MEDDERS & CO. | *MEDDERS & CO.*

FALL WANTS!

Hot Air Wood Stoves,
Coal Oil Heaters,
Bed Blankets and Comforts,
Carpets, Furniture,
Woolens & Domestics
Underwear, all sorts.

We have the largest line of these goods to offer and at special Low Prices.

"Our Under-Buying Advantages Make Our Under-Selling Prices."

We have just closed the biggest shoe deal in the county and at sacrifice prices. A few weeks ago a large wholesale shoe house decided to quit the shoe business and we were offered the best deal ever presented in the shoe business. We were open for just such a deal, and we secured over FIVE WAGON LOADS of the best shoes and boots on the market, and at less than the manufacturer's cost.

We sell as we buy; hence, the public gets the benefit of our purchases.

Shoes! Men's and Children's fine $1,25, 1.39 Dongola, Box Calf and Kangaroo Calf shoes in all sizes and all styles, button and lace. The best values ever offered and you have your choice for only..... **88c**

Shoes! Ladies' $1.39 and 1.50 Dongola, Kangaroo Calf and Oil Grain Shoes—all styles in lace and button—Almost any kind you are looking for, mixed up in this immense shoe deal, and you have your choice for only **98c**

Shoes! Ladies' fine $2.00 and 2.25 Dongola Shoes in the latest style, all lace, very dressy, only..... **$1.69**

Shoes! Ladies' GENUINE GOODYEAR-WELT $3.00 Dongola, finest stock, newest shapes, and the prettiest line of Shoes on the market—only..... **1.98**

Shoes! The merit of thess shoes will make them sell at sight, as a $3.00 shoe is offered at..... **1.98**

Shoes! Men's and Boys' $1.25 and 1.50 Shoes all go at only..... **98c**

Men's Fine Box Calf and Velona Calf Shoes at special low prices.

"Famous Farmer Girls"

are the heaviest, largest and most reliable Cook Stoves on the market today. The iron castings used in these stoves are the best that money and skill can produce.

Our low prices on this class of stoves defy competition and drives the cheap western stoves off the market. You can always get castings and repairs for the Farmer Girl Stoves at a low price from any dealer. We sell:

No. 7 Farmer Girl Cook..... $14.90
No. 8 " " " 17.90
No. 9 " " Jumbo..... 21.90
No. 80 Large Farmer Boy, only..... 13.90

Delivered anywhere Free.

WM. MEDDERS & CO. | *WM. MEDDERS & CO.*
CASH DEALERS AT STILL POND.

A ROAD REPORT.

Interesting Facts Concerning the Experimental piece of Road Near Chester Bridge.

Cost of Queen Anne Experiment.

The farmers of the vicinity contributed in hauling....	$166.35
The citizens of Chestertown and the Standard Oil Company.....	114.25
Queen Anne county paid for all materia entering into the road.....	649.00
The Maryland Steel Company and the Dougherty Towing Company.....	33.99
Total cost.....	$963 39

The committee having in charge the experimental road building near Chester bridge, in Queen Anne, on Tuesday made the following report to the board of Commissioners of Queen Anne county:

