KENT GOOD ROAD HISTORY

The following article, written by Mrs. Nell C. Westcott, secretary of the Kent County Chamber of Commerce and published in a 16 page pamphlet by the Chamber includes illustrations of Kent's roads before and after slag and concrete was laid and also illustrated agricultural assets schools, milk distribution, etc. The pictures were taken by Dr. H. B. Simmons, a director of the Kent County Chamber of Commerce and also an expert amateur photographer.

Ten thousand of these pamphlets will be destributed throughout the eastern part of the United States. Anyone de siring a pamphlet may have one by calling at the office of the Chamber of Commerce.

The first record of proposed road improvement in Kent County, Maryland, harks back to about the middle of the seventeenth century when a movement was on foot to pull up the tree-stumps along the pack-horse trails in order to permit ox-carts and mule-teams to carry larger loads. From that day to the present the subject of roads has probably been discussed more than any other public question in the County. From the ox-cart to today's auto truck is a far cry.

Even in the days of the ox-cart and teams Kent's roads presented a problem. Nature dealt with a gentle hand in the creation of Kent. No rocks or stones afforded the road builder a natural aid for the filling-in of mudholes. Oyster shells were used with some success but they became more scarce and with the advent of the automobile came to be an expensive form of road improvement due to the effect on auto tires. Macadam covered the earlier state highways with good results until concrete proved to be the most satisfactory material for road construction.

In 1927 with macadam and concrete Kent found itself with seventy miles of improved primary road system. This took excellent care of through traffic and connected the more important county towns with the county-seat. But the majority of Kent's farmers did not live along the main highways. Many were buried deep in the mud on farms bordering some of the loveliest water fronts in the country. Every farm has its one or two cars but for many these were useless during several months of every year. The problem of mud was acute.

In 1927 the new gasoline tax of four cents went into effect in the State of Maryland. Those who used the roads were to pay for them. But for agricultural counties like Kent, twenty years more of mud dimmed the vision of a glorious future. Good roads would come when many of the present taxpayers would not be here to enjoy them.

The State Roads Commission built two nine-foot concrete roads in Kent in 1927. These afforded great relief to the dwellers of the small hamlets to which these single track roads extended. In 1927 the thought occurred to some public spirited citizens that the 2.87 miles of sixteen-foot concrete road which the State allotted the County each year could be nearly doubled by reducing the width of all roads of the County's secondary system from the regulation sixteen-foot concrete to nine-foot concrete, from double track to single. The evolution of the present complete road system began at this point.

Mud Hinders Progress

In 1928 the mileage of important secondary roads yet to be paved amounted to about sixty-eight miles. The tertiary road system consisted of some eighty miles in addition. This left a remainder of 157 miles of roads where traffic is so light as not to justify at the present time improvement. Mud was undoubtedly the greatest enemy to the progress of the County.

The soil is largely Sassafras loam—rich, fertile and stoneless. In a cornfield it is an asset but in a roadbed it is a liability. The traveled highway underlaid with this soft loam is passble during dry summer seasons. During heavy rains and with the winter freezes and thaws it becomes impassable for automobiles and nearly so for horses.

Since Kent County has a waterfront of 209 miles many of the choice farms and orchards are located along the banks of the Sasafras River, the Chester River and Chesapeake Bay, the beautiful Mother of Waters. But to enjoy the charm of living on one of these picturesque waterfront farms one had to pay the excessive price of constant warfare with mud. There seemed no hope that the little traveled roads leading down the various necks of land would ever be improved under the existing road program. Yet the farmer had his milk and other produce to haul to town and children to be taken to school daily.

In winter months many outlying farms were cut off from fire protection. Physicians had to be met at the end of hard-surfaced roads and carried in open wagons to tend the sick, day and night and often in driving storms. School clinics were held up due to road conditions and even death became more of a tragedy for those dwellers in the mud.

Investigating The Types Of Roads

In 1927 the Kent County Chamber of Commerce placed itself on record as favoring a nine-foot concrete road program. The Chamber was forcibly impressed with the idea that its greatest mission as a county-wide organizaton was to help lift the County out of the mud.

The cost of mud to the farmer was carefully checked up. It was found to be two and one-half cents more per mile in gas and oil and in wear and tear on cars and trucks to travel over dirt roads than on concrete.

Investigations of Professor T. R. Agg of Iowa State University have led to the common acceptance of the fact that there is a 3.3 cents saving to passenger automobile drivers per mile of travel over pavements as compared with ordinary earth. The saving made possible by traveling over hard-surfaced pavements, rather than over ordinary gravel roads, is 2 1-2 cents per miles. Savings in operating trucks are more startling, varying from 1.8 cent to 2.2 cents per ton per mile when they are driven over pavements rather than over dirt or gravel. On a 10-mile trip it costs a farmer, who is drivin a ton-and-a-half truck with a ton-and-a-half load, about 60 cents more to travel over earth roads than over concrete.

