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WM. PEPPER CONSTABLE
Attorney at Law
Maryland Trust Building
Baltimore, Md.
In Elkton, Md., Tuesdays

(continued from page eight)

KENT ROAD HISTORY

city and county papers and sold to the highest bidder. By reason of the extremely small indebtedness of Kent compared to its total assessment, the bonds offered an attractive investment. They were sold and the proceeds deposited in the local banks bearing interest until such time as the money would be needed.

The State Roads Commission immediately began work constructing the concrete roads and they were paid for from time to time on proper vouchers from the Commission that the contractor had completed his work.

The details of financing the slag and concrete roads are identical, with the exception that the County will pay both the principal and the interest of the $1000,000 bond issue. These roads were built and will be maintained by the County and not by the State Roads Commission.

Cooperation Between Local and State Authorities

A committee of seven, called the Citizens' Committee, was appointed with one representative from each of the Election Districts. This Committee drew up the plan and presented it to the State Roads Commission who received it most favorably. They then outlined roads to be built subject to the approval of the County Commissioners. The County papers published the schedule of proposed roads for improvement previous to the vote on the bond issue.

On May 11, 1929, the people of Kent voted in favor of the Million Dollar Road Program.

Constructing the Roads

As soon as the money was in the hands of the treasurer of Kent County, the State Roads Commission took charge of the work and proceeded with construction.

In constructing the concrete roads throughout the County, the State Roads Commission required certain widths for right of way. In many cases this involved removing fences, cutting down trees, and requiring additional property both for tangents and for easing curves. All property so required was given without cost by owners over the entire fifty miles of improved road. This emphasized the popularity of the undertaking and showed the eagerness of the people to cooperate in the much improvement.

Surveys had been started ten days after the election so that the work of preparing plans and specifications went on at the same time that the necessary work was being done for the sale of the bonds. When plans were completed for each road, that road was advertised in proper form according to the customary procedure of the Commission. All concrete roads were built acording to standard specifications of the State of Maryland and taken over by the State Roads Commission for future maintenance.

On such roads as are likely to become main thoroughfares because of future development, the Commission decided to lay the concrete slab on the side of the road with six feet of slag on the opposite side making fifteen fet in all so as virtually to provide a double track highway which greatly facilitates traffic.

In the "necks" and no less important roads where travel is not likely to increase materially the State laid the slab in the center of the right of way with three feet of slag shoulders on each side ehus providing sufficient space for passing vehicles.

What Good Roads Mean to Rural Sections

The law insists that all children receive an elementary school education. The one-room school houses through the County permit children to walk from their homes to school. To dwellers on mud roads graduation from the elementary school often meant the completion of education since school buses do not afford transportation to central high schools over mud roads. The farmer living on concrete highways, or even within walking distance of such roads, can, without a great deal of effort, give his children as good an education as the County may afford. In Kent this means a college course since Chestertown is the seat of Washington College, a grade A institution, to which County students may go at a minimum cost. The million dollar program therefore has placed education within reach of hundreds of Kent Countians who might otherwise have been deprived of anything but the limitation of the one-room school house.

One of the greatest industries in Kent is the turkey business. That industry has its busiest season during the period of bad weather and poor road conditions. Several of Kent's larger turkey farms attract people from great distances. Many come to select their own breeding stock. During the muddy season, local garages were kept busy hauling heavy cars out of the heavier mire. Such experiences discourage a second visit. With the present system of good roads, buyers of breeding stock and market birds are unhampered in their travels. It means a bigger and better turkey trade.

The egg business which many find profitable has heretofore been hampered by impassable roads. To bring top prices a fresh egg must be really fresh. If the "bottom falls out of the road" and the farmer can not get his eggs to market, he is the loser. He must then take the bst he local market offers which is always below the price for which he aims.

Another product of the farms which is handicapped by road and weather conditions is the corn crop. Too often by the time the corn is husked and ready to be garnered the roads have made it necessary for th farmer to load it in his own bins to be sold when he can reach the market. This often means a loss in price and damage to the corn.