'We take pleasure in submitting herewith, on separate sheets, a detailed report of our effort in modern road building, practically demonstrated and illustrated in the construction of the piece near Chester bridge, made possible through the hearty encouragement by your board and the liberal support of the public spirited farmers of Rich Neck and citizens of Chestertown. In tendering the report we beg to submit a few suggestions which we believe will bear careful consideration, and trust that, after inspection of the piece of road just finished, and after it will have passed through the coming winter, should its condition be satisfactory to the public and your board, you will pursue a policy looking to the permanent improvement of the roads. We wish to express our sincere thanks to the Public Road Inquiries Department of Washington, in securing the use of a roller; to the Good Roads Machinery Co ,of Kennett Square, Pa., for the use of their roller; to the Penna. R. R. for freighting the roller over their roads, to the Commissioners of Chestertown for the use of their water sprinkler, to the citizens of Chestertown and the Standard Oil Co., for cash contributions which were expended for labor, unloading barge and spreading material on the road, to the progressive farmers of Rich Neck and Seventh district, and the American Strawboard Co., for furnishing teams with drivers, required in the preparation of road bed, hauling material, sprinkling and rolling same, to the Maryland Steel Co., for the contribution of a portion of the slag used, use of tools, carpentering, lumber, use of cars and shifting, to the P. Dougherty Co., for rebates on barge bill, to Messrs. Bacchus and Usilton and the County Commissioners of Kent, for use of wharf, to the Highway Divison of the Md. Geological Survey, and especially to the chief engineer, Mr. A. N. Johnson, and his assistant, Mr. J. Morrison Harris, under whose immediate supervision the work was constructed, and to all others who have contributed towards the completion of the first piece of road construction ever undertaken on the Eastern Shore where material was brought from a distance, the members of this committee have, in addition to cooperating in supplying teams for hauling and labor, individually paid their traveling expenses, required in arranging for getting material and machinery on the ground, and all postage, telegraph and telephone expense incidental to getting the work advanced.

The roads of this county, are in our opinion as good as those in any other county on the Eastern Shore, and we believe the amount of $100,000 that has been expended every ten years in the past for road repairs and oyster shells, has been expended as judiciously as any like amount in any other county in the State, but whether better results cannot be obtained in the future is the question we wish to bring up. The entire mileage of our roads are not bad, but there are spots that can be well called very bad and have been so during the life of our oldest citizen, for illustration we name a point for 500 feet opposite Senator W. P. Finley's, 500 feet on Finley's hill, 400 feet at Brown's hill, opposite Mr. James Brown's farm; 1000 feet opposite Mr. S. R. Hurlock's, 440 feet, another spot further up the road of 400 feet. A stretch of sand opposite H. H. Klinefelter's 2000 feet, opposite Klienfelter's woods 1300 feet (1100 feet of which has been fixed with slag) and from Gledhill's to the Chester bridge, the old oyster shell road 2300, making a total mileage of bad spots in a stretch of seven (7) miles between Church Hill and Chester bridge, less than 25 per cent. There are 263 miles of road in the county, 100 miles of which are main thoroughfares, namely: Centreville to Stevensville, to Ruthsburg, to Wye, to Church Hill, Church Hill to Templeville, to Ingleside, to Millington via Sudlersville to Crumpton, Millington to Chester bridge; Rolph's Wharf to intersection of Church Hill road, 25 per cent. of which being bad, we have 25 miles of road which, if heroically treated, would give 100 miles of such roads as the people of this county would feel proud of. The tax levy for next year being $10,000, why not build on the three roads leading from Centreville three miles of slag road? Treating the bad spots on each road, the present appropriation would cover a stretch of 12 miles. Such a course would enable the citizens of the county to have a practical test of the benefit of good roads, and prepare them to intelligently petition the Legislature of 1903 for an enabling act authorizing the commissioners to borrow such sum of money as is now being spent, and has been spent during any 10 years period in the past, thereby enabling your honorable body to put in condition, during the spring of 1904 every bad hill and every stretch of sand or mud over the 100 miles of main roads, leaving a balance sufficient to keep open ditches and make necessary repairs on by-roads. The above is based on a 15 foot road, 10 in. crown and 7 in. shoulder, a narrower bed would necessarily be over a greater number of miles than 25. Had such a policy been inaugurated ten years ago, today, without the expenditure of one dollar more than has been spent, the county would have 25 miles or over of such road as would enable two horses to haul twice as big a load as they have been and are still doing, meaning one hundred miles or more, by having the bad spots permanently repaired on all the thoroughfares above referred to.

Very truly yours,
W. IRVING WALKER, Chairman.
JAS. T. ANTHONY, Sect'y,
GEORGE H SNITCHER,
H. P. SKIPPER,
ALBERT STORY,
H. H. KLINEFELTER,
S. R. HURLOCK.

