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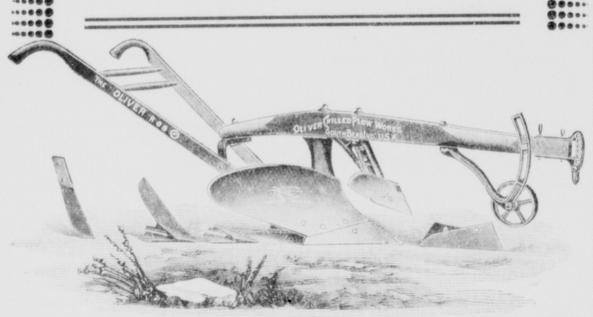
GRAHAM & CLEMENTS

THE FULL LINE

Hardware Store

Chestertown, Md.

If you are going to build a Home or a Building of any kind let us furnish you with your Hardware for it. Also, let us put a good Tin Roof on it.



We carry in our stock the following celebrated lines:

Old Hickory Farm Wagons,
Success Manure Spreaders
Deer Corn Planters,
Deering Binders, Mowers,
Rakes and Twine.

Genuine Oliver Plows and Castings, Hardware of Every Description, Cutlery, Guns and Ammunition, Agateware, Tinware, etc.

We are now building an addition to our building, and are going to add a line of

Carriages Runabouts and Surreys

This line, along with our already celebrated line of Harness, will put us in a position to save you some money. Be sure to see our Carriages before buying elsewhere.

We have received the invoice for one carload of Carriages already, and more are to follow soon. This car of Carriages ought to reach us in a few days.

Blankets

We have a few more good patterns in BLANKETS AND ROBES that we will sell at a discount now, as it is getting late in the season, to make room for our Spring Stock.

Stoves Stoves

We will also allow a good discount off on Stoves now, as we must make room for our incoming stock. So make haste and get what you may want before this stock is disposed of.

We are also going to add a line of AUTOMOBILE REPAIRS, OILS, Etc.

Graham & Clements

EXPLANATION OF ROAD LAW BY SENATOR SLAY

Annapolis, March 17, 1910.

MESSRS. EDITORS:—I feel that I ought to inform our county people of what is being done by their representatives here in the matter of changing our road laws, it being a question much agitated as I understand at home. We are all very busy and could not, if we would, write them all, so I write this for publication so that all who desire may know how I at least think and am doing on the subject. From the petitions sent here from our citizens and from other available sources I am satisfied they are anxious to change the system of working our public roads but doubt whether many know in detail just what the Carcline law is.

The same dissatisfaction with the old system is manifest here in the number of Bills presented to the Legislature for the various counties. With the exception that all want a road engineer there are scarcely two alike, though the Baltimore county and Caroline laws being among the oldest, seem to form the basis for the late bills. Most of them I believe, including both the Caroline and Baltimore county laws, have either provided or are providing for the counties to own their own teams, carts, implements, etc. The Baltimore county law and one or two more provide for the Governor to appoint the engineer. The Caroline law and others have the County Commissioners do so. At least two of them including Baltimore county take the roads entirely out of the hands of the County Commissioners and place them in the charge of Road Commissioners, and some legislate out of existance half or more of the County Commissioners. I have examined many of them with the view of determining what is best for Kent. As there is heard no demand from home for Road Commissioners, or for lessening the number of County Commissioners or any provision at this time for buying teams, carts, etc, I have not seriously entertained the purpose of adopting these measures for Kent at this time. I have seen in the Transcript that the Kent petitioners ask for the Caroline law, verbatim ad literatem, or none. Those who have written me, including the County Grange, ask for the Caroline law or some law on that order. I am informed here that they own their carts and implements in Carline. As we seem not to be ready to buy teams and carts, we are pretty well narrowed down to the question of who is going to appoint the engineer the Governor or County Commissioners, and the length of his term.

