THE
Chestertown Transcript

CHESTERTOWN, MD.,

Saturday Morning, February 26, 1870.

Communications, unless accompanied with the name of the writer, will receive no attention from the Editor.

The Usury Laws.

We notice that nearly all of the Baltimore city papers are advocating an increase of the legal rate of interest, and the legalizing of contracts for any amount of interest that may be agreed upon by parties. The reasons urged are, that the present law is daily and notoriously violated, that the State needs capital, and that the proposed changes would cause capital outside of the State to seek investment here, and that the abundance of money consequent thereupon would make money cheap. These arguments are plausible, but we believe them to be wholly unsound. The Baltimore Sun, in a recent article on this subject, says: "It does not answer to let "the law stand as it is and simply acqui-"esce in its daily violation. This is con-"trary to every principal of sound legis-"lation, as well as in a high degree inju-"rious to public morality. It tends to "weaken respect for all law and blunt the "sense of moral obligation." This is unquestionably true: but says the Sun:

Suppose, with a view of checking this constant violation of the law, usury, instead of being made punishable by the forfeiture merely of the excess over legal interest, should be made a misdemeanor, punishable by fine and imprisonment, does any one imagine that convictions would be possible under such a law, or that popular sentiment would permit it long to remain upon the statute-book? Clearly, then, the remedy for the illegal practices of which we have spoken, and the prevalence of which no one will deny, is not to be found in the direction of more stringent legislation.

Why should convictions be impossible under such a law, and where is the evidence that it would not restrain those or a large portion of those who daily engage in these illegal practices. The absence of any punishment save the forfeiture of the excess is the very groundwork of the argument on which many justify their practices. In fact they say that our statutes do not prohibit their operations but simply subject them to a forfeiture of excess of legal interest, a risk which is absolutely absurd upon its face, the borrower being as much a party to the violation of the law as the lender. Let there be a penalty, and let it apply to the borrower and lender alike.

The argument here used would be equally applicable to the laws prohibiting the compounding of felonies, a practice which, at the risk of punishment, is openly resorted to.

But again it is contended that the right to contract for interest would cause money to flow into our State. How so? It is admitted that the laws are every day violated with impunity and that business men have come to regard it as a perfectly fair business transaction, that the law is a nullity, and it is even intimated that public opinion sustains the violation. What greater inducements can foreign capital want; are the citizens of other States more scrupulous about the violation of our laws than our own people. We believe the present condition of affairs presents the most tempting bait to foreign money lenders.

But the contracts would reduce the rate, and make money cheap. This is a strange argument: we must have the contracts and the higher rate to make capital seek us, and yet this very inducement is to make money cheap. Capital won't seek us now because the rate per cent. is too little, yet legalize the contracts and it will seek us even at a cheaper rate than the present. Every money lender in the State is in favor of this law of contracts, which is to destroy their opportunity for large gains, by making money cheap. Every money lender is opposed to attaching a penalty to the present law, which, in the argument of the city papers, would only result in placing [illegible] borrowers more completely at [illegible] mercy. Virtuous money changers!

Maryland is an agricultural commonwealth, and the experience of [illegible] people is that a higher rate of interest than [illegible] per cent. will not pay in agricultural operations. The want of capital in the city, if it be truly a necessity, arises from some other cause, some unnatural exportation of our resources. The Board of Trade of Baltimore city estimate that from three to five millions are annually paid by our people to Northern insurance agencies alone. A like amount may go for some other scheme to impoverish the people. Five millions annually would go a great way to relieve the pressure of our money market. We hope the Legislature, instead of changing the rate of interest, will do something to prohibit the illegal contracts which are daily made by borrowers and leaders.

The number of colored voters in the United States is estimated at 850,000.—Of these 790,000 dwell in the sixteen late slaveholding States, 7,500 in the six New England States, 41,000 in the five central States of New York, New Jersey, Pennsylvania, Ohio and Indiana, and 5,- [illegible] the remaining ten Western States.

The Kent County Railroad--Report of the Joint Special Committee.

