The Transcript.

SATURDAY, MARCH 26, 1910

Subscription $1.00 Per Year

THE hearse has been one of the most frequently used vehicles in Chestertown during the past two weeks.

IT IS very gratifying to the oystermen of this county that the amendments to the Haman oyster law were defeated.

THE Baltimore Sun states that the Day of Judgment for the Democratic Legislature is near at hand. If it passes a State-wide primary election law applicable to both parties for all offices the day of judgment will be deferred four years, we believe.

IF THERE is only *one* lawyer in Chestertown who is opposed to changing the method of indexing the records of the court house, then he should receive the commendation of every tax-payer in the county for having so much regard for their financial interests. And he will. Have no fear about that. The people know a thing or two now, and they know "on what side their bread is buttered."

WE KNOW it to be a fact that only three lawyers of the town are favorable to the bill providing for the indexing of the records in the clerk's office. But suppose *every* lawyer thought that the method should be changed have'nt you any more regard for the wellfare of the tax-payers of the County than to favor a bill that provides for taking $2,000 or $3,000 out of the county treasury when the work could be done easily for $300 or $400. We care not whether every lawyer in Kent county wants the method of recording deeds charged such an enormous expense forced upon the people of the county at this time is an outrage, and the tax-payers will not easily forget it. When Mr. Dixon was register of wills, the method of indexing and recording wills was changed, and the only person who has profited by the change was Mr. Dixon himself. Now, having been in the Clerk's office for 12 years, and having a term of six more years to serve, a bill is being shoved through the Legislature to benefit no one but Mr. Dixon. We respectfully submit to the public that that after such long time of serivce in the best salaried office in the county, Mr. Dixon, in return for the what he has received from the people, owes it to them to make his office as convenient and modern as he thinks it should be without one cent of extra cost to the people of the county. The passage of the bill will be a represensible injustice to the people, and Messrs. Harris and Willis should never think of passing such a bill. Several of the lawyers have stated to us during the week that they never would have signed a petition for the passage of the bill if they had known what were its provisions. They claim that the matter had been misrepresented to them.

WHO WILL LEAD THEIR FORCES?

Since the death of Marion deK. Smith, Esq., the question has been frequently and almost persistently asked, "who will lead the Organization forces?" It goes without saying that the deaths of Messrs. Usilton and Smith has created a vacancy which it will be difficult, if not almost impossible to fill. It has been said however that for every one that drops out, there arises some one to take his place. It nearly always happens that there is some one in a community who has been such an apt student of those who have conducted affairs in business as well as in politics, that when the leader drops out, the follower is ready to take his place. Is there such a man in this county to-day, who if he does not openly lead the Organization forces, will be the guiding spirit in their deliberations, as he has been for years, a willing instrument in the hands of former Organization leaders in assisting them to win primary contests and to plan political campaigns? It is generally recognized and indeed it has been openly proclaimed by those who study political conditions and watch the course of events, that at the present moment the virtual leader of the Organization forces in this county is Mr. John D. Urie, a former member of the Democratic party and the erstwhile leader of the Republican forces. It is frankly admited that Mr. Urie in the last Democratic primaries, used his efforts and advice for the success of the Organization candidates, and it was largely through the efforts and advice of Mr. Urie that the successful candidates on the Organization ticket won their nomination, how-so-ever little the candidates themselves may have known of the influence Mr. Urie was exerting for their welfare.

Indeed for years past Mr. Urie's advice and his efforts have not only been solicited, but under cover have been exerted for the success of the organization forces. If this advice and these efforts given and exerted by Mr. Urie in the past have been availed of by the Organization forces, and it is common knowledge that such is the case, why not openly confess now, what has secretly been known, that it is Mr. Urie, who to-day is the power behind the throne in the Organization ranks. How long this condition will exist remains to be seen. Mr. Urie's hold upon the Republican party is weakening materially. He has lost his grip in the party of his adoption, and it may be that he sees an "entering wedge" now whereby he may return to the fold of Democracy and wield the sceptre of influence as he has been taught to in days gone by.

But, be that as it may, the fact remains that that which has been done in secret heretofore, will be forced out in the open now, and unless all signs fail, Mr. Urie will be the guiding hand and the political adviser of the Organization forces in the future, unless there is an open revolt among the rank and file of that element of the party.

