The Kent News.

Terms: $1 Per Annum in Advance.

SATURDAY MORNING.....APRIL 16, 1892

DIRT ROADS.

By this term is meant those roads which are formed of the natural soil found in the line of the roadway. They are so common as to be almost our only roads outside of town and city limits, and will for many years be used largely in country districts, and especially on the lines of cross-roads which connect the main high-ways. Dirt roads, at their best, are greatly inferior to Macadam and Telford roads in every essential of a good highway; in durability, cost of maintenance drainage, tractive qualities, and, in locations, in point of economy also. But the dirt road is here, and the public hand must be directed to its treatment. The first and most important thing necessary for the maintenance of a dirt road may be stated in a single word—drainage. It is the one thing that can neither be dispensed with nor neglected. Most dirt is soluble, and is easily displaced under the softening influence of rain, and this process is hastened in the dirt roads by the passing of heavy wagons over the wet surface. On every mile of roadway within the United States there falls each year an average of 27,000 tons of water—a heavy, limpid fluid, always directing itself to the nearest outlet and seeking the lowest level. Water is hard to confine and easy to release, and yet, through sheer neglect of the simplest principles of drainage, water is the most active destroyer of our country roads.

In providing for the drainage of a dirt road we should first consider the material of which the road is composed. If a heavy viscous clay predominates, the ordinary side-ditches should be of good depth, and will even then, in many cases, be inadequate for thorough drainage without the addition of a centre drain, running midway between, and parallel with the side-ditches. The centre-drain should of course be filled with loose irregular boulders, cobble stones, broken bricks, or similar filling, covering a line of tiles of fascines at the bottom, and should be connected with the side-ditches by cross-drains carrying the water outward from the centredrain at proper intervals along the road-way. These centre and cross-drains add somewhat to the cost of the road-way, but, in most cases, considerably more to its value, and should be employed in all situations where sand or gravel cannot be had to relieve the heaviness and water-holding properties of the clay. If gravel, sand, or other porous material can be conveniently or cheaply obtained, the centre and cross-drains may often be dispensed with by mixing the gravel or sand in plentiful quantities with the clay road-way, so as to insure as nearly as possible a porous and self-draining surface layer, which should not be less than ten inches in depth and should be laid on the rounded or sloped subsoil so as to insure easy drainage into the side-ditches.

In locations where the prevailing material is of a loose, sandy nature, the difficulties of drainage are more easily overcome, and side-ditches, if found necessary at all, may be made of moderate depth and left open, without incurring the risks and dangers of travel that prevail where the deeper open ditches are used for draining heavier soils. But, on the other hand, the light and shifting nature of sandy road-material destroys its value as a surface layer for an earth roadway, and its deficiency in this respect is most easily remedied by the addition of a stronger and more tenacious substance, such as stiff clay. When mixed with sand in proper proportions (which in each case depends upon the nature of the clay and sand used, and which can best be determined by experiment), this composition affords many advantages which make it superior to a roadway composed of either sand or clay when used alone. The sand serves to quicken the drainage and to destroy the stickey, tenacious qualities of the clay, while the clay supplies the quality of cohesion in the substance of the road-surface, counteracting the shifting qualities of the sand, and making the roadway more easily packed and rolled, and more likely to retain its proper grade and slope.

ROLLING.

Every day it is becoming more firmly established that a good road roller is the most valuable piece of machinery employed in the road-maker's art; and indeed, without it, neither can the foundation or subsoil of the roadway be made uniformly hard and reliable, nor the surface-layer be given that uniform compactness and solidity which give excellence to the road and insure a perpetual economy in the cost of maintenance and repairs. To one who has seen a heavy road-roller used in compacting the soil of a new roadway these facts will be very evident. If a length of one thousand yards in an ordinary earth road be cut to an exact and uniform grade one foot below the original surface of the road, it will be found in most cases that the new surface thus exposed will present an appearance which, to the ordinary observer, is of a uniform material and even hardness from end to end; but the passage of a roller weighing from ten to fifteen tons over this new surface will soon disclose defects and soft spots located at irregular intervals throughout the length of the work; and as the process of rolling continues, the uniformity of the grade will disappear, and what at first appeared to be a tolerably satisfactory surface will develop into a succession of lumps, holes and undulations.

In the using of the roller in actual work these depressions and soft spots are carefully filled and brought to the line of the required grade, while the successive passing of the heavy roller over the filling gives to the entire road that form and consistency which are so essential to every good highway. It is true that heavy rollers are rarely used in the construction or improvement of dirt roads; but this is owing as much to lack of knowledge of the real value of a good roller as to the apparently formidable outlay involved in its first cost. All dirt roads become hard and passable by the use of a roller. Every wagon wheel acts as a roller upon the road surface, and the value of its rolling qualities depends upon the width of the wheel-tires and the load which the wheel sustains; but the wagon-wheel is generally made so narrow as to crete ruts in many cases, and its use always tends to develop the weak spots, humps, holes and undulations which are so quickly revealed in the use of the regular roller.

