

Table listing road work items and costs for various districts, including 'Whiteley, Wm H, road work' and 'Sutton, Geo R, scraping 4th roads'.

Table listing road work items and costs for the Third District, including 'Aldridge, J K & Co, hardware for bridge' and 'Brice, Horace F, road work'.

Table listing road work items and costs for the Fourth District, including 'Aldridge, J K & Co, hardware' and 'Brown, A Leon, road work'.

Table listing road work items and costs for the Fifth District, including 'Atkinson, Wm, road work' and 'Kernan, Wm, road work'.

Table listing road work items and costs for the Sixth District, including 'Graham, H K & Bro, repairs to scrape' and 'Hurd, Philip, road work'.

Table listing road work items and costs for the Seventh District, including 'Howard, Joe, road work' and 'Kendall, W R, road work'.

Table listing road work items and costs for the Eighth District, including 'Kendall, W R, road work' and 'Lewis, Wm N, road work'.

Table listing road work items and costs for the Ninth District, including 'Money, J A, road work' and 'Morris, Harvey, lumber'.

AN INTERESTING TRIP. Messrs. B. S. Sutton and Brother Admires the Grandeur of Western Scenery and Life But Says There is no Place Like Kent.

THE CHESTERTOWN TRANSCRIPT. Gentlemen: In attempting a description of a trip beginning at an eastern point and extending through the great northwest territory and including a stay at Seattle, Washington, the metropolis of the West, where the Alaska-Yukon-Pacific Exposition is now being held.

There are several routes by which one can reach this great city of the West, all of which I feel sure are well worth the tourist's consideration. Certainly the trip by the Great Northern Railway which runs far south of the Canadian border is.

Seattle without change, reaching Seattle on the dot at 8.15 Friday night. Those who desire may stop over at any of the towns west of Chicago without extra charge.

We do not have to wait until we reach the far West before finding scenery that is both pleasing and instructive. Almost the whole distance from Chicago to St. Paul we run along the brink of the Mississippi river with its smooth flowing water dotted here and there with little islands covered with flowers and foliage of variegated colors which may be seen from one side of the train while on the other our eyes are greeted by the towering mountain ranges that overlooks the river on both sides.

After taking in the twin cities of St. Paul and Minneapolis, the country we then traverse begins to take on something of the appearance of the real West with its variety of scenery and climate. As we travel through North Dakota and the Eastern part of Montana the country is one level plain with hardly a ridge, with a small farmhouse here and there several miles apart.

This is the great wheat-raising district of America. The wheat here is planted in the spring and harvested the same summer. For miles and miles there is nothing to be seen but great fields of this staple grain that presents a great mass of green covered earth, and it is on the condition of the crops here that the price of wheat in the East so much depends. This makes the sight one of deepest interest to the Eastern farmer and is well worthy of his closest study.

After about a day's travel we can see the Rocky Mountains loom up in a distance and here we have enough picturesque scenery and beauty to satisfy the taste of the tourist and the most ardent lover of nature. For miles we weave in and out the great mountain range, the track being built along the gush of the mountain from which the gushing streams in places more than a thousand feet below and the high peaks of even greater height above are in plain view. The temperature is mild enough to make one uncomfortably warm at times in this summer clothes.

The people here to enjoy all the advantages of a most excellent cuisine; the Puget Sound abounding in fish of all kinds and varieties, the most noted of which perhaps are the fresh Salmon, the canning of which for shipment to all parts of the world is an important occupation all along the coast; Halibut also is another fine specimen of sea food. Abundant game of all kinds is supplied from the surrounding country, and the fruits of the three coast States are the finest in the country.

The moral tone of Seattle shows a remarkable advancement, indeed it is even far ahead of many of the Eastern cities and reforms are, like other things, being pushed forward with a zeal typical of the West.

The city is naturally very hilly, but the laying out and grading of the streets that the city has undertaken within the last few years is wonderful and is

the mountain side emptying into the large streams many thousand feet below. The peaks here are also covered with snow in the midst of the summer season.

On the plains of Montana we pass very near several settlements of Indians still living in their native state although not quite so ferocious as in the early days of the West. Immense herds of sheep and cattle are continually in view grazing along the tracks of the railroad, and the Western Cow-boy here enjoys his wild and fascinating life. The small towns all along the route with their numerous saloons show us the favorite haunts of these cow-boys in the evenings. In short, the entire trip is one of continual beauty, interest and instruction until we reach our destination.