A study was made of conditions in other states comparable with Kent County where nine-foot concrete roads had proved satisfactory. It was therefore decided that a single track concrete road would amply serve the present traffic on the secondary roads.

Inception Of Million Dollar Road Program

The County's trouble was diagnosed. The next thing was to find a remedy. After considerable thought and investigation the Chamber, through an appointed Committee on Roads, formulated a plan whereby the County could be bonded for one million dollars for good roads. The necessary loans would be made on the credit of the County. This plan was suggested to the County Commissioners. The chief argument in favor of the plan was, of course, that within twelve months the residents of Kent County could enjoy good roads and pay for them as they used them just as most of these same people were paying for the cars in which they traveled over the roads. The proposition sifted down to the matter of taxation.

The Chamber called several public meetings and invited written expressions bearing on the subject from those who were unable to be present. The plan for the million dollar program was presented for discussion. The mud-covered cars and wagons before the court house door while the meetings were in progress, bore mute testimony to the need of relief.

Through the free discussion at the public meetings the plan was modified and two bills were suggested: one for $900,000 for approximately fifty miles of nine-foot concrete roads; the other for $100,000 for some fifty miles of slag road.

The roads selected for the laying of a single track slab of concrete were those which presented the greatest possibility of increased traffic. Slag was to be used on the less traveled roads, or tertiary system, connecting farm homes with the concrete. The nine-foot concrete roads already in the County had given satisfaction. By following the nine-foot road plan almost twice as much mileage would be obtained as by the former sixteen-foot program. Added to this advantage was the still greater one that when traffic should increase to the point where a double track would be necessary, the State Maintenance Fund would add shoulders of concrete to each side of the road. Where a nine-foot slab is laid on one side of a throughfare, a second slab will be built to complete the width when traffic requires it. This method will give the County when necessary a double track concrete road at the cost, to the County, of a nine-foot thoroughfare. An educational campaign fostered by the Chamber of Commerce pointed out these facts to the voters.

Agencies enlisted in Putting Bond Issue Across

The three local newspapers gave the proposed plan unlimited publicity. Front page news stories of the roads were featured and the editorial pages carried letters for and against the plan together with strong editorials. They stimulated discussion and other newspapers within a radius of a hundred miles took up the matter. The County members of the Legislature got behind the plan in a wholehearted manner and pushed it. The County Commissioners backed the proposition enthusiastically. The Farm Bureau aided the campaign by placing their moving picture machine at the disposal of the road enthusiasts and their secretary helped operate it. Pictures of roads in various parts of the United States were shown in every part of the County. Growth of towns was shown in picture, and talks were given by interested citizens. The aid of the engineers of the Portland Cement Association was enlisted. They supplied motion pictures, educational literature and data. One of their representatives traveled the County and aided the good road boosters.

Progressive Parent-Teachers Associations called meetings in one-room school houses. The Kent County Chamber of Commerce held discussions at the countyseat as well as in every nook and corner of the County; they distributed campaign literature and kept the newspapers supplied with news on the subject. Before long the whole County began to be of one mind. Farm relief of an immediate and practical nature was at hand for the community.

Financing The Road Program

In order to carry out the adopted program and arrange for necessary financing two bills were prepared and introduced in the Legislature: one to bond the County for $900,000 to lay fifty miles of nine-foot concrete roads; the other for $100,000 to lay fifty miles of slag roads. The Legislature passed these bills and they were approved by the Governor. They contained a clause providing for a referendum to be voted on by the legal voters of the County.

These bills authorized the County to give its credit as a guarantee for the payment of the bonds. The State Roads Commission had already agreed to allo wa certain portion of Kent County's allotment of the gasoline tax to be used each year to liquidate the bonds for concrete roads. They also obligated themselves to construct and maintain the concrete roads as a part of the State Roads system. The county agreed in the yearly levy to assess taxable property a sufficient amount to pay the interest thereon. After all legal matters had been complied with, the bonds were advertised in

(continued on page six)

KENNEDYVILLE

Mr. and Mrs. Charles Smyth, of Philadelphia, spent the week end with relatives here Mrs. Smyth is spending the week.

Mrs. Ada Hitch, of Queenstown, spent Tuesday with her parents, Mr. and Mrs. W. S. Hurlock.

Mr and Mrs. William Dempsey and friend spent Wednesday in Wilmington.

Miss Mary Hill spent the week end with friends in Dover.

Mrs. Gerald Myers entertained Dr. Humphreys and Dr. and Mrs. Stone at dinner on Sunday evening.

Mr. and Mrs. Henry Boggs spent a part of last week with their son, Mr. Paul Boggs and family at Stockton, Md.