Moreover the rolling qualities exerted by the wheels of passing traffic are never bestowed uniformly upon the entire width of the roadway, but are confined throughout the length of most country roads to the two narrow lines of travel which marked the tracks of the wheels of the first passing vehicle, and which seems to have been followed with scrupulous care by all the vehicles which came after. The result is that the roadway on both sides of these beaten tracks is often left in a soft, muddy, or ruddy condition, and when two heavily loaded vehicles are compelled to pass each other, the necessity of turning out results in a break-down, or in a delay and difficulty which are familiar to every farmer just in proportion to the number of times that he has been stuck in the mud by reason of the conditions here described. The writer has made mention here of the value and use of a road-roller in connection with the maintenance of the ordinary dirt road, not with the belief that expensive road-rollers will be purchased for use solely upon the dirt roads in our county districts; but rather because it is believed that in the near future every progressive county will make use of the road-roller in the making and keeping of its important roads and streets, and that a hint given here may serve to instruct the county road authorities in the fact that a good road-roller when not profitably employed upon the higher-class Macadam and Telford roads, may often be made to serve with value and economy in the improvement of adjacent dirt roads. In the grading of a dirt road work may generally be cheapened and improved by employing one of the various forms of "road machiens" which have come into use within the last few years. In its common form this machine is provided with an adjustable steel-shod blade which cuts, scrapes and forms the earth to the desired grade, and, when drawn by one or two teams, generally performs its work in a commendable and satisfactory way.

DUST is death to house plants. They need frequent washing to clear the pores of the leaves.

TA-RA-RA-BOOM-DE-AY.

The New Song that Has Become an International Craze.

This Ta-ra-ra-boom-de-ay craze, says the Boston Herald, has assumed international proportions. According to the latest advices from London no other song ever achieved such a popuplar success there. Not only do millions hum it, whistle it, listen to it from street organs from morn to midnight, but the law courts are besieged with demands for injunctions and claims of exclusive proprietorship. An eminent music hall artist expends so much energy in singing the song that he is obliged to rest alternate weeks, and her return to the Stage is announced with as much parade in the press as if she were Patti, while the boxes are crowded nightly with statesmen and great social professional dignitaries. There seems to be no doubt that this nimble ditty is of American origin, and that it is destined to live as long and as intensely as did the late Annie Rooney. The song, as given by the New York Sun, is as follows:

I'm a rattling lively song—
Not too short and not too long,
Not too right and not too wrong—
Just the thing to please the throng;
Boys declare I'm just immense,
Girls all think me quite intense,
As to what is innocence
I am rather on the fence.

CHORUS.

Ta-ra-ra boom-der-e, ta-ra-ra boom-der-e, &c..

Who's my mamma I don't know,
I was born too long ago;
Who's my papa doesn't show,
You can't most always tell, you know,
Let them guess till they are gray,
While I'm merry night and day
I don't give myself away,
I am Ta-ra-ra, boom-de-ay.—*Cho.*

Punch, the English comic weekly, prints the following on the subject:

I am shrouded in impenetrable *gloom*-de-ay,
For I feel I am being driven to my *doom*-de-ay,
By an aggravating ditty,
Which I don't consider witty.
And they call the horrid thing "Ta-ra-ra-*boom-de-ay!*"

Every 'bus conductor, errand boy and *groom*-de-ay
City clerk and cheeky crossing-sweep with *broom*-de-ay,
Makes my nervous system bristle
As he tries to sing or whistle
That atrocious and absurb "Ta-ra-ra-*boom*-de-ay!"

So I sit in the seclusion of my *room*-de-ay,
And deny myself to all—no matter *whom*-de-ay—
For I dread a creature coming
Whose involuntary humming
May assume the fatal from "Ta-ra-ra-*boom*-de-ay!"

Oh, I fear that when the summer roses *bloom*-de-ay,
You will read upon a well-appointed *tomb*-de-ay—
"Influenza never lick'd him,
But he fell an easy victim
To that universal scourge, "Ta-ra-ra-*boom*-de-ay!"

THE HUMAN OSTRICH DEAD.

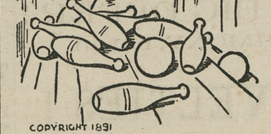
He Swallowed Nails and Bits of Glass Which Were Found in his Stomach.