The report of the joint special committee of the city council, to whom was referred the communication of Gen. Vickers, president of the Kent County railroad, asking aid from the Mayor and City Council of Baltimore to complete the said railroad to Rock Hall, opposite the city of Baltimore, and who have reported an ordinance for endorsing $300,000 of the bonds of the road, report that they proceeded to Rock Hall, on the 27th of December last, a distance of twenty miles from Baltimore. From that point they passed over the unfinished part of the road to Chestertown, passing through a highly improved and cultivated country, a distance of ten miles. They had an interview with Gen. Vickers and the directors of the road, and say:

The Kent County railroad, when completed, will be twenty-eight miles long, commencing at Massey's Cross Roads, in the upper part of Kent county, and running a westerly course to Rock Hall, opposite the city of Baltimore. The road has been completed and the cars are running to Kennedyville, a distance of nine and a-half miles at a cost of $160,000, including land damages. This is decidedly the heaviest portion of the road. From Kennedyville to Chestertown, three and a-half miles have been graded at a cost of $15,000, including land damages, making the total expenditure thus far $175,000, leaving nineteen miles of the road yet to be completed, except the three and a-half miles graded as above mentioned.

The company has still $135,000 on hand, which will about complete the road to Chestertown, leaving a distance of ten miles to finish, from Chestertown to Rock Hall. The subscription to the Kent County railroad is made up as follows:

Subscription on the part of the State—	
Eastern Shore railroad fund;	$101,000
Kent County subscription,	100,000
Private subscription,	112,000
Total,	$313,000

All of which is available except about $25,000 of the private subscription.

The Company ask of the city of Baltimore an endorsement on their bonds to the extent of $250,000, in order to complete the road to Rock Hall, and to stock and equip the road, giving the city as security a first mortgage on the entire road and its property, and also giving the city, together with the State, a majority of the directors, by which means the road will be run exclusively in the interests of the city of Baltimore.

After our interview with the president and directors, we proceeded from Chestertown to Kennedyville, over that portion of the unfinished line of the road. Arriving at Kennedyville (to which point the road is finished) we took the cars and passed over the completed portion of the road to Massey's Cross Roads. We found the work on the road executed in the best manner. The iron used is heavy T rail, made in our city at the Abbott foundry, and the ties of the best white oak. The committee were all favorably impressed with the beautiful and fertile county of Kent, notwithstanding the uninviting season of the year. At Massey's Cross Roads the Kent County road connects with two other roads, the Kent and Queen Anne's road, running through a portion of Kent county and the rich and productive county of Queen Anne's, and a road connecting with the Delaware railroad at Townsend Station, a distance of nine miles.

The Delaware Railroad starts at Wilmington, Delaware, and runs to Salisbury, Maryland, and by its connections permeates every portion of the Eastern Shore of Maryland. Delaware, and the two lower counties of Virginia.

When completed the Kent County Railroad will be the short and direct route to Baltimore for the travel and trade of this entire county. By completing the road to Rock Hall the people of Kent county and the county adjacent thereto can leave home in the morning, transact their business in Baltimore, and return the same day.

Having given you a description of the road, its connections and its means, we will now submit our views concerning the importance of the road to Baltimore. After mature and deliberate consideration, we are of the opinion that the city of Baltimore will be very materially benefitted by the completion of the road. At present, in order to reach the lower portion of the Eastern Shore—say Salisbury—it is necessary to pass over the Philadelphia, Wilmington and Baltimore railroad to Wilmington, a distance of 72 miles, and thence down the Delaware railroad to Salisbury, a distance of 103 miles—total, 175 miles from Baltimore to Salisbury, while with the aid of the Kent County railroad the distance is as follows: From Baltimore to Rock Hall, 20 miles; thence over the Kent County railroad to Massey's X Roads, 28 miles; thence to Townsend, on the Delaware railroad, 9 miles; thence to Salisbury, 73 miles—the total distance, 130 miles—showing a distance in favor of Kent County railroad of 45 miles, and placing Baltimore by this route nearer to all that section of country than Philadelphia, which city has secured such a large portion of the valuable trade from that country—Philadelphia being at present 45 miles nearer and more direct than [illegible]