Mr. and Mrs. Reese, of Wilmington, spent the week end with her parents, Mr. and Mrs. H. Wiltbanks.

Miss Katherine Urie and Dr. William Urie spent the week end with their parents, Dr. and Mrs. Urie.

Dr. John Humphreys will preach in Wilmington next Sunday morning and evening, there will be no service in Grace Presbyterian church until Sunday, June 8 at 7.30 p. m. All invited.

Mr. and Mrs. Rodger Kennedy entertained the Ladies Aid Society last Friday evening.

Mr. William Ivy and sister, of Washington, D. C., visited his family at Mr. Harry Johnston this week.

Mrs. Aca Crew, of Massey, spent the week end with her sister, Miss Lula Van Dyke.

Miss Sue Johnston and Mrs. Cleve Tucker, of Washington, D. C., spent a part of the week with their sister, Mrs. James Weer.

Miss Pauline Hopkins spent Sunday with Miss Sara Willis.

Miss Carrie Lipscomb spent the week end with her parents, Mr. and Mrs. Harry Lipscomb.

WORTON

Mr. Lawrence Lee, of Wilmington, was the guest of his parents last week end.

Mr. Walter Crouch and son, Lewis, of Kent Island, spent Sunday with Mr. and Mrs. John Duyer.

Mr. Wilbert Kendall and children, of Newark, Del., visited Mr. and Mrs. W. C. Anderson Sunday.

Mrs. Mowbray Hadaway and daughter, Mary Beulah and Miss Elsie Crew motored to Baltimore Tuesday.

Mrs. Barney R. Cooper is spending some time with her sister, Mrs. Howard Carter, of Wilmington.

Mrs. Clara Crew and daughter, Miss Elsie, will leave Saturday for Towson where they have accepted a position in The Presbyterian Home.

Mrs. S. J. Lee and daughter, Virginia Mrs. John Duyer and daughter, Clara, Mrs. Margaret Duyer and Mrs. Henry Rasin spent Tuesday in Wilmington.

Mrs. E. J. Rouse spent a few days this week with Mrs. James Matthews.

GALENA

Mr. and Mrs. James Mulford and Mr. and Mrs. Raymond Mulford were in Wilmington on Sunday.

Miss Mary Scott, of Baltimore, spent Saturday and Sunday with her father Dr. E. A. Scott and sister, Mrs. James D. Davis, Jr.

Mr. and Mrs. Jennings Blackston and little daughter, Betty, of Chester, Pa., spent the week end in town.

Mr. Authur King, of Baltimore, spent esveral days with his sister, Mrs. Thomas Caldwell, near Cecilton.

Mr. and Mrs. Eugene Boyd visited relatives in Philadelphia over the week end.

Mr. Robert Cochran, Jr., of Middletown, Del., was a visitor with friends in town on Sunday.

Miss Mary and Marian Caldwell entertained the Willing Workers Class at their home on Tuesday evening.

Mrs. Richard Woodall and family, of Georgetown, spent Sunday with her parents, Mr. and Mrs. Richard Philips, of Barkley.

Mrs. Carroll Maslin, of Haver de Grace, spent one day of last week with Mr. and Mrs. Ralph Van Dyke.

Mrs. L. R. Vansant returned Friday from Waynesboro, Pa., where she has been visiting her daughter and son-in-law, Mr. and Mrs. Terry Mitchell.

Miss Genevieve Cochran visited friends in Wilmington last week.

Miss Elain Hess who is attending the Millervill. Pa., State Normal School returned home for the summer vacation.

Mr. and Mrs. Terry Mitchell and son. Terry, of Waynesboro, Pa., are spending several days with Mrs. Mitchell's mother.

May, 30

DECORATION DAY

When we heed the call of the

OUT-OF-DOORS

A day of relaxation when the whole outdoors is our playground. Enjoy yourself to the fullest by being fully prepared. Come to Noland's and select hose necessitie so important to a perfect holiday.

DECORATION DAY SPECIALS

SPORT SHOES
Men's Ladies and Child's Crepe Sole Oxfords, trim in appearance and comfortable.
$3.50 to $5.00

DRESS SHIRTS
Attractive patterns and solid colors in broadcloth for men and boys. Newest patterns.
$1.00 to $2 00

UNDERWEAR
Comfortable and strong garments for men and boys in big assortment. Staple styles for older men, sport styles for the younger.
Special Psrice

LINGERIE
Cool, delightful silks, rayons and crepes in wide variety of underthings for holiday wear.
50c to $3.50

HOSIERY
Stylish and serv Hosiery for all the family Latest shades and novelties for all.
15c to $2.

DRESS MATERIALS
New and pretty patterns in silks, crepes, pique, flaxons, etc. for the new dress will bring greater pleasure and restfulness to your holiday.