I gather that as politics is conceded at home to have been for forty years, and most likely for a hundred years, the great evil in our present system, the first consideration with us is to adopt, if possible, a system in which politics may be gotten rid of. Then the question arises at the outset, what plan will most effectually exclude politics from the roads? In order to come anywhere near determining properly that question we must first purge politics from ourselves. If our minds are saturated with it how are we going to form any kind of decent opinion of what will best expel politics from the road system? I fear that condition of mind will prevent many from ever obtaining a fair view of any public question. Shall we have the engineer appointed by the Commissioners or the Governor? I have revolved this question over in my midd many times, have thought of it from all sides, and I confess my feeling or my prejudice was at first in favor of placing tho appointment with the commissioners; and then, as I reviewed the history of our commissioners office, I was compelled to admit that of all the political offices we ever had that office—not from necessity, but from its perversion—was and is admitted by everybody to be by great odds in the lead of all other places in political use and exploitation.

Have they not ever yielded to the hope of gaining votes in desbursing the road money? Would they not in like manner, subject the road engineer in his selection of supervisors, labor and material, to great pressure and annoyance if he receives his appointment from them, and is accountable to them? Will we not put it more effectually out of the reach of everybody to press him or annoy him, by placing the appointing power in the hands of the Governor? Or if legal objections can be avoided as is just now suggested, in the hands of the Circuit Court?

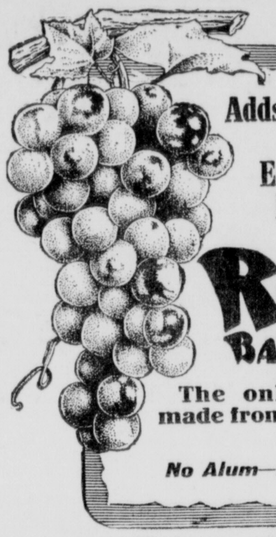
Surely the Governor may be trusted not to seek to influence him or to swerve him from the path of duty under the law. What motive can he have for doing so? Even if there was any reason for his doing so, which I deny such conduct would prove so offensive that it would be resented at the polls from end of the County to the other. Would the County Commissioners attempt to influence him? Without any unnecessary reflection upon the present Board who as men I think highly of I can only answer, they always have made the effort with their employees. Surely the Commissioners will de glad to be rid of the appointment unless they want it for political purposes. I have inserted in the Bill introduced by me that the Engineer eannot be removed from office except for incompetency, neglect of duty or misconduct in office, and define misconduct as follows:

Section 177B. The selection of a Road Supervisor by the Road Engineer for political or other unjust reasons or the use of his office in any manner not justified by the ordinary rules of good business in employing labor and furnishing material for the county roads, or wilfully recommending for payment by the County Commissioners of extravagant or unjust bills, or in any way to advance the political interest or asperation of any man, or to wilfully or negligently permit any supervisor or supervisors of a Precinct or District, to so manage or execute the duties of his or their office shall be construed as misconduct n office.

Surely this is broad enough, and constitutes such a chart in the hands of an engineer receiving his appointment from across the bay, and accountable only to that appointing power to enable said officer to look any man of any faction who would tempt him in the eye, and say, this is my chart, my place, my living depends upon my ability to steer this cause. Get thee behind me Satan. The Caroline law is being changed in a number of particulars at this session of the legislature, one being to make appointment for four years instead of for life. My bill makes the term six years as intimated above, there being objection to a life tenure.

We are considering the question of having the Circuit Court make the appointment. If there is no legal objections in the way I am perfectly willing to that, if more satisfactory to the majority of our people and if the Court can be prevailed upon to undertake such an unjudicial and, I fear, to them objectional act.

WM. M. SLAY.



Adds Healthful Qualities to the Food
Economizes Flour, Butter and Eggs

ROYAL BAKING POWDER

The only baking powder made from Royal Grape Cream of Tartar

No Alum—No Lime Phosphates

STILL POND ITEMS.