The New York Press, March 27, said: The Human Ostrich, the museum freak, who has astonished so many people with his ability to eat ten-penny nails and chew up pieces of window glass, will do so no more. He is dead. He died day before yesterday at the City Hospital in St. Louis. The practice of filling his stomach with nails, screws, glass and similar indigestible matter was the cause of the untimely ending of the human ostrich. The man's name was John W. Gorman. He was quite young, and had only been engaged in the effort to delude people into believing his stomach was abnormally constructed for a comparatively short period. His father, who lives in this city, is in the shoe business. Gorman claimed that he digested the nails, tacks and screws that he swallowed.

His claim created a great deal of interest among medical men in this city, and many of them examined him when he was exhibiting at the museums of this city. No one found anything abnormal about him except the fact that he did swallow nails and glass. A postmortem examination showed that the walls and lining of the stomach were entirely normal, but literally filled with nails, screws, tacks and broken glass which the man had swallowed. None of them was encysted, but there was not one instance of peroration of any part of the stomach or throat by the sharp points or edges of these substances, but beginnging at the base of the tongue and going back to the œsophagus, and from there entirely down into the stomach, the nails, tacks, glass, etc., were found.

In the stomach itself there was found almost a handful of these nails, tacks, screws and pieces of glass, over an ounce in weight of them being removed. Continuous ulceration marked their presence, extending from the œsophagus into the stomach.

Examine Your Name!—If the figures following the direction on your paper tell you that your year is up send on another dollar. Remember the subscription price to the NEWS is only ONE DOLLAR A YEAR in advance.



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All over —your sufferings from Catarrh. That is, if you go about it in the right way.

There are plenty of wrong ways, that perhaps you've found out. They may relieve for a time, but they don't *cure*.

Worse yet, they may drive the disease to the lungs. You can't afford to experiment.

But there *is* a right way, and a sure way, that *does* cure. Thousands of otherwise hopeless cases have proved it. It's with Dr. Sage's Catarrh Remedy. By its mild, soothing, cleansing and healing properties, it permanently cures the worst chronic cases. Catarrhal Headache, "Cold in the Head"—everything catarrhal in its nature, is cured as if by magic.

It's a way so sure that the proprietors of Dr. Sage's Remedy offer, in good faith, $500 for a case of Catarrh which they cannot cure.

If it's sure enough for them to make the offer, it's sure enough for you to make the trial.

They risk $500. What do *you* risk?

DO YOU COUGH DON'T DELAY TAKE KEMP'S BALSAM THE BEST COUGH CURE

It Cures Colds, Coughs, Sore Throat, Croup, Influenza, Whooping Cough, Bronchitis and Asthma. A certain cure for Consumption in first stages, and a sure relief in advanced stages. Use at once. You will see the excellent effect after taking the first dose. Sold by dealers everywhere. Large bottles, 50 cents and $1.00.

The smallest Pill in the World!

Tutt's Tiny Pills

are very small, yet possess all the virtues of the larger Tutt's Pills which have been so popular for thirty years. Their size and sugar-coating commend them for the use of children and persons with weak stomachs. For

Sick Headache

they are invaluable as they cause the food to assimilate, nourish the body and pass off naturally without nausea or griping. Both sizes of Tutt's Pills are sold by all druggists. Dose small. Price, 25c. Office, 39 Park Place, N. Y.

LADIES use the GILT EDGE SHOE POLISH, the best Shoe Polish made that contains oil. It will not crack or break the leather, and always gives a nice gloss. For sale by
n8. WM. R. ALDRDIGE.

CANTON FLANNELS, all grades, at lowest prices
J. H. SIMPERS.

$10,000

will be paid for a recipe enabling us to make WOLFF'S ACME BLACKING at such a price that the retailer can profitably sell it at 10c. a bottle. At present the retail price is 20c.

This offer is open until January 1st., 1893. For particulars address the undersigned.

ACME BLACKING is made of pure alcohol, other liquid dressings are made of water. Water costs nothing. Alcohol is dear. Who can show us how to make it without alcohol so that we can make ACME BLACKING as cheap as water dressing, or put it in fancy packages like many of the water dressings, and then charge for the outside appearance instead of charging for the contents of the bottle?

WOLFF & RANDOLPH, Philadelphia.

PIK-RON

is the name of a paint of which a 25c. bottle is enough to make six scratched and dulled cherry chairs look like newly finished mahoganies. It will do many other remarkable things which no other paint can do.

All retailers sell it.

NEW HARNESS STORE

The Place to

Buy Harness!

—IS AT—

JOHN F. HOWARD'S

YOU will always find on hand a full line of Fine Hand-Made Double and Single Harness. All kinds of Farm Harnes made to order. We keep all kinds of

HORSE COLLARS, BRIDLES, WHIPS
HORSE BOOTS, FLY NETS
AND BRUSHES.