The city of Seattle may well be called the great Metropolis of the West, and though we are still under the American flag the city and its surroundings are so different from any of our Eastern cities as to afford us sufficient sight-seeing as well as instruction without the necessity of going into a foreign country as most Eastern people think they have to do in order to see anything of interest.

Seattle is the gateway not only from this country to Alaska, from which it receives millions of dollars in gold daily, but it is likewise the natural gateway to the Oriental countries and their enormous trade. It has been said that Alaska made Seattle. Admitting this to be true she has certainly a worthy parent and has not been slow to respond to her teachings, for in 1854 the population of Seattle numbered about 1500 people, in 1890 there were about 90,000, while now she has a population of more than 300,000 and is rapidly growing every day. The commerce between the United States and China, Japan and other Oriental countries is now growing to such an extent that Seattle need never fear for her future even should Alaska's gold give out, which however, is almost an impossibility.

Just across Puget Sound, only a few miles from Seattle is the U. S. navy yard at Bremerton with one of the finest natural harbors in the world and where the combined fleets of all the nations of the world could lie at anchor at one time in peaceful repose.

The natural scenery from the city is beyond description; just across the sound to the west the Olympic mountains are in plain view, while to the east the Cascades are easily seen and to the southeast 50 miles distant stands the great Mt. Rainier, the highest mountain in the United States. This is plainly visible from the city and is one of the chief points of interest to travelers through the West. These mountain ranges are covered with snow the whole year round.

The climate in Seattle is delightful, the thermometer seldom reaching 80 degrees in the summer and the nights always being cool, and when at 30 degrees in the winter it is considered a very cold day.

The people of Seattle are a thorough-going, hustling people, with the energy and grit of a typical American citizen, yet with it all they are an easy going people and have learned the art of combining pleasure and business without one interfering with the other. While it is probably true that social life in the west has not yet reached the formal and refined state that prevails in some of the older eastern cities, but neither is the city of Seattle and the surrounding country still under the regime of old Chief Seattle, from whom the city gets its name, as seems to be the view that has been spread through the east by the hair-raising stories that have been circulated about the "Wild West." The development of the west has indeed been wonderful and the people with it have outgrown that roughness to correspond with the growth of the country, and the city of Seattle may certainly be now said to be a city of refinement.

One of the most delightful differences between Seattle and the eastern cities lies in the fact that in the entire residential section of the city the homes all have yards on both sides as well as in front, which together with the climate and the numerous lakes that are in close proximity to all portions of the city makes it a most delightful city of homes, and the numerous roses (of which Seattle is noted) that are in constant bloom the greater part of the year add a natural beauty that is hardly equalled anywhere in the whole country.

Indeed the picturesque scenery of the city is beyond imagination. The people here to enjoy all the advantages of a most excellent cuisine; the Puget Sound abounding in fish of all kinds and varieties, the most noted of which perhaps are the fresh Salmon, the canning of which for shipment to all parts of the world is an important occupation all along the coast; Halibut also is another fine specimen of sea food. Abundant game of all kinds is supplied from the surrounding country, and the fruits of the three coast States are the finest in the country.

The moral tone of Seattle shows a remarkable advancement, indeed it is even far ahead of many of the Eastern cities and reforms are, like other things, being pushed forward with a zeal typical of the West. The city is naturally very hilly, but the laying out and grading of the streets that the city has undertaken within the last few years is wonderful and is

worthy of the closest study of the officials of any city in the country. The progress along all other lines shows equal advancement which is all evidenced by the Alaska-Yukon-Pacific Exposition that is now being held at Seattle.

This is the first exposition in this country that has ever had everything completed and in readiness for opening on the day scheduled, and while the exposition received large contributions, much of the credit for this is due to the push and energy of the people of Seattle, this is also the first time that an exposition of this kind was ever held that was not to commemorate some historical event, but it is simply an attempt to show to the country and particularly to the East the many resources of the great Northwest and of Alaska. Many people said that such an undertaking, without sentiment, could never be a success, but these people failed to take into consideration the determination and energy of the people of Seattle, and to say that the exposition is a success is putting it mildly. It is indeed a "howling success". While it is not a World's fair on quite as large a scale as the Chicago exposition and others, yet there is plenty to amuse and interest and probably more to instruct than at the larger World's fairs, for the exhibits are to a large extent different from any that have ever been seen in this country before. The landscape gardening is superb, the buildings are large and elegant and have the advantage of being more compact than is usually the case, and the natural beauty of the whole country makes the whole thing ideal.