We haven't been dead but surely sleeping very very soundly. As the "Fairlee Minstrel Troup" must have known and arrived just in time Tuesday to awake us in time for Easter, but we must say everything and everyone was awake and alive here Tnesday afternoon and evening. The minstrel was a great success over ninety ($90) dollars being realized. Everyone had a good laugh, and as they have such bright school scholars we trust it won't be the last visit they pay our village and we assure them a cordial welcome awaits them by all.

Mrs. Wm. Stanley and Mrs. Wm. Medders spent Thursday in Baltimore.

The choir will render choice Easter music both morning and evening. Try and be present and help make it a success.

Mr. George Smith has been quite sick the past week.

Mrs. S. E. Severson our up-to-date millinery has returned home with a complete line of Spring goods and will be pleased to see her many customers.

Mrs. Hyland Jones, of Baltimore, is the guest of Mr. and Mrs. Chas. Jewell.

Still Pond Sunday morning at 9.30 Sunday School, at 10.45 preaching by the pastor Rev. J. H Beauchamp, D.D. Subject, Risen Christ, text LXIII, "Mighty to Save." There will be special music by the choir. At 2 p. m., Sunday school at Betterton, at 3 p. m. preaching, subject and text as above At 7.30 Easter service rendered by the Epworth League with grogram.

A Merited Eulogy Upon The Death of T. Romie Strong.

In the death of Mr. T. Romie Strong this community, as well as the whole county, has been dealt a great and serious blow. But, especially, will his neighbors feel his loss. Having keenly felt his absence during the past year, they were looking forward with pleasure and gratification to his return to his old home, which would have been in a few days, had his illness not occured, resulting in his sad death, which has cast a gloom over all and leaving a void that we feel can never be filled, for in Mr. Strong we had a good, kind, faithful friend, one who never failed us in our need, and in many cases, we know of throughout the county he has denied himself in order to give aid to those in trouble and we feel that too much cannot be said in appreciation of that generous, loyal spirit. We, who feel his loss so deeply, wish to extend to his devoted family our heartfelt sympathy in their sad bereavement. It is hard to give him up, but, while he has gone from his home on earth, where his place can never be filled, let us be comforted by these words:

There is a blessed home
Beyond this land of woe,
Where trials never come,
Nor, tears of sorrow flow;
Where faith is lost in sight,
And patient hope is crowned
And everlasting light
Its glory throws around.

A NEIGHBOR

HARTFORD FIRE INSURANCE CO.

HARTFORD, CONN.

Total Admitted Assets..... $23,035,700 61
Liabilities (including Capital)..... 16,321,953 61
Surplus to Policy-holders..... 8,713,747 50

STATE OF MARYLAND.
Office of the State Insurance Department.
BALTIMORE, January 28, 1910.

I hereby certify, that the above is a true abstract taken from the Annual Statement of the Hartford Fire Insurance Company, of Hartford, Conn., for the year ending December 31, 1909, now on file in this Department.

BENJ. F. CROUSE,
Insurance Commissioner.

JAMES G. BECK, Resident Agent,
mar26-4t. CHESTERTOWN, MD.

ROCK HALL NOTES.

Rock Hall M. E. Church is preparing a fine program for Easter.

Mrs. Jennie Coppage, of Port Deposit, is the guest of Mrs. Ben Ashley.

Miss Ruth Durding, of Washington, is visiting relatives in this town.

Mr. and Mrs. Dave Moore are visiting Mrs. Moore's mother, Mrs. J. Casey.

There is quite a good deal of sickness here at this writing. Mrs. Wm. Durding is very sick; Miss Edna Durding is also ill.

Mr. V. W. Kendall and family spent Sunday with the former's parents, Mr. and Mrs. J. C. Kendall.

Mr. and Mrs. Perry Hague were guests of friends here on Sunday and taking in the social service at the M. E. Church, made the service very inteaesting.

Mrs. Rev. D. J. Moore has been spending the past week at the home of her parents, Mr. and Mrs. J. A. Casey.

