The Chestertown Transcript.

VOL. XLII—NO. 1. CHESTERTOWN, MARYLAND, SATURDAY, JULY 26, 1902. $1.00 PER ANNUM

Washington College!

CO-EDUCATIONAL,
NON-SECTARIAN.

Three College Courses of Study

NORMAL COURSE OF THREE YEARS.

Graduates of this course can teach in Maryland Public Schools without examination

A Preparatory College Course.

NINE REGULAR PROFESSORS.

Buildings furnished throughout with Electric Lights, Bathrooms and Water closets.

Three Free Scholarships for Each County
ON THE EASTERN SHORE.

TOTAL EXPENSES,
$140 to $150 PER YEAR.

For further particulars, send for catalogue to

PRES. C. W. REID,

July 19-10t. CHESTERTOWN, MD.

OLDEST. STRONGEST.

HON. CHARLES T. WESCOTT, PRES.
RICHARD D. HYNSON, V. PRES.
WM. WALTER CHAPMAN, CASHIER.

Capital 60,000. Surplus 30,000

—THE—

Chestertown National Bank

CHESTERTOWN, MD.

WE PAY

4 PER CENT.

on all savings when left on deposit one calendar month.

DIRECTORS:

Charles T. Westcott, Richard D. Hynson,
Lloyd deK. Smith, Alday Clements,
Samuel Vannort, James S. Harris,
Franklin H. Harper, James W. Chapman,
Edwin S. Valliant.

Assets to Secure Depositors.

Capital paid in	$60,000
Liability of share-holders	60,000
Surplus	12,000
Undivided Profits	18,000
Total of	$150,000

A New Process.

Cleaning, Scouring and Dyeing

by a new process, which renders the clothes spotlessly clean, and with as little shrinking as is possible. This new way is a decided improvement over the old method of cleaning, and work is turned out with more promptness and decidedly more satisfactory than formerly, also reducing the cost considerably.

Alterations and Repairing

in all its branches.
The superiority of our work is evident to the close observer. A trial is convincing.
Very truly yours,

John R. Rollison,
Ladies' and Gent's Tailor,
Chestertown, Md.
Second Door Below Savings Bank.
Clothes Made to Order.

Special Coal

For Threshing Machines and for Blacksmiths.

Best Grade, Big Vein.

George's Creek Coal.

This coal will give you satisfaction.
Terms, Cash Price, $4.

TURNER & SON,
Betterton, Md.

The Chestertown Transcript, $100 per annum.

NO 4327.

REPORT OF THE CONDITION OF THE

SECOND NATIONAL BANK

AT CHESTERTOWN,

in the State of Maryland, at the close of business July 16, 1902.

RESOURCES.

Loans and discounts	$307,037.15
Overdrafts, secured and unsecured	118 33
U. S. Bonds to secure circulation	12,500.00
Stocks, securities, etc	22,338.20
Banking-house, furniture and fixtures	13,500.00
Due from National Banks, (not Reserve Agents)	1,101.11
Due from State Banks and Bankers	1.50
Due from approved reserve agents	31,989.34
Internal revenue stamps	27.91
Checks and other cash items	425 20
Notes of other National Banks	1,550.00
Fractional paper currency, nickels and cents	120 26
Specie and legal-tender notes	10,658.00
Redemption fund with U. S. Treasurer (5 per cent. of circulation)	625.00
Total	$401,392.00

LIABILITIES.

Capital stock paid in	$50,000.00
Surplus fund	12,000.00
Undivided profits, less expenses and taxes paid	7,458 18
National Bank Notes outstanding	12,500.00
Due to other National Banks	592.04
Individual deposits subject to check	318,631.79
Certified checks	209.99
Total	$ 401,392.00

State of Maryland, County of Kent, ss: I, W. B. Copper, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

W. B. COPPER, Cashier.

Subscribed and sworn to before me this 23d day of July, 1902.

CHARLES ESTES,
Notary Public.

Correct—Attest
JAMES A. PEARCE,
HOPE H. BARROLL,
ADAM F. HUEY,
Directors.

THE

Second National Bank

of Chestertown, Md.

Capital, Surplus and Liabilities of Stockholders, $120,000.

Transacts a General Banking Business.

Interest at the rate of 4 per cent. paid on all Savings Deposits when left on deposit two calendar months.

We shall treat all our Savings Depositors alike.

We shall not give one class 3 per cent. and another 4 per cent., but all 4 per cent. alike.

All business entrusted to us treated with promptness, accuracy, liberality and courtesy.

We solicit your account.

