. Be it enacted by the General Assembly of Maryland, That the following sections relating to drovers and unmarked cattle found in droves be added to Article fourteen of the Code of Public Local Laws, title "Kent County," and be arranged under the head of drovers in said Article.

Sec. 87. Every drover or person employed by him who shall drive any cattle, sheep or hogs, into or through Kent county shall have each one marked with red paint or tar on their forehead or back that the mark may be easily discovered or seen.

Sec. 88. Any person finding any unmarked cattle, sheep or hogs in a drove in said county may take them from such drove, and if they are not his own he shall advertise them for sale in some public newspaper published in Kent county, and by handbills set up in at least two public places in Queen Anne's county for not less than three weeks, and if no owner shall then appear to claim them he shall sell them at public sale to the highest bidder.

Sec. 89. One-half of the net amount of such sale, after deducting the charges for advertising and keeping such cattle, sheep and hogs, shall belong to the person so detecting or taking them up, and the other half to the County Commissioners, to be applied or divided equally among the primary schools in said county.

Sec. 90. If it shall appear that the drover and person employed by him to drive said cattle, sheep and hogs were ignorant of the provisions of this Act, or had no intention to evade them, or upon reasonable notice of its existence shall proceed to mark said cattle, sheep or hogs, in the manner required by this Act, the eighty-eighth and eighty-ninth sections of this—shall not be applicable to such case.

Sec. 2. And be it enacted, That this Act shall take effect from the date of its passage.

We certify that the aforegoing is a full and true copy of an act which passed the General Assembly of Maryland at its January Session, 1867.

AUGUSTUS GASSAWAY,
Secretary to Senate.
WM. R. COLE,
ap27-3t. Chief Clerk House Delegates.

AN ACT to repeal sections eighty-seven, eighty-eight and eighty-nine of Article fourteen of the Code of Public Local Laws of Kent county, title "Drovers."

SECTION 1. Be it enacted by the General Assembly of Maryland, That sections eighty-seven, eighty-eight and eighty-nine of the fourteenth Article of the Code of Public Local Laws of Kent county, title "Drovers," be and the same are hereby repealed, and that this Act shall take effect from the date of its passage.

We certify that the aforegoing is a full and true copy of an act which passed the General Assembly of Maryland at its January Session, 1867.

AUGUSTUS GASSAWAY,
Secretary to Senate.
WM. R. COLE,
ap27-3t. Chief Clerk House Delegates.

TRUSTEE'S SALE.

BY VIRTUE of a Decree of the Circuit Court of Queen Anne's county, as a Court of Equity, the undersigned, as Trustee, will expose to PUBLIC SALE, on

Saturday, the 18th of May, 1867,

AT CHURCH HILL, in Queen Anne's county, at 3 o'clock, P. M., on the plat of ground near the Protestant Episcopal Church, and the main road leading through Church Hill, all that

FARM AND PLANTATION,

in said County, called "ASHTON'S OUTRANGE," Part of "CHANCE OUTRANGE," and "ALBERT'S DELIGHT," containing in the whole

210 Acres of Land,

More or Less, late the property of Mrs. Sarah E. Carville, and which was occupied by her and her husband, John R. Carville; lying on the main road from Church Hill to Crumpton, adjoining the lands of the late S. S. F. Rochester, and near I. B.

The location of this property is a good one, and salubrious. The soil is a light loam, easily cultivated; is adapted to the growth of all the grains and grasses, and productive. This property is divided into four fields, under good fencing.

THE BUILDINGS

consist of a TWO-STORY DWELLING, nearly new, about 18 by 40 feet, and new OUT-BUILDINGS, suitable for the farm.

MR. WHALEY, the tenant, will shew the premises to any who may call to examine them.

TERMS OF SALE:

The terms of sale are, one-fourth of the purchase on the day of sale, or within forty days thereafter; one-fourth in six months; one-fourth in twelve months; and one-fourth in eighteen months from the day of sale, with interest from the day of sale, to be secured by the bond of the purchaser to the Trustee, with approved security.

The Creditors of the late Sarah E. Carville are hereby notified to file their claims against her, duly approved, with the Clerk of the Circuit Court of Queen Anne's Co., within four months from the day of sale.

GEORGE VICKERS, TRUSTEE.
Chestertown, April 27, 1867—ts.

Ratification Notice.

On the Equity Side of the Circuit Court for Kent County.

APRIL 20th, 1867.

ORDERED that the sale made and reported by GEORGE VICKERS, Trustee for the sale of the real estate of Charles T. Dale, John Dale, Ellen Dale and William Dale, be ratified and confirmed, unless cause to the contrary thereof be shewn on or before the twenty-seventh day of June next; Provided, a copy of this order be inserted in some newspaper printed on the Eastern Shore of Maryland once in each of four successive weeks, prior to the twenty-eighth day of May next. The Report states the amount of sales to be $10,984.25.

JESSE K. HINES, Clerk.

Test:—
JESSE K. HINES, Clerk.
April 27, 1867—4t.