[illegible] still greater reason to assist in completing [illegible] road is that a road is now in contemplation and [illegible] from Salisbury to Chestertown, [illegible] entirely through Maryland soil, crossing and intersecting the numerous roads already, and to be completed by the energy and enterprise of the people of the Eastern Shore. This road is to run from Salisbury to Chestertown, via Federalsburg, Greensborough, Beaver Dam and Church Hill, and will be only sixty-nine miles in length, and then taking the road from Chestertown via Rock Hall to Baltimore, 30 miles, will make a total distance of only 99 miles from Baltimore to Salisbury, instead of one hundred and seventy-five miles via Wilmington, and placing Baltimore thirty to forty miles nearer to that country than Philadelphia. Another reason for the completion of the road is, if not completed to Rock Hall, but only to Chestertown, the valuable products and rich trade of Kent county and the county adjacent will be carried to Philadelphia, as that city will be more accessible to trade with than Baltimore

Having given our views why Baltimore will be benefitted by the completion of this road, the next important question to be considered is, will the security offered by the road be sufficient to protect the city from loss? We say, yes; for when completed the road will have cost over $600,000, and the city will have the first mortgage on the entire road and stock for its endorsement of $250,000, besides having control of the road by her directors.

Your committee are of the further opinion that the rich and populous section of country through which the road passes, without any of its present or contemplated connections, will be able to pay a handsome dividend to its stock-holders. —*Balto. Sun.*

THE MONARCH.

Description of the Vessel.

APPEARANCE OF THE SHIP.

The Monarch was built at Chatham, and launched in May, 1868. Her total cost was $2,500,000. She is of strikingly beautiful model, comfortable. She is registered at 5,098 tons, and according to American measurement the extreme length of the vessel is only 320 feet—10 feet less than the English measurement. The other principal dimensions are: Extreme breadth, 67 feet 6 inches; depth in hold, 18 feet 8 inches; draft when loaded, forward 22 feet 2 inches, aft 26 feet 3 inches; draft when light, forward 12 feet 7 inches, aft 18 feet. The weight of the hull, with skin plating and extra girders included, is 3,674 tons; the other weights, boilers, machinery, spars, &c., amount to 4,632 tons.

"The hull, which is of iron, is protected by 7-inch iron armor on the most important parts, and 6-inch on the other parts, the plating being supported by 12 inches of teak backing, with 1¼ inch thickness of skin plating and an arrangement of longitudinal girders, which are worked at intervals of about two feet, thus forming a network of framing in conjunction with the strong vertical frames inside the skin-plating, which are about the same distance apart. The device has proved so satisfactory as regards the efficient support it gives to the armored side that it has been adopted in all British iron-clads built since the famous Bellerophon. The upper or weather deck is 14 feet out of water. This deck is guarded by thin iron bulwarks, fitted in sections and fold outwards; so that in action the whole deck is perfectly clear.

THE TURRETS.

She has two turrets, situated very near each other, about midships, in which her battery is carried. These turrets are 26 feet 6 inches in diameter, and are constructed on the same principle as her side armor. The iron plating on the turret is 8 inches in thickness, laid upon a teak backing of 12 inches, with an iron skin of 1½ inch. Each turret is pierced for two guns, and near the port-holes the plating is increased to 10 inches. The turret bed rests upon the main deck, additional support being given to the deck immediately beneath by a combination of iron pillars and supports. On the main deck armor-plated bulkheads are placed athwart the ship, inside of which are the turrets, engine funnel and steering apparatus, the latter intended to be used when the ship is in action.

The bulkheads are similar in construction to her sides, with the exception that the war armor is only five inches in thickness. laid upon a teak backing of ten inches, and the usual skin-plating stiffened and supported by the ordinary longitudinal girders and frames. The entire central portion of the Monarch is thus enclosed and protected by shot-proof sides and bulkheads, which enclose the turrets and ship's machinery. The turrets are thus deprived of their primary and supreme advantage—that of providing an all-round fire for the guns, and more especially a head fire. The deprivation, her builders say, is consequent upon the determination of the admiralty to adopt forecastles, which are intended to keep the ship dry in steaming against a head sea, and to enable the head sails to be worked. The turrets revolve upon thirty-two iron, sixteen inches in diameter and nine inches wide, rollers, instead of on a central pivot, as our iron-clads do.

MASTS AND YARDS.

The three lower masts are of hollow iron 40 inches in diameter, and having ventilating connections below deck The foremast is 60 feet in height above deck, the mainmast weighs 23 tons. The main yards are 105 feet long.

THE ENGINE, PROPELLER AND RUDDER.