Ho! for the masked ball in K. of P. Hall on Wednesday evening next. Many from a distance are expected to be present. The affair is under the management of Messrs. R. J. Sullivan, J. R. Diehl, A. A. Tolson and other young men of the Odd Fellows Society. Lots of fun is promised.

These are busy days among farmers and gardeners in this section.

Our fishermen are catching a few shad in these waters.

The first ball game here this season was played by young ladies, under the management of Misses Florence Jones, Daisy and Nannie Ryan.

Special Easter service will be held by the M. E. Sunday School tomorrow evening.

Mr. B. H. Coburn had a narrow escape from a serious fire on Tuesday, about noon fire was discovered in an upper room, which had not been occupied since the summer of 1908, and had not been entered by anyone, since last Christmas. Mr. Coburn was nearly suffocated by smoke in his efforts to extinquish the blaze. Two matresses were badly damaged by the fire and every thing else in the room, was soaked with water. It is a complete mystery, how the fire originated.

For Sale.

Will sell all the following property:

ONE BATEAU, "Otis Hubbard," a frame built boat in good running condition and will carry 900 bushels of oysters.

ONE ONE MASTED BATEAU that will carry 200 bushels of oysters and is an excellent dredge boat.

ONE CANOE 37½ feet long and 8 feet wide. This canoe was built by one of the best canoe builders on the Eastern Shore, was two years old last August and is the very best model for a gasoline engine.

For sale also, One Dorn Boat 25½ ft. long 9 ft. wide, timbered and bottomed lengthwise. Was built for fishing purposes and would make a good motor boat.

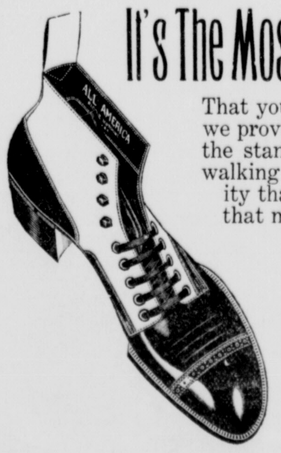
Terms reasonable. Apply to

CORNELIUS GRAY,
mar12. Elliott, Maryland.

Asparagus Crates

Let us have your order and oblige,

G. E. Leary & Son, Rock Hall
mch5-1m TELEPHONE.



It's The Most For The Money

That you are looking for, and we provide it. Style that sets the standard. Fit that makes walking a pleasure, and Quality that represents the best that money can buy.

Don't you think it's to your interest to see what we have to offer. We do. Just give us the opportunity of showing you and you will not be disappointed.

NEW SPRING SHOES arriving daily.

C. C. JONES The Shoe ..Man..
CHESTERTOWN, MD.

H. F. JEFFERSON

The Ladies' Store

THIS STORE is crowned with the beautiful Spring things and primed for quick and satisfactory service.

Green S. & H. Trading Stamps given with each cash purchase. Wednesday, March 30th, Double Stamps given on purchases over $2 cash.

Stylish Shoes

Our complete line is here, better than ever. For the little folks we have made a great preparation for the season and with that careful attention that the requirements of the growing foot demands. Knowing full well that the foot in the formation state needs especial shapes and fitting—something more than mere foot covering. "Tis a feat to fit feet." Goodwear or a new pair.

Tailored Suits

Exceptionally Fine for $15.00

Many women are waiting to select their spring suit and if they incline to a plain stylish tailored suit they are especially invited to inspect our line for the values can't be surpassed that are in our suits

From $12.50 to $25.00

MILLINERY

Mourning

And All Black Hats As Well

Here is Easter Abundance

Winter mourning seems doubly hot and stuffy when new Hat days roll around. We've scores of light weight (actually dainty) Hats in the dullest black of correct mourning.

Besides the French models, which are in greater abundance than ever before shown in this town.

Every Hat a special model of its own. Such a display was shown by us to one half as this season.

H. F. JEFFERSON
The Ladies' Store
Chestertown, - - - Maryland