Officers:

J. A. PEARCE, President.
W. B. COPPER, Cashier.
E. F. PERKINS, Teller.
H. T. DEAVER, Book-keeper.

Directors:

JAMES A. PEARCE, Chestertown, Md.
W. W. HUBBARD, " "
GARRETT FOXWELL, Blacks, "
ADAM F. HUEY, Massey, "
H. H. BARROLL, Chestertown, "
D. T. HURLOCK, Church Hill, "
T. B. DURDING, Rock Hall, "
H. W. VICKERS, Chestertown, "
W. B. COPPER, " "

NOTICE TO FARMERS.

As I have agreed to buy and handle

2000 Suckling Pigs

this season from four to eight weeks old, I must have them, and to get them, I ask you to drop me a postal before you sell, which will only cost you a penny. I will call without fail, and guarantee you from 10 to 25 per cent. on the dollar, or a head, more than you will be able to get from any one but me. I will ship every week day except Saturday, so, hoping you will not fail to let me know you have PIGS,

I remain
JOHN F. RICE,
Live Stock Dealer,
m8 Worton Station, Md

LEWIN W. WICKES,
ATTORNEY-AT-LAW.
Chestertown, - - - - Maryland

FOR SALE.

500 Bushels PRIME YELLOW CORN, 75 cents per Bushel, cash.
jly22-3t. TURNER & SON, Betterton, Md.

LAWN FETE AND SUPPER.

The Kennedyville W. C. T. U. will hold its seventh annual FESTIVAL and SUPPER, at Kennedyville, on Friday and Saturday evenings, August 8th and 9th. First-class supper, with all the delicacies of the season, twenty-five cents. Ice cream, water-ice cake and confectionery for sale. All are cordially invited.

AT PRIVATE SALE.

I have the Kilpatrick Farm, belonging to the estate of the late John Z. Clark in my hands at private sale. The purchaser will be entitled to the landlord's interest in the corn crop and tomato crop if sold by Aug 15th. Terms of Sale—$5,500. These terms, as far as possible will be made to suit the purchaser. Mr. Wm T. Clark will show everyone over the place.

HOPE H. BARROLL,
jy26-3t. Trustee.

PROPOSALS FOR SPRINKLER.

Proposals will be received by the Commissioners of Chestertown to operate the sprinkler on the streets of Chestertown to Oct. 1, 1902, by the day or month. Proposals will be received up to the 30th inst. The commissioners reserve the right to reject any and all bids. By order of the Board.

MONEY TO LOAN.

$1000, $2000, $3000, $4000 or $5000 TO LOAN for one, two, three, four or five years ON MORTGAGE.
CLARENCE W. PERKINS,
Chestertown, or 10 South street, Baltimore, Md.

CABBAGE PLANTS FOR SALE.

I have 20,000 EARLY CABBAGE PLANTS now ready to be set out.
Apply to or address
JOHN BELL,
jy 12-3t Chestertown Md.

AT PRIVATE SALE

The undersigned has at private sale for owners, a FARM, beautifully situated on the bay shore, containing 261 acres, more or less. Also a small Farm of 60 acres near Rock Hall. Terms can be made to suit the purchaser.
R. D. HYNSON,
Attorney for owners.

FOR RENT.

The OFFICE in the TRANSCRIPT Building, recently occupied by the late Eben F. Perkins.
The Large STORE ROOM now occupied by Mr. John H. Simpers, opposite Stam's Hall.
A COMFORTABLE 6-ROOM HOUSE, with garden, on Riverside Terrace.
M. WILBER THOMAS,
m24-tf. Agent.

THE

Kent County Savings BANK

WILL PAY

4 Per Cent. Interest

on all Savings, and Special Deposits remaining one calendar month or longer.

There is Only One Savings Bank in Kent County.

and this very bank has paid

$29,781.95 in Interest

to its Depositors.

The Savings Bank

was the first bank in Kent county ever known to pay interest on deposits.

We invite the banking public to call on us or write to us.

Respectfully,
JOHN K. ALDRIDGE,
President.
WILLIAM F. RUSSELL,
j15 y. Cashier.

SUBSCRIPTION to the TRANSCRIPT $1.00 an annum.

A NEW TROLLEY LINE INCORPORATED.

TWO COMPANIES ASK FRANCHISES OF KENT COUNTY AND A THIRD READY TO STEP IN.

Commissioners to Give Decision Next Tuesday

A NEW COMPANY INCORPORATED.

Unless all signs fail there is fair prospect for a trolley line, at least between Chestertown and the Chesapeake bay at Tolchester and Rock Hall.