The Monarch has fourteen engines in all, her two main engines being of 1,100 horse power; the others consist of donkey engines, a pair of blast-engines for the furnace, drain engine to pump the compartments, and a small self-acting engine to start the main engines. She has eight large boilers which consume 223 tons of coal per day. The propeller is twenty-six feet and four inches in diameter, and provided with a coupling attachment allowing it to revolve free of the engine when the ship is under sail. Her rudder is twenty-five feet in length by eleven feet four inches in breadth, and is worked by a small steam engine, so that her helm is easily governed by a single person.

NOVEL INTERIOR CONSTRUCTION.

She is heavily plated along the whole water-line, and has a double bottom, without any central keel, and has deep longitudinal bosoms, which run the whole [illegible] of the ship from forward at the [illegible] and aft.—[illegible] feet apart, whose lower edge the outer skin is securely riveted with double angle irons, and on the upper edge of which other plates are fastened in the same manner, forming the double bottom, with a recess three feet and a-half between.

A vertical iron partition extends along the whole interior of the ship. This compartment is divided into five other separate ones, which, in time of action, can be filled with water, lowering the ship some four feet. Besides enabling the ship to be lowered in the water, these compartments furnish other very great advantages. It is well known that water is a most excellent resisting medium, and when filled these passages give to the sides a greatly increased amount of strength.—And if the outside plating were pierced by an enemy's shot, so as to admit the water from the outside, the vessel would still be intact; while, if the shot should pass clear through the armor and the compartment, the puncture in this inner partition could be readily stopped by the sailors before much water could enter.

Her upper deck is plated with half-inch steel, covered with 4½ inches of fir. The main deck is half-inch iron, covered with 4½ inches of oak. The berth-deck is of half-inch iron, covered as the upper deck. The forward portion of the main deck is devoted to the sailors' mess, and the after portion is a large cabin, in which the crew meet for prayers when it is too cold on deck. On each side of this cabin are smaller cabins. Further forward are the mess-rooms of the midshipmen and junior officers, on each side. All the cabins are fitted up with stout and durable furniture, designed with reference to comfort rather than luxury, and is hardly so fine as the American iron-clads can boast. Below, on the berth-deck, are the quarters of the ward-room officers, and forward of the bulkheads the stokers' mess-rooms and the berths of the warrant officers. The mess-room of the sailors and marines above is very light and comfortable and has a sick-room or hospital on each side. Here is the immense capstan for raising the anchors, which are turned by a forty-horse power engine beneath.—Along the main deck there are a considerable number of square iron ports, forward and aft, which open outward and admit light and air.

The officers and crew number in all 525 men—divided as follows: Officers, 57; marines, 75; stokers, 65; sailors, 255; boys, 73.

Proceedings of Congress.

In the Senate on Wednesday, a favorable report was made on the bill to form a territorial government for Alaska. Resolutions were adopted directing the committees on naval and military affairs to inquire into the expediency of abolishing the Naval Academy at Annapolis and the Military Academy at West Point. These resolutions are evidently intended for "buncombe." The chair announced officially that the President had signed the bill for the admission of Mississippi, whereupon the credentials of H. K. Revels, the colored Senator elect from that State, were presented. Mr. Saulsbury objected to the sufficiency of the certificate of Mr. Revels's election. A long debate ensued, after which it was decided to accept the certificate of Mr. Revels's election. A resolution was then offered to refer the credentials of Mr. Revels and those of General Ames, the other Senator elect from Mississippi, to the judiciary committee. This resolution gave rise to another debate, which continued up to the hour of adjournment.

In the House all the Representatives elected from Mississippi, save one, appeared and took the oath of office. They are: Col. L. W. Perce and Colonel Geo. C. McKee, formerly Union officers; Cols. J. L. Morphis and George E. Harris, formerly Confederate officers. Gen Barry, the other Representative, is detained at home. Mr. Atwood, the Representative from Wisconsin in place of Mr. Hopkins, deceased, was also sworn in. The bill in relation to the territorial government of Utah and the legislative appropriation bill were briefly discussed, after which the resolution of the committee on military affairs in regard to the expulsion of Mr. Whittemore, of South Carolina, was taken up, and after considerable debate its further consideration was postponed until 12 o'clock on Thursday.