ICE CREAM FREEZER
Metal style. 2 Qt. size
79cb

OUTING RUGS
Gallon size. Keeps food hot or cold.
$1.00

THERMOS BOTTLES
Genuine Universal make
Pint size 79c
Quart'size $1.49

PUNCH BOWL SETS
Pressed glass bowl with pedestal and 12 cups.
$1 49

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Chestertown, : : Maryland

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We Begin Our "BIG JUNE SALE" Next Week

EXTRA VALUES TO GO IN THIS SALE

Come and See for Yourself

A Pretty Rug Costs No More

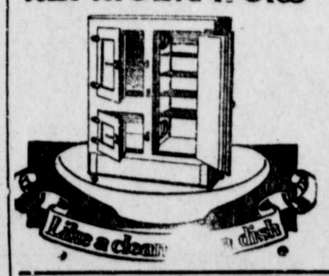


We Are Showing a Wonderful Assortment of Pretty Rugs in this New Collection Come and Take a Look

Gold Seal Congoleum Ruge, 9x12, at $8.50
Armstrong Quaker Felt Rugs, 9x12, at 9.50
The New $15.00 Rattan Rugs now $12.50
The $18.00 New Art Rugs now $14.50

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LEONARD CLEANABLE REFRIGERATORS

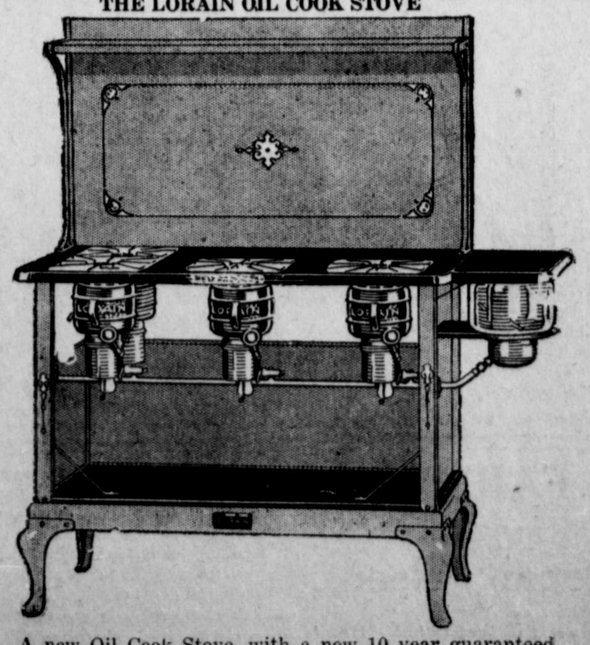


The $55.00 All-Porcelain Lined, best Leonard Refrigerators, 100 ice capacity,
$39.50

The $30.00 Leonard Refrigerator on sale..... $24.50

The $25.00 Leonard Refrigerator on sale $19.50

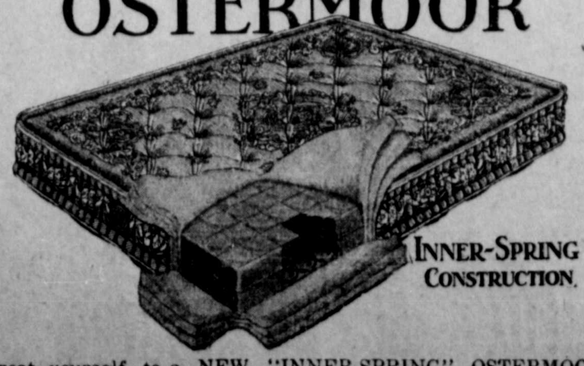
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A new Oil Cook Stove, with a new 10 year guaranteed burner. No smoke, no odor, no worry and burns a third less coal oil. It makes intense heat for quick service. In order to introduce this grand cook stove we are making these low prices.
$25.00 3-Burner Lorain for only $20.00
$35.00 4-Burner Cabinet Stove for only $30.00
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The New Inner-Spring Ostermoor Mattress $32.50

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Treat yourself to a NEW "INNER-SPRING" OSTERMOOR MATTRESS. We have them on special sale for this month.
These $45.00 Ostermoor Mattresses only $32.50
The $25.00 Inner-Spring S & F Mattress only..... 19.00
Also a good "All Cotton" Felt Mattress, extra value, on sale . 10.00

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The quick drying finish for furniture, ornaments and woodwork. A color for every use, four new ones just added. As a special inducement for you to try Duco we are giving away

FREE---A Rubber Tea Apron

with a pint of Dupont "DUCO", beginning SATURDAY, MAY 3, 1930. One apron to a customer. Come and get yours as the supply is limited. Duco is the most satisfactory finish for porch and lawn furniture as well as for many other uses.

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