THE PEOPLE ARE AWAKE.

It is very gratifying to note the wide spread interest the tax-payers of the county are taking in the doings of our representatives at Annapolis. It is a healthy sign and means that the voters are awake to what is being done. They are keeping close watch on the Caroline Road Law bill which has been introduced in the House and which is being held in committee. The 600 and more tax-payers know exactly who is to blame for the hold up, and they will not hesitate to place it where it belongs when the proper time comes. The opposition tnat exists to the passage of the Slay bill which gives the authority to the Governor to appoint the road engineer and thus steep the roads in politics more deeply than ever, is spread from one end of the county to the other —from Betterton to Rock Hall and from Millington to Pomona. The opposition to the bill is rampant in both factions of the party and among the tax-paying and representative Republicans who see in the motive which prompted the drafting of this bill the grave danger to a lower tax rate and an economical working of our county roads. The people of this county want the Caroline Road Law. 600 tax-payers, all voters and among the county's best citizens, have signed petitions willingly and gladly demanding this law, and if they don't get it, they will attach the blame to our representatives in the Legislature and to those men in the Organization elements of the party who are inducing the representatives to kill the Caroline Road Law, and force upon the people the most iniquitous piece of political machinery that the county ever had to bear—a road engineer appointed by the Governor, over whose actions the Board of County Commissioners have not the slightest control.

SENATOR SLAY WRITES LETTER

Senator Slay has written a letter for publication bearing upon the road law for this county, and in defence of his position giving the Governor the right to appoint the road engineer. It appears on page 2, and we take the liberty to reply. The burden of the letter is that Senator Slay favors giving the Governor the right to appoint the engineer. He gives as his reason that it will divorce the roads of the county from politics, because it will put the engineer outside the pressure and influence of the County Commissioners. We take the liberty to ask Senator Slay in defence of his position taken in his bill to answer to the people of the county in another letter these three questions:

Suppose the appointment of the road engineer by the Governor does place the engineer beyond the political influence and presence of the commissioners, does Senator's Slay's bill not make the engineer equally susceptible to the political influence and pressure of the County State Central Committee or other recommending agency?

Suppose the Organization element of the Democratic party had control of the County Commissioners office to-day, would Senator Slay, or any other member of that faction that he is under controll of have been so desirous of having the Governor make the appointment of the engineer?

What taxpayers in Kent county have petitioned Senator Slay to pass such a bill as he has introduced? And why does he not have published the names of those taxpayers of the county who have petitioned him to pass his bill? 600 taxpayers of the county and the members of the County Grange have asked for a law similar to the Caroline law. Why does Senator Slay want to pass a bill that is as unlike the Caroline law as day is unlike night? Is the request of a few politicians of more importance to Senator Slay than the petitions of 600 tax-payers of *both* parties and *both* factions of the Democratic party?

The entire letter of Senator Slay is to us an admission of the fact that the only desire for a law giving the Governor the right to appoint the engineer is that the Organization element of the party which has squandered the money of the tax-payers of this county, are determined that the people shall have no relief from the baneful influence of politics in working the county roads, and that the County Commissioners, not now under their control, shall have no voice whatever in the work of the roads, except to levy and pay out such sums as an engineer not under their control may determine is necessary to work our roads. Senator Slay's bill is a great blunder. No body has asked for such a bill, and there is no reason for Senator Slay to do other than the tax-payers have asked him to do, pass the Caroline Road Law. Senator Slay has forwarded a letter of four typewritten sheets of legal cap paper, with only such parts of his bill as he wants published. Not a tax-payer of the county, except possibly a chosen few, have ever seen the Slay bill. The tax-payers don't know a word about what is in it. They don't want the Slay bill. They want the Caroline Law, which has been tried and found satisfactory. Senator Slay accuses that the "perverted" Board of County Commissioners would be liable to play politics with the roads as has been done in the past. What kind of politics did Senator Slay play when he turned his life-long friend and fellow Democrat, Mr. Samuel Burgess, out of a petty justice of the peace office just to please a faction of his party? Senator Slay's bill is an admission that he is afraid to trust the "perverted" Board of County Commissioners and also the judges of the Circuit Court, to whom both commissioners and engineer have the right to appeal, if any charges for playing politics are lodged against either under the Caroline Law. The Slay bill, about which the tax-payers know nothing, is an admission that the roads of the county will be steeped in politics worse than ever by placing the power to appoint the engineer in the hands of that element of the party allied with the Governor, and to whom the Governor might incline in the event that any tax-payer in the county could be induced to go all the way to Annapolis to prefer charges against the engineer. If Senator Slay is afraid to trust the "perverted" Board of County Commissioners, let him make the tenure of the office of the engineer for two years, and in the event of the other faction controlling the County Commissioners, they would have the power to remove if there were any evidences of political manipulation of the roads. Senator Slay's bill is framed absolutely and solely in the interest of the Organization element of the party and is against the best interests of the people who should justly have the right to appeal to the commissioners and they to the Circuit Court, in case of any evidences of malfeasence in office on the part of the engineer. If Senator Slay insists upon passing his bill, which no one knows anything about, it will be the most partisan politics, and stamps Senator Slay as a partisan legislating in the interest of a faction of a party to which he belongs, and absolutely in utter disregard of the interests and welfare of the people, whose representive he was sent to Annopalis to be.