CONDITION OF THE NEGROES IN WASHINGTON.—Senator Bayard, of Delaware, in announcing his intention to vote for an appropriation of thirty thousand dollars to relieve the destitute in the District of Columia, spoke as follows:

"But while, sir, I have announced my intention to vote for this measure, and for these plain reasons, I cannot forbear to call the attention of the Senate and the country to the fact that the city of Washington, the District of Columbia, which has been under the benificent care of that party which is *par excellence* the friend of the black man, offers to-day the spectacle of being the very worst and most unhappy home that he has on the face of the earth. We have had here the evidence of philanthropic lakies who have traveled over Europe and have travelled through all parts of the United States, and who tell you that nowhere within the range of civilization, to their knowledge, is there so much of human wretchedness as exists today among the colored people of this District. I should be disposed to add my own testimony much to the same effect; less in degree, but similar in kind. At my own dwelling in this District the appeals for charity are constant; tenfold more numerous than I ever knew in that community which was my home, and which I in part represent upon this floor. Passing through the streets, through the thoroughfares of this town, there are larger bodies of wretched colored people than I ever saw in my whole life before. I was brought up in a community where those people abound, where they formed one fourth of the entire population; and I do say that I never saw in all my previous life as much unhappiness, as much degradation and vice apparent in that class of people as I have in the few short months which I have passed in the city of Washington."

BUSINESS AT BALTIMORE.—A Baltimore correspondent of the New York Mail says: "Our merchants are quite lively and hopeful. Southern dealers have found it [illegible] advantageous to purchase here, and in- [illegible] has characterised the business of the [illegible] steamship line to Europe has proved a great success. Large masses of freight are [illegible] over on the wharf of the company [illegible] next steamer day; and hence it is absolutely necessary that additional vessels should be provided. The Baltimore and Ohio railroad is a splendid feeder for this line, and the Northern Central adds its share. Baltimore is entering on a great commercial future. Then, again, the capital energy of Baltimore will prevent Norfolk from rising, as some Virginians have expected it would do. The harbor is everything that a harbor should be. It is fully equal to that of New York. Already it has railroad connection with the West and the rich Southwest; but capital is its great want. No one could induce some fifty or sixty leading importers and jobbers from our large cities to settle in Norfolk for the purpose of utilizing the harbor and commencing a great Virginia Tyre, that in the next generation would gather into its garners the wealth of Virginia, the Carolinas, Kentucky, Tennessee and the far middle West. Hence it comes to pass that Baltimore, having the inside track, will go on and win."

FARMERS' CLUBS IN VIRGINIA.—In several of the counties of Virginia there are not only County Agricultural Societies, but neighborhood associations for the promotion of husbandry in all its branches. We have observed with no little satisfaction that these organizations are generally in a prosperous condition. The members attend the meetings and enter with proper spirit into the discussion of subjects pertinent to the interests of agriculture. This is right. We hope that the farmers throughout the State will form county or neighborhood societies where none exist at present. They are productive of much real benefit not only to members, but to the Commonwealth.—*Richmond Whig.*

Death of Mr. Burlingame, the Chinese Ambassador.

PARIS, Feb. 23.—Anson Burlingame, the Chinese Ambassador, died at St. Petersburg this morning, after four days' illness.

Anson Burlingame was born in New Berlin, Shenango county, New York, November 14, 1822. He subsequently removed to Massachusetts, and graduated at Harvard University in 1846. He studied law and practiced in Boston. In 1852 he was elected to the State Senate, and in 1853 was a member of the Convention for revising the Constitution of Massachusetts. He was elected a Representative in the Thirty-fourth Congress; was re-elected to the Thirty-fifth, serving as a member of the Committee on Foreign Affairs. He was also re-elected to the Thirty-six Congress, serving on the same committee.—In 1851 he was appointed by President Lincoln Minister to Austria, and subsequently to China. In 1867 he was appointed special Ambassador of the Chinese Government to arrange its treaties with the different Powers of the world, and resigned his appointment under the United States Government. In December, 1867, he set out, accompanied by several Chinese assistants, and has since concluded treaties between China and the United States, Great Britain, France and Prussia. He was engaged at the time of his death in negotiating for a treaty with Russia.

NEW BRUNSWICK OATS

FOR SALE.—The subscriber has for sale a quantity of New Brunswick Oats, weighing 35½ lbs. to the bushel. Price $1.25.

EDWARD SLAUGHTER,
Travilla Farm, near Spry's Landing,
Feb. 26—3t* Kent Co., Md.