Representatives of the "Baltimore and Chestertown Railroad Company of Kent county, Maryland," and the "Kent and Cecil Light, Power and Railway Company" were before the Board of County Commissioners on Tuesday and submitted their respective propositions. Messrs. Hope H. Barroll and Harcourt N. Trimble, of Philadelphia, representing the Baltimore and Chestertown Company, and Mrs. John D Urie, Henry M. McCulloh, of Cecil county, and E R Cochran, of Delaware. Both parties were deeply in earnest and the proceedings of the occasion were extremely animated and interesting.

Acting upon the well established principle that money is the most practical evidence of business good faith, in addition to the ONE THOUSAND DOLLARS already in the hands of Mr. Thomas W. Eliason as a forfeit, Mr. Barroll placed on the desk of the commissioners TWO THOUSAND DOLLARS in CASH as a forfeit in event of a failure to build the road by January 1st, 1903. Mr. Urie for his company stated verbally that they would put up two thousand dollars, but when material to the amount of $2,000 had been put in place, and before the road was completed, should be returned.

Mr. Barroll's syndicate only pledge themselves to construct a road from Chestertown to Tolchester and Rock Hall, while the gentlemen represented by Mr. Urie declare their intention to build from Rock Hall and Tolchester to Chestertown and continue the road to Elkton and Middletown.

The board of commissioners listened attentively to the gentlemen, but reserved definite action until Tuesday next.

THE AGREEMENT

The Kent and Cecil Light, Power and Railway Company submitted the following written agreement:

This agreement made this — day of September, A. D., 1902, by and between the County Commissioners for Kent county, State of Maryland, and the Kent and Cecil Light, Power and Railway Company, a duly incorporated body of said State and county, witnesseth:

That whereas the said Light, Power and Railway Company, having duly organized under the charter granted by the Legislature of said State of Maryland, at the January session, A. D., 1902, chapter — of the Acts of Assembly passed at said session and is therefore empowered to exercise the rights, powers and franchises conferred upon it by said charter, one of which rights and franchises is the use of the public highways of said Kent county for the purpose of establishing and laying down electric railways upon and over the same, subject to the assent of the County Commissioners for Kent county aforesaid.

And whereas application has been made to said Board of County Commissioners for the privilege of using the public roads or highways of said county for the purpose of laying down or establishing an electric railway and operating an electric road thereon, which application, the said Board of County Commissioners, after due consideration, has granted, subject in all respects to the terms and conditions of this agreement executed in duplicate by order of said Board, dated July — 1902, by the Honorable, the president of the said Board of County Commissioners, Daniel Hill, Esq., and the Kent and Cecil Light, Power and Railway Company aforesaid.

Now, therefore in consideration of the performance of the conditions and stipulations hereinafter mentioned, the said Board of County Commissioners agree that the Kent and Cecil Light, Power and Railway Company shall have the privilege of laying down, establishing and maintaining electrical railways and operating electric roads over and along such county highways or public roads of said county as may be required by said Company to build and operate its railways. Provided, however, that in laying down said road-bed and the erection of poles or other equipment of the same, no part of the present traveled way of the said public highways shall be used or occupied, except in crossing the said highways, when it can be reasonably avoided. Nor is the present level of the said highways or public roads to be left in an unsafe condition during the construction of said Company's roadway. The said Kent and Cecil Light, Power and Railway Company hereby agreeing to save harmless the said County Commissioners and to indemnify the said county for any loss or expense which said county may suffer by reason of the exercise of the rights and privileges hereby granted the said Company by said County Commissioners, during the building, erection or operation of said railway. The location along said public highways of the track or railway bed shall be determined by the Board of County Commissioners when any controversy shall arise as to the proper location of the same, the poles used in connection therewith or any of the equipment of said railway.

And the said Kent and Cecil Light, Power and Railway Company agree whenever the track or railway bed shall cross the traveled way of the public roads of this county, then the said Railway Company will keep said traveled way in safe and proper condition for public use.

That the property of the Kent and Cecil Light, Power and Railway Company located in Kent county shall be subject to taxation for the benefit of said Kent county in all respects as other similar corporations are taxed under the laws of the State of Maryland. And it is expressly understood and agreed by the parties hereto that the rights, privileges and franchises hereby granted to the Kent and Cecil Light, Power and Railway Company are not to be transferred to any other corporation or any other persons whatsoever without the consent of the County Commissioners of Kent county first being had and obtained, and the board of directors now representing said Light, Power and Railway Company to main re as now constituted to the extent at least of ten of its members, except when vacancies occur through natural or other causes over which the stockholders of said Light, Power and Railway Company have no control, until at least eighteen miles of railway shall have been constructed and in operation in said Kent county, and after eighteen miles of said railroad shall have been built and in operation these restrictions shall be void.

