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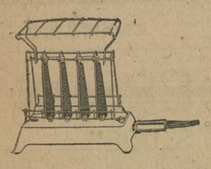

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"And It Certainly Is Doing The Work," Declares Lutherville Citizen.

"I have only been taking Tanlac for about ten days, but already my family and neighbors are talking about how much better I look," said John H. Blake, a well-known farmer of Lutherville, Baltimore county, Md.

"I had been under the weather for about a year and a half, and was so run down that I was harldy worth a nickle so far as work was concerned. I had lost about twenty pounds in weight, had no strength or energy and was just dragging around. We have plenty to eat on the farm, but my appetite went back on me and what little I did force down caused me no end of trouble.

"My stomach would get sour as vinegar, I would bloat badly and have spells of pain and heart palpitation that would almost lay me out. I was very nervous, could not sleep and felt tired and worn out all the time. A trained nurse, who is a friend of our family, advised me to try Tanlac, saying she had taken it herself with remarkable results, and it certainly is doing the work for me, too. Already I eat good, sleep sound at night and feel better than I have in years. Tanlac is making a new men of me and I wouldn't be without it."

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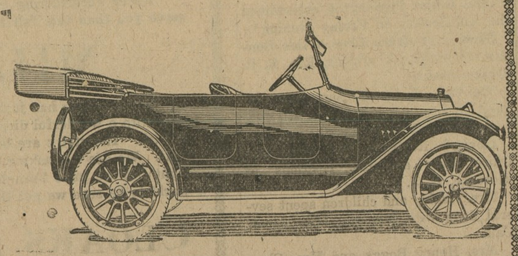

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The Kent County Road Plan

By GAULT APPLEGARTH

Under the present scheme this county is spending $25,453.18 a year for roads and bridges throughout the seven election districts. Included in this amount a sum of $3,900, is turned over to the incorporated towns according to law for street improvements, which leaves a sum of $21,553.18 to maintain approximately 425 miles of dirt roads, together with both large and small bridges. Under the present automobile and truck traffic that the dirt roads are forced to stand this sum is not enough to construct permanent roads and at the same time keep the dirt roads and numerous bridges passable. Realizing this, the Roads Engineer and others interested in the county roads have evolved a plan, which plan passed both branches of the General Assembly and having been put up to the voters of this county to be accepted or rejected in the form of a bond issue to bond the county for $100,000, and out of each year's appropriation set aside approximately $12,000, passed by Assembly, together with the $50,000, set aside by county making a total of $150,000, to be avaiable for permanent road construction.

The revised plan is to construct a gravel-stone macadam road, which is to be built, will cost about $3,000.00 a mile, this figure being based on present labor and cost of team-hire rates, which certainly will not increase. The type of road will have a width of 14 feet, with a gravel base of 8 inches in depth and a trap-rock stone top of 2½ inches depth, which stone wearing surface will be oiled and stone chips applied at rate of 35 pounds to the square yard, all to be rolled under a ten ton roller. The road will be laid to proper grade and alignment. The base course of local gravel will cost $1,000 per mile and the stone wearing surface $2,000 per mile, making cost approximately $3,000 per mile. The grading and shaping of the road-bed will be done by the county, which cost will be taken out of the regular dirt road fund. All steel pipes are now being placed in order to do away with the small box-wooden culverts.

The plan will give the county approximately 50 miles of improved roads within a period of two years. Each election district will get an equal amount of mileage from the 50 miles of permanent road built under the plan, if passed by the voters. This will include a stone top on the present gravel base that now exists on Tolchester Road, giving that section of road the advantage of a stone wearing surface with oil and chips, thereby making a smooth road. If this is done, together with the allotment of mileage throughout the seven election districts, at the end of two years will see such towns as Golts, Chesterville, Sassafras, Blacks, Turner's Creek, Morgnec, Lynch, Worton, Melitota, Newtown, East Neck Island, Crosby, Skinner's Neck, Lankford, and Pomona connected with the State road arteries. This will be in addition to the state road that we get at rate of three miles per year.

It must be remembered that the above plan will be voted on by the people of this county at the coming November election and the writer wants to bring the facts before the people why they should give it their support and vote for the bond issue. It will only increase the taxes six cents on the $100 dollars, or sixty cents on the $1,000. In other words, if a property owner is assessed at $5,000 it will mean an expenditure of $3.00 over and above the usual amount that he would pay. Certainly that amount is very small compared to the benefits that he will derive from the investment of that small amount, if he owns an automobile he will save that amount in a few trips over the improved road that he travels. Surely every resident in Kent county has a pride in their own particular county and desires improved roads for all concerned. Their children that have to travel to the consolidated schools will have a permanent road to travel over the year around, especially during the winter and spring when the dirt roads are impassable. They will be able to move their crops to better advantage and save expenses in hauling. There are numerous reasons why the voter should approve the bond issue, and it is hoped that everybody will put their X mark opposite the gravel-stone road issue for this county and thereby get out of the mud and mire and go ahead instead of going back.

Outside of the cost of stone, together with freight on same, all of the expenditure will go to the people here in the county. The farmers will do the hauling and the labor will get the benefit of the improvement. The entire scheme has every mark of intelligence and adequacy, and it is surely up to the people to put it over and avail themselves of this golden opportunity of putting Kent county on the map. If the people reject the issue they will make a grave mistake as the dirt roads will not hold up the present traffic and the present expenditure of the county money on the dirt roads is money thrown away, as the traveling public are not getting anything permanent. If the loan goes through they will get something for their money. You have your chance on election day to decide if you want to travel on a good road or a bad road, and you can travel on a good road for a very little outlay.

If the bond issue goes through the money will be available right away and work will start. The gravel can be hauled during the winter months. You can rest assured that the roads will be built as outlined and every district will get their share regardless of any conditions.

Attention Voters!

Senator France was the man who lead the filibuster in the United States Senate which caused the loss to Maryland of $3,500,000 in Federal improvements, planned to be carried out in practically every part of the state.

Senator France deserted his post in Washington to visit the Bolshevists, Lenine and Trotsky, in Russia, at a time when Federal aid of good roads was being attacked and when a Republican Congress, during his absence, cut the good-road aid bill from $100,000,000 to $50,000,000 annually.

Elect Bruce and Restore Maryland's Prestige in the Senate.

Vote for
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Bruce
and the entire
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on
ELECTION DAY
November 7th

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Eating is a pleasure under normal conditions — and those conditions can be maintained by the use of
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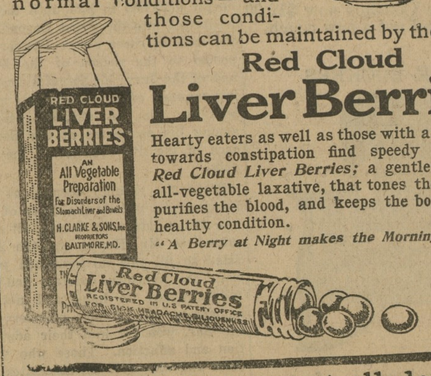

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