1870 SPRING TRADE. 1870

IN view of the approaching Spring season of 1870, we take occasion to politely remind the old friends and patrons of our concern, now, just twenty-five (25) years old, that, believing ourselves possessed of ample means of maintaining that respectable reputation which has successfully stood the wear and tear of a quarter of a century, we shall continue to keep on hand and offer for sale, a large and varied stock of Staple and Fancy Goods adapted to the Farming and Household wants of this community.

We have never professed to sell Goods at less than Manufacturers' prices or at cost, nor do we expect to give them away; but b uying at an advantage as thorough as is known to any man of an upright business mind, we can certainly claim ability to sell them at figures which will raise no reasonable feeling of complaint, upon the part of fair-minded people. Recognizing past kindnesses we hope to bring a sense of regret upon none who have ever shown them.

THOMAS S. WICKES.
Chestertown, February 26, 1870.

PLOW CASTINGS
IN GREAT VARIETY
AND OF SUPERIOR QUALITY,
and to which accessions are constantly being made.

PLOW COLLARS, PLOW BRIDLES, and *TEAM GEARING,* for sale by
THOMAS S. WICKES.
February 26, 1870.

PUBLIC SALE.

BY Virtue of an order of the Orphans' Court, dated Feb. 15, 1870, the undersigned will sell at Public Sale, at her residence on Queen street, on

Thursday, the 3rd of March,

(if fair, if not, the next fair day,) the following personal estate of A. A. Biscoe, dec'd. viz:

HOUSEHOLD AND KITCHEN FURNITURE,

consisting (in part) of Bedsteads, Beds and Bedding, Mattresses, Wardrobe, Bureau, Secretary, Tables, Stands, Settee, Chairs, Looking Glasses, Clock, Coat Rack, Carpets, two Silver Watches, Stoves, Sheet-iron Drum, Cupboard, Tin Milk-Safe, Coal Oil Lamps, Tinware, Earthenware, Woodware, &c.; half interest in Double Barrel Gun; Meat Tub, Poultry Coop, Clothes Horse, &c., &c., together with

2 Chests of Carpenters' Tools,

AND LOT OF DO.,

3 Work Benches, Mortising Machine, lot of Pailings and Scrap Lumber, Grind Stone, lot of Cedar Posts, &c. Also,

ONE 3-YEAR OLD COLT,

1 set New Single Harness, 1 do. of old Harness, Lot of old Harness, 1 Dearborn, &c.

TERMS OF SALE.—All sums of and under ten dollars, cash: all sums above that amount a credit of six months, with approved security.

No property to be removed until the terms are complied with.

Sale to commence at 2 o'clock, P. M.

MARTHA A. BISCOE,
Admr'x. of A. A. Biscoe, dec'd.
Feb. 19, 1870—tds.

NOTICE.

ALL persons against whom I hold Executions are notified that unless they settle them by the *25th of February*, I shall proceed to advertise without further indulgence.

JOHN T. THOMAS, *Constable*,
Feb. 12, 1870—3t. At Millington, Md.

COAL, COAL,
For Sale at Buck Neck Wharf.
Nov. 20, 1869. J. BELL & BRO.

Baltimore Grain Market.

[From Thursday's Paper.]

WHEAT.—White—$1 20@1 43.
Red—$1.20@1.30.
CORN.—White—97@98 cts. Yellow 91@93 cents.
OATS—53 cts.

MARRIED.

KINSEY—BUTZ.—On Tuesday last, by Rev. Jas. B. Merritt, JOSEPH KINSEY to Miss KATIE BUTZ.

WOODALL—IRELAND.—On Thursday last, by Rev. J. J. Edwards, SAM'L. WOODALL to Miss FRANCES A. IRELAND.

Oil Cloths.

CARRIAGE CANVAS, PLAIN,
CARRIAGE CANVAS, TWILLED,
CARRIAGE CANVAS, DUCK.

TABLE OIL CLOTHS,
FLOOR OIL CLOTHS, NEW STYLES.
Oil Cloth Window Curtains,

Just received and for sale by
T. W. ELIASON & SON.
Feb. 26, 1870.

PLOW COLLARS,
BLIND BRIDLES, HALTERS,
ROPES, TRACES, &c.
A large assortment, for sale by
T. W. ELIASON & SON.
Feb. 26, 1870.