And it is furthermore understood and agreed that the rights, powers and privileges hereby granted are subject to revocation by said Board of County Commissioners, should the said company fail to have the electric road between Chestertown and Rock Hall in operation by——or fail to perform on their part any stipulation of this agreement

And it is further agreed that permission be and the same is hereby granted to the said The Kent and Cecil Light, Power and Railway Company to erect and maintain wooden poles in and along the entire line of the said public roads, to construct, build and operate electric lines, overhead wires and conductors, along, upon or over said roads and to make house connections from their electric conductors along the route of the said public roads and to connect the same with any manufactory, car or conveyance for the purpose of manufacturing, furnishing, selling and supplying the electric light and power for all private and public uses whatsoever and the said company is authorized to replace any of their poles along the said road which may be destroyed or injured by accident or decay.

And it is understood that the word "highways" in the preceding agreement includes bridges.

The Cecil and Kent Company completed organization on Tuesday by the election of E. R. Cochran, president; Henry M. McCullough, treasurer; and Wilmer Emory, secretary. The board of directors consists of the above three and Edgar A. Tennis, Samuel Hibberd, William Trimble, John D. Urie, Fred G. Usilton, Wm. A. Comegys, H. M. Lockwood and Henry H. Brady.

AN ACT OF INCORPORATION.

The Kent and Cecil Light, Power, and and Railway Company was incorporated under the laws of 1902, chapter 357. This Act provides, in substance, that the purpose of the company shall be to provide improved communication from that part of Kent county bordering on the Chesapeake bay by way of Chestertown, and to continue through Kent to Cecil county, and through Cecil county to the Delaware line, and to provide direct communication for transfer of passengers and freight, manufacture of electricity, etc., on said road and branches and territory adjacent thereto. The capital stock is put at $50,000, (with privilege of increasing to $1,000,000) divided into 3000 shares of $25 each. W. B. Usilton, and J. Thomas Pennington, of Kent; Wilmer Emory, of Baltimore city; George M. Evans, of Cecil; Edwin R. Cochran and William A. Comegys, of Middletown, and Edward R. Cochran, Jr, of Wilmington, Delaware, are named as commissioners to open books and receive subscriptions to the capital stock. It is provided that so soon as one hundred shares of stock have been subscribed and one dollar per share thereof paid in cash, the company shall be entitled to exercise corporate powers.

Section 10 provides that the president and board of directors "shall fix all rates, charges and tolls upon passengers, freights and property transported on said road or roads, make such contracts with other companies or corporations for the transfer of goods with other companies or corporations for the transfer of goods or merchandise in bulk or by carload, and for transportation of passengers or cars as the interest of the company would indicate; provided, said tolls are not over five cents per mile for passengers, nor over ten cents per ton per mile, for merchandise

Judge James A. Pearce on Wednesday signed the papers incorporating "The Baltimore and Chestertown Railroad Company of Kent county." The papers of incorporation are as follows:

KNOW ALL MEN BY THESE PRESENTS, That we, Henry Robinson Fothergill, who resides in the city of Wilmington, in New Castle county, Delaware; Harcourt N. Trimble, who resides in the city of and county of Philadelphia, in the State of Pennsylvania; Hope H. Barroll, Wilbur W. Hubbard, William B. Copper, T. Benjamin Durding, Elmer E. Leary and Thomas R. Hubbard, and all being citizens of Kent county, in the State of Maryland, all of us being citizens of the United States, do certify that we do under and by virtue of the General Laws of this State authorizing the formation of corporations hereby form a corporation under the name of "The Baltimore and Chestertown Railroad Company of Kent County, Maryland," for the purpose of constructing and operating a railroad under the following terms and conditions:

1st.—The object and purpose of the formation of this company is to build "The Baltimore and Chestertown Railroad Company of Kent County, Maryland," extending from Chestertown to Rock Hall and to Tolchester on the Chesapeake Bay; and its principal office or place of business shall be in Chestertown, Kent county, Maryland, and the name assumed by the said company and by which it shall be known is "The Baltimore and Chestertown Railroad Company of Kent County, Maryland"

2d—The termini of the said road shall be one of them at the Public Landing or at such other point in Chestertown, on Chester river, as the corporation may at any time hereafter select, and the Public Landing at Tolchester, or such point at, or near Tolchester, as the said company shall select, and at the Public Landing or Landings at Rock Hall, or such other landing or wharf as the said company shall determine are proper termini and locations for the wharves. The said Railroad shall pass through Kent county from Chestertown through the village of Fairlee to Rock Hall, and to Tolchester or to such other places as the said corporation shall determine and decide upon. The amount of capital stock necessary to construct said railroad shall be seventy-five thousand dollars ($75,000).