There are dozens of points of interest that may be easily reached from Seattle and the exposition grounds, but it is impossible to give even a vague idea of the beauties and advantages of the entire trip, from beginning to end. One must see it all to appreciate it; and no Easterner could plan to make a more profitable or a more pleasant trip for the summer or fall than to visit Seattle and the A. Y. P. Exposition. I believe in seeing America first, and when we have seen our own country I feel sure that we shall not be ashamed of our citizenship into whatever part of this Globe we then roam. Returning leaving the beautiful city of Seattle at 3.30 Monday afternoon, 28th June, over the northern Pacific Road, South of Seattle, they have some nice farming land, raise potatoes, peas, cabbage; very little corn or wheat to be seen in this section, some nice grass close to Montana. Arriving at a place called Kanashat, we were delayed three hours on account of a wreck ahead of us. Leaving this point we strike Cascade Mountains. It is a beautiful sight in traveling around these mountains. Sometimes we have two or three engines to push up the mountain. When you get up on the mountains, to look out, you see some beautiful sights, tops of mountains all covered with snow, and you in cars window up, coat off, very warm, looks almost impossible to believe, but it is positively true. When you start down the mountains it, puts queer feelings on a person, but you soon get use to it. After leaving the Cascade mountains you strike a country that is really worth nothing for at least 150 to 200 miles, you don't see a house of any kind, in fact if you owned 10,000 acres of this land you could not make a living for one person. Then strike Idaho, some nice land running about 100 miles, before you strike Rocky mountains. In traveling around these mountains, bending first one then another, feels like the cars are turning over all the time, though on this road is quite a difference from the Great Northern. The Great Northern runs very rapid, the Northern Pacific very slow. We thought if the cars were to turn over, you would have time to jump out and walk a mile before it turned over. The accommodation on the Northern Pacific is terrible, while the Great Northern is perfect in every way. When we strike Montana, you run clear across this State most of the way Rocky mountains. You strike the Indians in their native home, some lovely scenery in this part. The last part of Montana is a beautiful farming section, can raise nearly anything. Some very fine hay here on the prairie. You see some very large herds of sheep, run from 1000 to 1500 head, all guarded by shepherds. See lots of prairie dogs, look like rats, only larger; prairie chickens look to be about the size of our tame chickens. From Montana in South Dakota, which is a very pretty State, then touch Iowa and Missouri for a short distance, then Illinois, arriving at St. Louis Friday night, 8.30, twenty-six hours late, a very tiresome trip on this route. You then strike the Pennsylvania line, which made it a treat to pass through Indiana and Ohio. Through this part the wheat looked terrible, corn and grass fine, don't look to be over one-third crop of wheat in the best wheat section. Next comes Pennsylvania, strike Pittsburg and Harrisburg; and next, the best of all, is old Maryland. Maryland without a doubt is the best farming State between here and Seattle, arriving in Baltimore 7.20 Sunday morning tired out, leaving 1 P. M. for home, two days and two nights behind time, arriving home 6.30 P. M. Sunday evening, back to the writer, Black's was the best and hand-omest he had struck since he left. Kent cannot be beat. While the trip was both lovely and pleasant and very interesting to any one, give me Kent in which to live.

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J. F. THOMPSON

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Men's Balbriggan Undershirts and Drawers—25c and 50c.

Lot of Men's Suspenders—were 25c now 15c.

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A Full Line of Groceries and Cereals of all Kinds. Always Fresh.

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Call and Look at Above Lines Save Yourself a Little Money

Respectfully, J. F. Thompson, Chestertown, Md.

RECAPITULATION.

Table listing financial items and amounts for recapitulation, including 'Assessments', 'Audit Committee', and 'Circuit Court'.

CASH LEVIES.

Table listing cash levies for various departments, including 'Jurors', 'Treas. Salary', and 'Clerk's Salary'.

SUMMARY OF EXPENSES.

Table listing summary of expenses, including 'Total Cash Levies', 'Total Cash Expenses', and 'Total Cash Balance'.

SUMMARY OF ASSETS.

Table listing summary of assets, including 'Total Real and Personal Property', 'Total Bonds', and 'Total Cash Balance'.

A. C. LOUD, PRES'T; C. B. DUDLEY, HARRY DAVIS, J. E. MACRIS, WM. WAGNER, County Commissioners.

THOMAS GALE, County Treasurer. State of Maryland, Kent County, Set: I HEREBY CERTIFY that the within statement of expenses for Kent County is correct as per books of Kent County Commissioners office for the year ending June 30, 1909. In Testimony Whereof, I hereunto subscribe my name and affix the seal of the County Commissioners for Kent County, this 2nd day of September, A. D. 1909. CHARLES L. DODD, Clerk of the County Commissioners for Kent County.