HARDWARE. A general assortment of Builders' and Housekeepers' Hardware, for sale by
T. W. ELIASON & SON.
Feb. 26, 1870.

County Commissioners' Notice.

THE Commissioners of Kent County will meet at their office in Chestertown, on

Tuesday, the 22d day of February, 1870,

at 10 o'clock, A. M., and will continue to meet at the same hour EVERY TUESDAY, until the 3d day of May next.

All persons who have sold or transferred any assessable property since the general valuation and assessment of 1869, are particularly requested to attend at an early day and have their Tax accounts adjusted. After *TUESDAY, the 3d day of MAY* next, no alteration in the assessment will be made during the present year.

The Standard Keeper

will be appointed on *Tuesday, the 5th day of April.* The salary of the Standard Keeper has been fixed at $30 for the present year.

The Tax Collectors,

one from each Election District, will be appointed on *Tuesday, the 3d day of May* next. By that time all persons having accounts against the County, are requested to bring in the same, otherwise they will not get into this year's levy. All accounts presented will be required to be under oath.

All persons who intend to make application for pensions, (including those who received pensions last year,) must appear before the County Commissioners on or before *the third day of May* next, with their petitions, in writing, stating the residence, condition and circumstances of the applicant, and signed by two or more persons having a knowledge of the facts therein set forth.

By order. JOHN RUSSELL,
Clerk to Commr's. for Kent Co.
Feb. 19, 1870—tf.

NOTICE.

U. S. INTERNAL REVENUE.

NOTICE IS HEREBY GIVEN, that I am receiving and ready to receive returns of INCOME for the year ending December 31st., 1869, and articles liable to tax for 1870.

The law requires all persons to make their return on or before the first Monday in March, and to pay the tax on or before April 30th.

All persons doing business liable to License or Special Tax are notified to renew the same by registering their names with the Assistant Assessor.

For the convenience of tax-payers I will be at the following places to receive their returns, viz: At the Court House, in Chestertown, until Saturday, Feb. 19th; at Galena, on Tuesday and Wednesday, Feb 22nd and 23rd; at Kennedyville, Thursday and Friday, Feb. 24th and 25th· Millington, Tuesday and Wednesday, March 1st and and 2nd: Edesville, Friday and Saturday, 4th and 5th, and then in Chestertown until the 10th, when the assessment must be closed, and all who have failed to make returns will be liable to penalty.

WM. H. LAMBERT,
Feb 12-4t. Assist. Assessor.

STOVES, STOVES, STOVES.

In propose, in order to reduce my stock, to sell Coal and Wood Stoves at 15 *per cent. discount,* and Cook Stoves at 10 *per cent. discount.*

Hardware! Hardware! Hardware!

will be sold at 5 per cent. less than the present low prices, during this month.

My Stock is large, and purchased direct from first-class houses, and

WILL GUARANTEE TO SELL LOWER THAN THE LOWEST!

Give me a call, at the Tin, Stove and Hardware Store.

J. K. ALDRIDGE.
Chestertown, Feb. 12, 1870.

IF THE MERCHANT
WITH WHOM YOU DEAL
HAS NOT
Massey & Co.'s Garden Seed for sale,
Tell him he is decidedly behind the times, and advise him to get a stock at once.
Feb. 12, 1870—tf.

WOOD FOR SALE.

THE subscriber has in Yard, and offers for sale, 300 Cords of Wood—Oak, Pine and Hickory.

S. S. USILTON,
Feb. 12, 1870—tf. Chestertown.

BLACK and GALVANIZED COAL HODS, Shovels, Pokers and Coal Sifters, for sale by J. K. ALDRIDGE.

BLACK
CHESAPEAKE INK.

MOST if not all the inks or writing fluids heretofore manufactured in the United States, have been composed of Tanic Acid, Gallic Acid, and a salt of Iron. A saturated solution of Aleppo galls in alcohol, is firs made. This tincture contains several ingredients beside the Tannic and Gallic acids By adding some of this tincture to a solution of Green Vitriol (Sulphate of Iron) the solution assumes first a violet and finally a black color. By adding some of the same tincture to a solution of sulphate of sesquioxide of iron a black color is immediately produced but on standing both solutions will deposit a black percepitate. The manufacturers of ink add gum sugar or other mucillaginous matter to hold this black powder in suspension.