Also, all kinds of strap work on hand, and every thing kept in season that is usually kept in a first class harness shop. Repairing neatly and promptly done. Thankful for past patronage we remain yours respectfully,
JOHN F. HOWARD,
f619. Court St., Chestertown

Chestertown Bakery!

MRS. D. GUBBER

Is Still Up Town,

and prepared to furnish the people of Chestertown

—and Kent county with—

FRESH BREAD

BUNS, CAKES, PIES, &c.,

in any quantity.

WE ALSO HAVE A

NICE LINE OF CONFECTIONERY.

Call and see us.

COURT ST.

Shoe and Grocery Store

THE PUBLIC ARE INVITED TO CALL AT THE

OLD STAND

ON COURT STREET, CHESTERTOWN,

and examine the FRESH and NEW STOCK of GOODS just bought for cash by

JAMES A. SHAW

which consists of Leather

BOOTS AND SHOES

TO SUIT ALL CLASSES.

Gum Boots and Shoes, Body Boots, Hip and Sho Boots, and Boots for Men, Women and Children.

GROCERIES.—Flour by the Barrel or Bag, Hominy, Beans, Sugar, Coffee, Baker's Chocolate, Tea, Soap, Soapine, Soda, Rumford's Yeast Powder, Lamp Chimneys and Burners, Coal Oil, Salt and many other things. All of which can be bought of me an cheap as at any place on the shore. Give us a call and we will try to please you.

Also, TOBACCO and CIGARS.

JAMES A. SHAW,
j12. Court Street, Chestertown.

FALL AND WINTER IMPLEMENTS

AT A DISCOUNT TO CLOSE STOCK

Farm Wagons,
Corn Shellers,
Horse Powers,
Hocking Valley Hay Cutters,
Corn and Cob Crushers,
Dump Carts, Road Carts,
Phætons, Etc.

Bissell Chilled Plows are par excellent the Farmer's Friend. Celebrated Studebaker Steel Skein Farm Wagons are the best made in this country.

Call or send for price list before buying.

BALTIMORE FARM PLIMEMENT CO.,
fe20-6m. 209 South Charles st., Balto., Md.

JERMAN & COSGRIFF,

(Successor to W. M. Bell)

MANUFACTURERS OF

Porous Drain Tile.

Egg-Shaped, 2 to 8 inches calibre. Round, with collar, 2, 2½ and 3 inches calibre.

Send for price-list and circular.

Address, JERMAN & COSGRIFF, SMYRNA, DELAWARE
or T. R. HUBBARD & SON, Agents, Chestertown, Maryland.
fe20-y.

No. 206.

MR. WILLIAM S. McDONNELL

—HAS OPENED—

A BRANCH STORE!

—AT—

No. 206 Main St., Chestertown,

opposite the Chestertown, National Bank, where he will keep a fresh line of

CONFECTIONERY,

CIGARS and TOBACCO.

A FINE GOLD WATCH is being contested for at No. 206 Main st. Call and see him.

ARMENTS gotten up with taste and care are always a pleasure to the wearer. For *style* and *gentility* our Spring Clothing is "Away up in G"—it fits well, looks well, wears well and is made well.

Service above all things has our first consideration. This, together with moderate prices, has built up our reputation.

A. C. YATES & Co.

Cor. 13th and Chestnut

We Can Beat the City!

LOOK OUT FOR:

A. FRIEDMAN & CO.

Leading Clothiers---Opp. Stam's Hall.

He Will Be able to Save You Money on

OUR

Spring Purchases!

NEW GOODS COMING IN DAILY.

LOOK OUT FOR HIS BIG AD.

Special Inducements!

FLOORING and SHINGLES,

Building Lumber Generally,
Doors, Sash and Blinds.

GET OUR VERY LOW PRICES BEFORE BUYING.

GEORGE F. SLOAN & BRO.,

414 Light St. Wharf — Baltimore, Md.

In SHOES and SLIPPERS, ah! here we are right home. We cannot and will not be undersold. Our stock is one of the Largest, and our Goods are Standard. Come and see them.

Upon a Solid Basis!

BOUGHT FOR CASH!

Discount Off;

We Show a Nice Line of Worsted Dress Goods, Challies, Cloths, Serges, Cashmeres, &c. Also, Flouncings, Gingham, Prints, and Outings, and of Pine Apple Tissues, Entirely New. A Beautiful Line.

Our Entire Spring and Summer Stock

—OF—

DRY GOODS, NOTIONS,

Shoes, Slippers, Queensware, Glassware, Carpets, Mattings, Oil-Cloths, Groceries, &c.