The Maryland Geological Survey in its report says:

"The slag came from the steelworks at Sparrow's Point, on the Patapsco. Weathering hardens it. When mixed with fine earth it acts as a cement. The longer it is exposed the harder it gets. An unexpected difficulty increased the cost of this slag 40 cents a ton. Picks were necessary to loosen it from the bed in which it lay, and men were hard to get. The item equaling the cost of the materials need not be considered in future. The steel company will offer facilities for loading.

"The length of the new improvement is 1100 feet, its width 15 Ten inches of slag were laid upon the crown of the road and 7 inches on its sides. 450 tons of coarse slag were used and 45 tons of a finer grade. The material was consolidated by a horse roller weighing 3½ tons, which was loaned by the Good Roads Machinery Company of Pennsylvania, and transported free by the Pennsylvania Railroad Company. All plans and estimates were made by the surveyor's highway engineer, Mr. A. N. Johnson, and his assistant, Mr. Harris. They also supervised the construction.

"The farmers in the neighborhood of the road have contributed much for which the county would have had otherwise to pay.

"Here is the highway engineer's report of the new work on the Eastern Shore. He has charged up every item at its market price. It may be taken by residents of this part of Maryland as a fair indication of what the best roads will cost them:

Items	Cost per ton.
Slag on board barge.....	$0.41
Frieght 100 miles.....	0.54
Unloading barge.....	0.12
Hauling.....	0.27
Spreading.....	0 07
Rolling and water.....	0.02
Total cost of slag in place on road.....	$1.43
Cost per mile 15 feet.	
Slag, 2,400 tons, at $1.43	$3432.00
Shaping roadbed, 8800 sq. yds., at ½c	44.00
Total cost per mile 15 feet wide.....	$3476.00
Total cost per mile 12 feet wide.....	$2800.00

"A road 12 feet wide, Mr. Johnson says, will be every where sufficient except near the large towns.

"Mr. W. Irving Walker was the chief promoter of the new improvement. As chairman of the committee which has had charge of it he has submitted a report to the commissioners of Queen Anne's county. In this he advises that they spend the $10,000 allowed next year by the tax levy to improve with slag three miles of the roads out of Centreville. If this allowance is applied by the engineers to the worst parts of these three roads, he says, it will cover twelve miles, and give the county that length of first class highways.

"If the road moneys had been so spent for the last ten years, he declares, the county would have had 25 or 30 mile of the best highways in the country, making more than 100 miles of other roads easily passable for two horses hauling twice the loads they now pull. Mr. Walker proposes on this ground an enabling act under which the county may raise such an amount of money as it would ordinarily spend in ten years. With this it could make general improvements at once and still have enough of a balance to keep the new roads in excellent condition for ten years."

FROM CHESTERVILLE.

Cool nights and the dry weather combined, are telling on the tomato crop, which has not panned out as farmers had a few days ago reasonably expected and fondly hoped for.

Miss Carrie Merritt, of Baltimore, is the guest of her niece, Mrs. Samuel M. Ford.

Mr. Thomas Clements was stung on the hand by a bee a few days ago, the hand became greatly swollen and terribly painful, so much so as to require several operations of the surgical knife to get relief. The swelling however is gradually going down and hand and arm are getting back to their normal condition.

Rev. Mrs. Ryder has been so sick as to require the attention of Dr. Sheppard. She has much improved and is apparently almost entirely restored.

Mrs. Sadie Landon and son Raymond, of New Jersey, are sojourning at Mr. Thomas Bennett's, the father of Mrs. Landon.

Some worthless dog or dogs have been depredating on Mrs. Rebecca Dwyer's turkeys, having killed or maimed some eight or ten.

We notice that our young friend Mr. R. W. Lusby is going to quit farming. We know not where he may pitch his tent when his footsteps may be called to roam, but we hope success may reward his efforts in whatever field of labor he embarks for, we know that strict integrity will be the foundation stone.