Every one can now enjoy the good roads. The farms are no longer cut off from the social activities in the town. The movies are available all year around to the outlying sections. Going to church is no longer too much of a burden for those to attempt in winter seasons who must drive several miles. Mail, which to the modern farmer is becoming increasingly important, can be received more promptly. School atendance in and from the rural districts is far more regular. All these things are good but to the farmer improved roads mean dollars and cents in his being able to reach the market at all times.

What Good Roads Mean To Merchants

A representative merchant in Chestertown, whose territory spreads over a wide area, was asked what he considered the roads had done this past winter for business. His reply was that since business conditions were poor enough everywhere he could draw comparisons only with sections where business seemed in a much more depressed state than in Kent. He laid the fact of this County's lack of depression to the easier access to town. The average shopper prefers to buy what he or she can actually see and feel. In previous years the mail order business has taken a considerable amount of money out of the County and no doubt still does. But, nevertheless, many who preferred to patronize home shops were able to do so this year when in former years during winter months they had been forced to depend on mail-order houses. Other business concerns in the County who travel out in the surrounding territory to the homes of their patrons find a tremendous saving in time and in wear and tear on cars. Under this head come dealers in radios, sewing machines, furniture, washing machines and insurance agents, particularly those who carry industrial policies. The physicians of the County find their burdens considerably lessened by the new roads. And from the post-offices in the towns the R. F. D. men make their daily route in less time than ever before. Nor is so much of their salary eaten up by the constant replacing of cars.

Celebrating the Completion Of The Road Program

Since Kent's plan attracted so much attenion in all parts of the Eastern Shore and across the Bay from those interested in better roads, the Chamber felt that it was only fitting to set aside a day for the celebration of the completion of the million dollar road program.

May 26, 1930, was chosen as Road Day and Homecoming Celebration Invitations were sent to all road officials in Maryland, Virginia, Delaware and Pennsylvania. Governor Albert C. Ritch.e was the chief speaker of the day. High officials of neighboring states were also invited. An official tour of some twelve miles was mapped out. This tour of inspection covered a circuit of the earlier fifteen-foot macadam road, the sixteen-foot concrete, th nine-foot concrete and the slag. Included among the invited guests were all th County Commissioners of Maryland.

Kent feels a natural pride in her solution of the lateral road problem and hopes that it may prove of value to other counties which are trying to grope their way out of the mud.

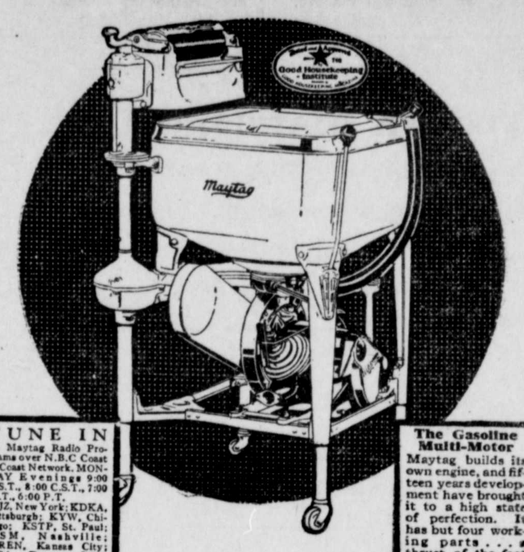
Washington College

The greatest asset of Kent County is Washington College. It is the eleventh oldest college in the country and for nearly 150 years this section has enjoyed the beneficial influence of its educational service. From the earliest days, up to the present time, its sons and daughters have stepped from its portals and made for themselves positions of distinction and importance in the professional and business world.

Washngton is the only college which has the honor of bearing the name of the Father of Our Country by his expressed consent. General Washington served on the Board of Visitors and Governors. It now enjoys an "A" ranking.

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NOTICE TO CREDITORS

This is to give notice, That the subscriber has obtained from the Orphans' Court of Kent County letters of administration on the estate of
THOMAS GORE
late of said County, deceased.

All person having claims against said deceased are hereby warned to file in said Court their claim against said decedent, with the vouchers thereof legaly authenticated, on or before the 19th day of October, 1930; and they may otherwise, by law, be excluded from all benefit of said estate.

All persons indebted to said estate are requested to make immediate payment.

Given under my hand this 15th, day of April, 1930.

AGNES CULLIS, Administratrix.

Subscription to the Transcript $1.50 per annum.

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