We Sell GROCERIES on a Small Profit. Get a Pound of our 35 cent TEA. It can't be Beat.

Satteens Reduced from 12½ and 15c. down to 10c. per yard, net cash, best goods.

Very truly yours,

R. F. PARKS.

In CARPETS, OIL-CLOTHS and MATTINGS, we have no equal. Best Line in the town and Lowest Prices.

W. S. TAYLOR & CO.,

424 Light Street Wharf, BALTIMORE,

LUMBER, SHINGLES,

Sash, Doors, Blinds, | BUILDING LUMBER! | Lime Bricks, Hair,

OF ALL KINDS.

FLOORING, PALES, FENCING, &c.

WE EXAMINE EYES FREE!

OCULISTS' ORDERS FILLED.

YOU THINK YOUR EYES ARE GOOD! If you have them examined you will probably find that there is something wrong with them, and that glasses will be a great help to you.

We use inimitable "DIA MANTA" lenses, which are made only by us, and recommended by leading Oculists as the best aids to defective vision.

Solid Gold Spectacles $3.00; usual price $5.00
Steel Spectacles - - .50; usual price 1.00
Artificial Eyes inserted 4.00; usual price 10.00

M. ZINEMAN & BRO. OPTICIANS. 130 S. Ninth St. PHILADELPHIA. Between Chestnut and Walnut Streets.

SHOVELS, Forks, Spades, Rakes and Hoes.
J. LLOYD McFEELY & CO.

PRATT'S ASTRAL OIL

ABSOLUTELY SAFE! PERFECTLY ODERLESS!

Burns in any Lamp without danger of Exploding or taking fire. See that you get the genuine. For sale by

Baltimore United Oil Company, Balto., Md.

A NICE assortment of GLOVES for both Men and Ladies, just received and very low.
n8. WM. R. ALDRIDGE.

DRY GOODS, NOTIONS,

And GROCERIES.

HARRY L. CHEW

Having purchased the Bordley Grocery has added a Large and Complete Line of DRY GOODS AND NOTIONS, consisting in part of

LADIES' DRESS GOODS

Flannels, Underwear, Hosiery, Corsets, &c., &c., &c.

TOGETHER WITH A FULL AND COMPLETE LINE OF

PLAIN and FANCY

GROCERIES.

The attention of the trade is respectfully invited.

Men's Gloves, Blankets and Comforts,

A SPECIALTY.

Butter, Eggs and Poultry Wanted.

CASH OR TRADE.

Very Respectfully, H. L. CHEW.
F. H. BELL, Salesman. nov21-3m.

N. C. CROW.

Is Still on the Corner of Kent and High Streets, Up Town.

Where you can at all times find a seasonable line of

DRY GOODS, NOTIONS,
GROCERIES, PROVISIONS,
Gentlemen, Ladies and Children's Shoes,
CIGARS AND TOBACCO,

We keep the WM. LEA & SONS' FLOUR for sale by the barrel or sack, we think as cheap as you can get it from the city, and we think their flour has no superior. Come and see us and be convinced that our goods are good and cheap. Country produced wanted and taken in exchange for goods.

N. C. CROW,
March 21. Up Town.

COUNTY COMMISSIONERS'

Annual Notice!

THE County Commissioners of Kent County will meet at their office in Chestertown, on

TUESDAY, 1st day of March, 1892,

AT 10½ O'CLOCK A. M.,

and will continue to meet at the same place and hour

Every Tuesday

Until the THIRD day of MAY next,

for the purpose of noting transfers and correcting assessments.

All persons who have sold or transferred any assessable property since their last sitting for said purpose, are particularly requested to attend at an early day to have their assessments corrected and adjusted.

Persons making application for transfers of property will be required to comply with the following sections of the Code, Article 81.

SEC. 18. Whenever any person shall make application for any allowance or deduction on account of the sale, transfer, alienation, loss or removal of any property, or the collection or payment of any public or private security for money, the County Commissioners or Appeal Tax Court shall interrogate him on oath in reference thereto, and the disposal of the same, and especially inquire of him to whom the same has been sold or transferred, and the amount of the purchase money, or the money collected, and how the same has been invested.

SEC. 19. They shall also interrogate said person on oath in reference to any acquisition or investment made by him and not already assessed, and the amount of all such acquisitions and investments shall be added to the assessable property, and if he refuse to answer, no allowance or deduction shall be made on his assessment.

After Tuesday, 3d day of May next,

no ALTERATIONS or CORRECTIONS in the assessments will be made for the present year.

A KEEPER of the STANDARDS of WEIGHTS and MEASURES

will be appointed on

TUESDAY, 26th day of April, next.