MASONIC NOTICE.

THE members of CHESTER LODGE No. 115 A. F. & A. M., are requested to meet at their Lodge Room on WEDNESDAY, May 1st, at 7 o'clock, P. M. Business of importance is to be transacted.

ap27-1t. M. TURKHEIMER, Sec'y.

New Spring Goods.

JOHN SMITH has just returned from the city with a new stock of SPRING GOODS, embracing Ladies and Misses' Dress Patterns, of various styles; CALICOES, MUSLINS, very cheap. Also, a general assortment of GROCERIES, together with a large variety of Goods in general, to all of which he asks an examination of the public, feeling confident that his prices will induce custom and large sales.

COAL OIL only 45 cents per gallon.

Store, at Burchinal's old stand, nearly opposite the Post Office.

Chestertown, April 27, 1867.

BOUNTIES!

THE undersigned having procured approved Blanks, will attend to the collection of CLAIMS AGAINST THE STATE or UNITED STATES, growing out of service rendered in the Army or Navy.

G. W. BRYANT,
ap27tf. Attorney at Law, Chestertown.

Assortment!

ASSORTMENT OF NEW GOODS

JUST RECEIVED BY

H. W. VICKERS,

AT THE CHEAP CORNER.

VERY CHEAP.

PRICES RANGING MUCH LOWER.

MUSLINS, bleached and unbl'd,
CALICOES, DELAINES,
FINE DRESS GOODS,
PARIS STRIPES, PLAIDS,
MOZAMBIQUES,
ALL WOOL DELANES,
Large lot of PLAIN GOODS.

Beautiful Spring Shawls.

FULL LINE OF ALL KINDS OF COODS

AT THE CHEAP CORNER.

The Largest line of NOTIONS, CASSIMER, Gents', Boys' and Women's BOOTS & SHOES ever kept. Call and examine.

H. W. VICKERS,
April 27, 1867. Cheap Corner.

The Very Latest Arrival

OF

SPRING and SUMMER GOODS,

IS TO BE FOUND AT

A. W. SPARKS',

WHO has just returned from the city with an assortment that will compare favorably with any on the Shore in

STYLE, QUALITY or PRICES!

☞ An examination is all that we ask to convince the public that what we say is so. Look at some of the prices:

CALICOES & MUSLINS 10, 12½, 16 & 18 cts.
HICKORY STRIPES only 15 cts. per yard.
BED TICKINGS 20, 25 and 37 cents.

All kinds of DRY GOODS & DRESS GOODS at same low rates.

CALL AND SEE!
April 27, 1867. A. W. SPARKS.

STRAW MATTING, Rag and Hemp Carpeting, Floor Oil Cloths, Window Shades & Fixtures, a fine stock, for sale cheap by
apr27. A. W. SPARKS.

PLOWS AND CASTINGS of various kinds always on hand. HARDWARE, Queensware, Stoneware, Ironware, &c., constantly on hand and for sale by A. W. SPARKS.

SHOES.—Having had the reputation of selling good Shoes, the undersigned calls particular attention to this branch of trade, being satisfied that he can please all.
apr27. A. W. SPARKS.

GROCERIES of all kinds at prices which can't be beat. Linseed, Lard and Coal Oil, Putty and Window Glass of all sizes.

Shovels, Forks, Spades, Hoes, Rakes, Buckets Tubs, Brooms, Plow Lines and Traces.

LADIES' Patent BREAST PROTECTORS, something new in the market. Hoop Skirts of all the latest styles, at
April 27. A. W. SPARKS'.

OLD RYE WHISKEY,
HOLLAND GIN,
MADERIA WINE,
Blackberry and Raspberry Brandy, Port Wine, Cordial, &c., for sale low by
apr27. JOHN H. MORGAN.

REAL ESTATE AGENT.

SIMON J. MARTENET,

SURVEYOR AND

Publisher of the Map of Maryland,

No. 6 SOUTH ST., Baltimore, Md.

Eighteen years at Surveying in Baltimore & vicinity.

HAVING during the past ten years surveyed the counties of the STATE, and published numerous *County Maps*, and having recently completed and published his large new MAP and ATLAS of MARYLAND, he has now established a

REAL ESTATE AGENCY,

For the Prosecution of that Business in all its branches.

Will Purchase, Sell, Exchange and Lease, on commission, Houses and Lots in Baltimore City, and Country Seats, Farms, Plantations, Mineral and other lands in all the Counties of Maryland.

He cites his thorough acquaintance with the City, and most parts of the State of Maryland, through the before mentioned experience, in recommendation of his facilities and advantages for this business.

Has the only full sett of Large Maps of Counties of Maryland.

Will have extensive correspondence with Real Estate Agents in the other Cities and throughout the Union. *Send for Circulars, &c.*

FOR SALE.

Martenet's Large new Map and Atlas OF MARYLAND,

(The only perfect MAP of the State ever Published,—74 inches long.)

At $10 a Copy for either style.

Also, LARGE COUNTY M