We do further certify, that The Baltimore and Chestertown Railroad Company of Kent County, Maryland, is to be managed by seven directors. Henry Robinson Fothergill, Harcourt N. Trimble, Hope H. Barroll, Wilbur W. Hubbard, William B. Copper, T. Benjamin Durding, Elmer E. Leary and Thomas R. Hubbard, are the names of the directors who shall manage and run the concerns of the said corporation for the first year.

In testimony whereof we have hereunto set our hands and seals this 22d day of July, 1902.
Test—T. Waters Russell.

Harcourt N. Trimble,
Hope H. Barroll,
Wilbur W. Hubbard,
Elmer E. Leary,
Thomas R. Hubbard,
William B. Copper.

STATE OF MARYLAND, :
KENT COUNTY TO WIT

I hereby certify, That on this 22d day of July, 1902, before me, the subscriber, a Justice of the Peace of the State of Maryland, in and for Kent county aforesaid, personally appeared Hope H. Barroll, Wilbur W. Hubbard, William B Copper, and Harcourt N. Trimble, Elmer E. Leary, Thomas R. Hubbard, and each acknowledged the aforegoing certificate to be their act and deed

T. Waters Russell, J. P.

I, James A. Pearce, Chief Judge of the Second Judicial Circuit of the State of Maryland, do hereby certify that the aforegoing certificate has been submitted to me for my examination, and I do further certify that the said certificate is in conformity with the provisions of the law authorizing the formation of said corporation.

James A. Pearce,
July 23, 1902.

FINALLY SETTLED.

Mr. Brooks Says: "The New Depot Will be Down Town."

Messrs Wilbur W. Hubbard, Curtis E. Crane and Jefferson D. Bacchus, a committee representing those citizens of Chestertown who are anxious that the site of the Chestertown depot shall be changed, were given a highly satisfactory audience with Supt Brooks, in Philadelphia, on Wednesday. The gentlemen emphasized the importance of the proposed change to the town and at the same time gave convincing figures and data to show that the move would be a business matter of no mean importance to the Pennsylvania Railroad.

Mr. Brooks, after carefully listening to the members of the committee, said that they might come home perfectly well satisfied that the new depot will be near the business centre of the town, and that the necessary surveys will be made at once. He stated that it was a well-established policy with the Pennsylvania Railroad never to condemn rights-of-way if there was any possible way to avoid it, but where condemnation proceedings became necessary they did not hesitate to exercise the rights held under the laws of the respective States.

Mr. Brooks indulged in no conditions or reservations, but was straightforward and emphatic in his statement: "You may say to your people that the depot will go into town."

This, it may be inferred, practically settles the matter and the new depot will certainly be erected near the business centre of Chestertown.

The telegraph and express office should also be located with reasonable nearness to the business community.

An Interesting Case.—An interesting case has developed in connection with the sale of Wickliffe, on Eastern Neck Island, purchased by James W. Stevens. Mr. Stevens employed a lawyer from Baltimore to examine the title. It was discovered that Eastern Neck Island was originally taken up under a patent by a Mr. Hynson and a Mr. Wickes; that Wickliffe, owned by this Mr. Wickes, has remained in the possession of the original members of the family from about 1680 to the present time. About 1740 it was entailed under a will made by the owner at that time, and as the entailed property descended from the eldest son to the eldest son, the law of 1786 allowed people to break an entail, and all, or very nearly all estates in Kent county had the entail broken after the passage of the Acts of 1786. It seems, however, that Wickliffe has never had the entail broken, and has descended from the eldest son to the eldest son until finally upon the death of the late James P. Wickes, a well known citizen of Kent in 1869, it descended to his son, William H. Wickes, he being the oldest son of James P. Wickes. William H. Wickes died about 1872, whereupon, under the old entail it descended to his daughter, Miss Willie Wickes, of Baltimore city. Miss Willie Wickes now claims that the entire farm belongs to her and she is entitled to the entire proceeds. She has employed Charles J. Bonaparte, of Baltimore city, to defend her interests, and the other heirs, who have supposed all these years they were entitled to interests in this farm, will have to fight for their rights. The names of the other heirs are: Mrs Charlotte A. Strong, wife of T. Ronalk Strong, one of the citizens of the fifth di Richard Spencer Ruth, Mrs. Robert Spencer Wickes. ed is a novel one of the family ar causes consider was sold by Ho May last, for $ 390 acres of la