All persons having ACCOUNTS against the county are requested to present the same on or before

TUESDAY, 31st day of May next

otherwise they may be excluded from the levy this year. All accounts properly chargeable to the county are required to be made out in a clear manner and itemized and rendered under oath.

All applications for pension must be made in writing, stating the condition and circumstances of the applicant and vouched for by three or more freeholders having knowledge of the facts therein set forth.

N. B.—All persons neglecting to have their assessments corrected are hereby notified that no allowance for taxes paid in error in consequence o such neglect will be made.

T. J. SHALLCROSS, PRES'T;
ROBERT C. MORGAN,
GEO. W. RODENHISER,
JOHN A. GROVES,
HORACE A. WILLSON,
COMMISSIONES.

ATTEST:—T. W. RUSSELL, CLERK.
Feb. 27, 1892.

COAL and WOOD!

OWING to the scarcity of money we will sell Coal at a very small advance above cost FOR THE CASH. Remember we sell

The Lea Coal

WHICH IS THE BEST WHITE ASH COAL FOR GENERAL USE.

Probably it will be to your advantage to get our rices and examine our stock before you purchase.

2240 Pounds for One Ton.

Office on Cannon St., near Princess.

J. T. TWILLEY.
July 17, 1890—tf.

House Established Aug. 1834.

THE REESE GROCERY COMPANY

Successors to THOMAS L. REESE.

FAMILY GROCERS,

107 and 109 W. Pratt Street, BALTIMORE, MD.

The very Choicest TEAS and Rare COFFEES. The celebrated LAKESIDE FAMILY FLOUR without doubt the whitest and best Winter Wheat Flour made, which has come out far ahead in every competition; and all other

Fancy and Staple Groceries,

at prices as low as the lowest, quality of goods being considered. Send for price list.

NO WINES NOR LIQUORS.

Commisison Cards.

Established 1862.

SAMUEL M. LAWDER & ON,

General Commission Merchants

For the sale of Fruits, Fish, Wool, Poultry, Live Stock, &c., &c.

No. 125 Light St., Baltimore, Md.

ESTABLISHED 1836.

R. GROVES,

—WITH—

THOMAS BOND & SON,

COMMISSION MERCHANTS,

No. 216 Light Street, - Baltimore, Maryland.
fe13-tn.

JAS. W. STEVENS. R. NELSON STEVENS.

STEVENS BROTHERS,

COMMISSION MERCHANTS,

—FOR THE SALE OF—

Grain, Fruits, Live Stock, Wool and Country Produce Generally.

Special attention given to the sale of GRAIN and FRUITS.

No. 303 South Charles Street, Baltimore, Md
Reference—Merchants' National Bank.

WRIGHT & LONEY,

COMMISSION MERCHANTS,

FOR THE SALE OF

Grain, Fruit, Hay, Poultry, Live Stock Hides, and all kinds Country Produce.

No. 215 S. Charles Street, Baltimore, Md.

REFERENCE.—Drovers and Mechanics' National Bank, cor. Eutaw and Fayettests. ia29.

D. B. STEWART CO.,

of Baltimore, (Incorporated,)

Fruit and Produce Commission Merchants

118 EAST PRATT STREET.

O. CLIFTON. S. H. WOODLAND. J. W. WOODLAND.

A. P. CREW

—WITH—

CLIFTON & WOODLAND,

COMMISSION MERCHANTS,

217 South Charles St., Balto., Md.,

GRAIN and FRUITS a SPECIALTY.

REFERENCE:—National Exchange Bank.
Members of the Corn and Flour Exchange.

JAMES W. JEROME. J. HARRY VICKERS.

JAMES W. JEROME & CO.,

COMMISSION MERCHANTS,

FOR THE SALE OF

GRAIN, FRUITS, LIVE STOCK, WOOL and Country Produce Generally.

SPECIAL ATTENTION GIVEN TO THE SALE OF GRAIN AND FRUITS.

18 East Camden Street, *Near Light St. Wharf*, Baltimore, Maryland.

PHILADELPHIA.

WILLIAM CLAYTON,

WHOLESALE AND RETAIL DEALER IN

Butter, Eggs and Poultry

STALLS NOS. 121 AND 122, THIRD AVE.,

South-Western Market, S. E. Cor. 19th and Market Sts., Philadelphia.

ESTABLISHED 1859.

WILLIAM SMITH & CO.,

COMMISSION MERCHANTS,

265 North Front St. and 262 North Water St
Philadelphia.

Specialties:—Poultry, Live Stock, and Fruits of all kinds.

S. F. CREW, of Kent County, Md. M. L. COULBOURN, of Caroline County, Md.

CREW & COULBOURN,

Wholesale Produce Commission Merchants

—IN—

Fruit and Produce,

No. 318 North Front Street, Phila.