Mrs. P. F. Stevens, wife of our enterprising blacksmith, has several mounds of flowers in her yard which beautifully adorn it. They are of varied and attractive hues that delight the eye and fill the air with sweet fragrance. Well have flowers been called the "Alphapet of Angels."

In the death of Mr. C. Goldie Carey this community lost one of its most promising young men. During the pastorship of the Rev. W. H. Saunders here he united with the church and continued a consistent member during the remaining 15 years of his life. Ill health compelled him in 1901 to give up his studies at college (Newark, Del.,) where he was held in high esteem, both by the professors and his fellow-students. All that skillful medical science—all that patient, loving nursing of a devoted mother and other loving friends could do to stay the dread disease proved unavailing, and his young life of promised usefulness and honor closed on the morning of the 7th instant, with the confiding trust of a blessed immortality beyond the grave. The most marked feature of his illness a few days before his death was a throat trouble. Of ready wit, of a genial disposition, of courteous manners, he won hosts of friends who are sorry that he was taken away "when life was in its spring." His maternal uncles, Messrs. Thomas, Edward, John and Charles Bbrris, with Mr. J. W. Mann, and Mr. Carroll Nickerson, acted as pall bearers.

OCCASIONAL.

WHY is it we sell Shoes as we do and so many are satisfied? Answer, try 1 pair in any of our lines. WESTCOTT & DODD.

IF YOU WANT

A First-Class Reliable Fertilizer

for your Wheat, one that will not gum up or clog in your drill,

—USE—

BECK, WALKER & BROWN'S

Try Me, Propagator or Trustworthy.

The largest yields of wheat this year have been where these goods were used. We are also prepared to put up any kind of Fertilizers you desire, from the highest to the lowest priced.

BECK, WALKER & BROWN,
July 26, 1902. Chestertown, Md.

What do you need in the way of

Farm Machinery and Implements?

We have the SUPERIOR Drill—Disc and Hoe-Disc,—Harrows, Steel Frame, Spring Tooth Harrows, Steel Frame, Spike Tooth Harrows, Wood and Iron Land Rollers, Cultivators.

VULCAN PLOWS

are the best, and so confident are we that they are the best we will gladly take back a plow, if, after three days trial you don't agree with us.

REPAIRS FOR NEARLY EVERY MAKE OF PLOWS.

FARM WAGONS.
We have some bargains to offer you.

Fine Selection of High Grade
Carriages and RUNABOUTS

FULL LINE OF
Hardware, Tinware and Agateware.

Single and Double
Carriage and Wagon HARNESS.
BRIDLES, COLLARS, HAMES, PADS and HALTERS.

Ropes and Twines.
Paints, Oils,
Varnish, Brushes.

FERTILIZERS.

We can interest you, because the qualities are right and the prices are right, too. Let us show you our samples and quote you our prices.

The Canning & Mercantile Co.,

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WILMINGTON BUSINESS
SCHOOL.
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Chester River Steamboat Co.

Change of Schedule,

Beginning Monday, May 26, 1902.

DAILY EXCEPT SUNDAY, as follows:

EMMA A. FORD.

Leave Chestertown 7.00 a. m., stopping at Rolph's, Booker's, Quaker Neck, Bogle's, Queenstown and Kent Island. Leave Queenstown 8.45 a. m., arrive Baltimore 12 m., leave Baltimore, except Saturday, 3 00 p. m., leave Baltimore Saturday at 2.15 p. m., arrive Chestertown Saturday 7.15 p. m., other days at 8.00 p. m.

Steamer GRATITUDE.

Leave Centreville at 7 A. M., stopping at the landings on the Corsica river, Jackson Creek and Rock Hall. Leave Jackson Creek 8.15 a. m., leave Rock Hall 9.30 a. m., arrive Baltimore 11.45 a. m., leave Baltimore 2.30 p. m., arrive Centreville 7 30 p. m.

GEORGE WARFIELD, President.
JAMES E. TAYLOR, Gen'l Agent.

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