If this ink should freeze the black powder is, however, precipitated, and will not again readily dissolve, and the ink is rendered worthless. It cannot be diluted, when once too thick, without injuring, if not entirely destroying it. This ink may also be readily washed out from paper or parchment.

Forgers have availed themselves of this knowledge in altering checks, Drafts, Notes, &c. It is probable many wills have been entirely altered to suit interested parties having access to the paper by washing out the writing with oxalic acid, and again filling up the blanks. Many changes of Records have been from time to time discovered. Government Stamps have been freed from the ink used in cancelling them, and used a second time. There is no guarantee that anything written with these inks will not be altered at any time, by designing men.

The only preventive lies in using an ink that cannot be erased by any acid or alkali, without destroying the paper or parchment.

Heretofore no such ink could be obtained. Now, every one can obtain an absolutely indelible, unchangeable ink, for a less price than is paid for the worthless fluids in the market.

BLACK
CHESAPEAKE INK,

When written, cannot be erased with oxalic acid. It does not corrode the Pen.

It may be diluted with rain water, if too thick, and used up to the last drop.

It is equal to india ink for drawing.

It can be written with on the margins of Newspapers, or unsized paper of any kind, and does not blot.

It flows more freely from the pen than any other ink or fluid.

Neither freezing nor boiling injure it.—Every one who once uses it buys it again, and will use no other.

WILLIAM A. VICKERS, with whom I have entered into a limited partnership, will fill all orders from any part of the State of Maryland. All other orders should be addressed to me.

B. CLAY CRAWFORD,
Manufacturing Chemist.
Chestertown, Feb. 19, 1870—y.

GARDEN SEED! GARDEN SEED!

BUY NO MORE WORTHLESS SEED.

W. F. Massey & Co.'s

UNEQUALLED GARDEN SEED, for sale, wholesale and retail, at *JOHN L. STAM & SON'S.* Merchants supplied with seed in papers, for retailing, at as low prices as they can be bought in the cities; and our packets contain more and better seed than any ever before sold in this county. Seed sent by mail, free of postage, on receipt of prices. Prices on application to
W. F. MASSEY & CO.

EARLY ROSE, EARLY ROSE.

Early Rose Potatoes,

THE best and most productive early potato ever grown. For sale by the peck, bushel and barrel, at
JOHN L. STAM & SON'S.

OSAGE ORANGE SEED,

PRIME FRESH SEED,
For sale at
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FLOWER SEED, FLOWER SEED.

TEN varieties of Annual Flower Seed, put up in a neat box with directions for cultivation, sent by mail on receipt of 75 cents. For sale, also, at J. L. Stam & Son's.
Address W. F. MASSEY & CO.,
Chestertown, Md.

SAGE SEED, SAGE SEED.

Broad Leaf Sage Seed

SENT by mail, free of postage, on receipt of 50 cts. per oz. For sale, also, at J. L. Stam & Son's.
W. F. MASSEY & CO.,
Chestertown.

FRENCH HYBRID GLADIOLUS BULBS.

SPLENDID BULBS, of mixed varieties of Gladiolus, sent by mail, post paid, from $1.00 to $2.00 per dozen. For sale, also, at J. L. Stam & Son's.
Address W. F. MASSEY & CO.,
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Sage Plants.

SAGE PLANTS, one year from the seed, at from 25 cts. to $1.00 per dozen. The earlier these are transplanted in the Spring the better will be the crop. "First come, first served." No plants reserved unless paid for. W. F. MASSEY.

TO THE LADIES.

MY New Illustrated Catalogue of *RARE AND BEAUTIFUL FLOWERS,* is now in press, and will be sent to all applicants enclosing stamp for postage.
W. F. MASSEY,
Feb. 12, 1870—tf. Chestertown, Md.

MEDICAL NOTICE.

The subscriber having bought the House and Lot at Bel Air, formerly belonging to Samuel B. Wheat, has *permanently* located for the practice of Medicine and Surgery.

Special attention given to Diseases peculiar to Women.

A. SAPPINGTON, M. D.
January 8, 1870—3m.

For Sale,

A TEN YEARS' SCHOLARSHIP in Dickinson College. Apply to
E. F. PERKINS,
Aug. 28, 1869. Chestertown, Md.

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