Account of sales and check daily if required. Communications solicited and promptly answered.

R. A. BRICE. J. E. HENDRICKSON.

J. E. HENDRICKSON & CO.,

Produce Commission Merchants

IN ALL KINDS OF COUNTRY PRODUCE AND LIVE STOCK.

328 North Front Street, Philadelphia, Penn.

Consignments solicited. Returns promptly sent on sale of goods. Orders promptly filled and inquiries cheerfully answered. fe12-y

Professional Cards.

DR. W. E. BARNARD,

DENTIST,

STILL POND, - - MARYLAND,

Has located permanently, and will be in attendance daily from 9 A. M. to 4 P. M., at the residence of Mrs. M. J. Howard, for all duties pertaining to Dentistry. m23.

DR. C. P. GILPIN,

DENTIST,

CHESTERTOWN, MD., MAIN ST., ADJ. CAHALL'S STORE

Office Hours, 8:30 to 12 A. M., and 1 to 4 P. M.

Havingenlarged my office and added many new conveniences I am able to offer my patients much greater comfort while under treatment than in the past. d1-tf.

DR. THOMAS H. COOPER,

HOMEOPATHIST,

Chestertown, Maryland, opposite Voshell House.

Office hours from 9 A. M. to 12 M., 3 to 4 P. M and 6 to 9 P. M., Sunday excepted.

DR. W. FRANK HINES,

FRONT STREET AND MAPLE AVENUE, CHESTERTOWN.

OFFICE HOURS:—8 to 9½ A. M.; 4 to 6 and 8 to 10 P. M.

DR. H. L. DODD,

Homeopathist,

CHESTERTOWN - - - MARYLAND.

OFFICE at his mother's residence.

HARRISON W. VICKERS,

ATTORNEY-AT-LAW,

CHESTERTOWN, MARYLAND

JOHN D. URIE,

ATTORNEY-AT-LAW.

Office adjoining T. W. Eliason, Jr.'s

Will practice in Kent and Queen Annes, Counties

Coal and Wood.

ORDERS IN ANY QUANTITIES LEFT AT D. A. BACCHUS' GROCERY STORE, OR AT

J. D. BACCHUS' YARD

will receive prompt attention at Prices Guaranteed to be as LOW AS THE LOWEST.

Building and Whitewash Lime, Cement and Plastering Hair,

AT CITY PRICES.

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FULL line of UNDERWEAR for Men Women and Children, just received and as low as the lowest give me a call and I will convince you.
n8 WM. R. ALDRIDGE

THE latest styles in Stiff and Soft HATS, also a nice line of CAPS. Call and see them.
n8. WM. R. ALDRIDGE.

COLORED OVERSHIRTS at low prices. A good Unlaundried Shirt at 50c. J. H. SIMPERS.

Chester River Steamboat Company.

CHANGE OF SCHEDULE.

Steamer EMMA A. FORD

Will leave Chestertown Mondays, Wednesdays and Fridays, at 8 A. M., for Baltimore, stopping at Rolph's, Booker's, Quaker Neck, Eastern Neck, Queenstown, Kent Island and intermediate landings on Chester river, arriving in Balto. at 1 P. M.

RETURNING will leave Pier 7 Light Street Wharf, at 11 A. M., Tuesdays, Thursdays and Saturdays, for Chestertown and intermediate landings.

The United States Express Company Service on board both steamers, affording patrons an opportunity of making through shipments to all points in the United States without delay.

For the convenience of our patrons we have at Rock Hall landing ample accommodations for the care of teams.

Steamer GRATITUDE

ON AND AFTER

TUESDAY, MARCH 22,

will leave Centreville daily (except Sunday) at 7 o'clock A. M., and Rock Hall at 9.30 A. M., for Baltimore.

Returning, leave pier 7, Baltimore, at 2.30 P. M., daily, for the above landings.

GEORGE WARFIELD, PRESIDENT.
March 26, 1892.

Sassafras River Line!

On and after SATURDAY, February 27th, 1892,

Steamer TRUMPETER

will leave pier 6, Light Street, at 10.30 A. M., on TUESDAYS, THURSDAYS and SATURDAYS.

Returning, will leave Georgetown on alternate days at 7.30 A. M., stopping at landings going and returning.

WILLIAM CUNDIFF, SUP'T.
Feb. 27, 1892.

TOLCHESTER LINE

On and after SATURDAY, March 5th, 1892, the

Steamer EMMA GILES

Will leave Tolchester Beach - 9 A. M. and 4.30 P. M.

SATURDAYS ONLY.

Will leave Baltimore - 7 A. M. and 2.30 P. M

SAME DAY.

For further information apply

TOLCHESTER COMPANY,
Feb. 27. 1892. Pier 16 Light St.

PENNSYLVANIA RAILROAD.

Phila., Wilmington & Baltimore R. R.

DELAWARE DIVISION.

On and after January 18th, 1892, trains will leave as follows:

SOUTHWARD.

	EXP. P. M.	PASS A. M.	EXP. A. M.	PASS P. M.	MAIL P. M.	MAIL. P. M.
Philadelphia	‖11.16	‡7.27	‖10.33	‡2.52	‡5.33	‖5.59
Baltimore	6.45	6.30	8.50	12.05	3.05	7.52
Wilmington	12.01	8.15	11.18	2.50	4.37	6.53
Farmhurst		‖8.24		‖2.59		
New Castle		8.30		3.03		7.08
State Road		‖8.36		‖3.79		‖7.13
Bear		‖8.41		‖3.14		‖7.18
Porter		8.50			‖4.58	7.23
Kirkwood		2.54	‖11.40	‖3.21		‖7.28
Mt. Pleasant		9.03		‖2.39		‖7.37
Armstrong		9.06				
Middletown	a12.44	9.11	11.56	3.37	5.22	7.46
Townsend		9.20		‖3.45	5.50	7.55
Blackbird		‖9.25		‖3.49		‖7.59
Green Spring		‖9.31		‖3.55		
Clayton	1.02	9.37	12.13	3.59	5.43	8.10
Smyrna	Lv.	9.27	12.03	3.50	5.33	8.00
Brenford		‖9.42		‖4.04		
Ceswold		‖9.46		‖4.10		‖8.20
Dupont				‖4.13		
Dover	1.20	9.59	12.30	4.19	6.00	8.26
Wyoming	a1.27	10.06	‖12.36	4.26		8.36
Woodside		‖10.13		‖4.33		
Viola		‖10.17		‖4.37		
Felton	a1.04	10.22	‖12.48	4.41	6.18	
Harrington	a1.50	10.35	12.59	4.50	6.30	
Farmington		‖10.42	‖1.05		‖6.38	
Greenwood		‖10.51	‖1.13		‖9.46	
Bridgeville	a2.14	11.00	‖1.21		6.55	
Cannons		‖11.05			‖7.00	
Seaford	a2.26	11.15	1.32		7.08	
Laurel	a2.38	11.27	‖1.43		7.19	
Delmar	2.50	11.40	1.54		7.30	
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.

NORTHWARD.

	EXP. A. M.	MAIL. A. M.	EXP. A. M.	MAIL. A. M.	EXP. P. M.	PASS. P. M.
Delmar	10.10			‖8.05	‖2.20	‖6.55
Laurel	‖1.21			8.16	‖2.41	4.06
Seaford	‖1.34			8.2	‖2.51	4.17
Cannons				‖8.36		‖4.24
Bridgeville	‖1.48			8.42	‖3.01	4.29
Greenwood				‖8.51		‖4.38
Farmington				‖8.59		‖4.47
Harrington	‖2.24		‖7.50	9.11	3.24	5.00
Felton	‖2.32		‖7.59	9.20	‖3.33	5.09
Viola			‖8.03	‖9.23		‖5.13
Woodside			‖8.07	‖9.26		‖5.17
Wyoming	‖2.44	‖7.00	‖8.14	9.33	‖3.45	5.24
Dover	2.50	7.06	8.20	9.40	3.55	5.31
Dupont		‖7.09				
Cheswold		‖7.15		‖9.49		‖5.40
Brenford		‖7.19		‖9.55		‖5.47
Smyrna	Lv.	7.15	8.28	9.51	3.50	5.53
Clayton	3.06	7.24	8.37	10.01	4.08	5.53
Green Spring		‖7.28				‖5.59
Blackbird		‖7.35		10.11		‖6.04
Townsend		7.40	8.50	10.16	4.22	6.09
Middletown	p3.29	7.49	9.00	10.25	4 31	6.18
Armstrong		‖7.53				16.23
Mt. Pleasant		7.57		‖10 33		6.28
Kirkwood		8.06		10.42		6.38
Porter		8.12	19.19	10.46	‖4.48	6.43
Bear		‖8.17		‖10.51		16.48
State Road		‖8.22		‖10.56		‖6.53
New Castle		8.28	9.31	11.03		7.00
Farmhurst		‖8.33				
Wilmington	4.15	8.43	9.42	11.17	5.12	7.12
Wilmington	6.40	10.37	11.10	2.00	6.55	9.25
Philadelphia	‖5.10	9 02	10.32	‖12 01	‖6.00	‖7.59
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.

‖ Daily. ‡ Daily except Sunday.

"a" Stops to leave passengers from W