The TRANSCRIPT has made an open fight, and a clean and honest one, for the passage of the Caroline law, which we are satisfied the tax-payers of this county desire above all other laws. We have tried to show our representatives by numerous petitions what a powerful sentiment there is in this county for relief from the burden of unjust taxation, and if our representatives are going to override the will of the people and listen to the mandates of a few politicians, who have more desire to control than they have regard for the welfare of their county and people, let those representatives and those politicians take the responsibility for their perversion of the rights of the people and the demands of the tax-payers. Senator Slay has waited until within ten days of the close of the Legislature to publish his views in the matter. Why could he not have done so weeks ago in order that the people may have answered him? Politics, perverted partis an politics, that's the answer. As a matter of fact, the Road Commission in Baltimore county is appointed by the County Commissioners, and there is not a single county in the State where the Governor is given the power to run the roads of any county. If the Caroline law is good enough for the people of Caroline, for Queen Annes, Talbot, Somerset and Wicomico, why in the world should the people of Kent county be forced to take a law for which they have never asked, which they do not want, and for which there is no demand except from a few politicians. If this is not true, we challenge Senator Slay to publish a list of those people here who have asked him to pass such a law. After all, has not Senator Slay, by this act yielded to the hope, that by doing what a few politicians have bidden him to do, and refusing to listen to the great body of the people, he may be selected as the Organization candidate for the State Senate two years hence?

Chestertown, Md., Mar. 20, 1910.

MESSRS. EDITORS :—I am a Democrat, have been since I was old enough to think for myself and for my country in which I live. I think this law of the engineer for the roads being appointed by the Governor, as the Sun had it a few days ago in expression of a matter, is a "diabolical conspiracy" engineered by the people which were in power. It takes out of the hands of the present Board of Commissioners all of the roads and places them back where they were before the election, and until Dec. 1, 1909, when so much of the county's money was wasted. You ask me why I say so. Who is it that recommends to the Governor the man to be appointed? The State Central Committee has the ear of the Governor through our representatives, who have in the past seemed to disregard the wishes of all but a few chosen ones. I do not wish to cast or reflect on the engineer that may be appointed, but in our district they say it is the same old game. If any man who stops to think for one moment of what it all means and then says it takes the roads out of politics, he looks to us in our part of the county as though he could not see things in the true light, or else he has Ananias skinned to death.

Yours truly,
A DEMOCRAT.

PICKNELL, 35381,

Record 2.15¼, Made in Third Heat of Winning Race.

Bred by C. W. Williams, Galesburg, Ill. Foaled 1901. A model in every way. His size, 15.2 hands, weight close to 1050 pounds, and color mahogany bay, are ideal. His disposition and manners are perfect. His breeding, the highest of fashion—a son of the greatest sire of his age, living or dead, Allerton 2.09¼, the sire of Picknell, he has 262 in the list, world's champion trotting stallion to high wheels, from one of the greatest producing daughters or Baron Wilkes 2.18, the famous Futurity sire, which has 131 in the list. Jay Bird 2.31¼, the sire of Allerton has 131 in list. A race horse himself, never having worn hobbles nor other false rigging; started green in the late summer of 1906 in six races, winning two of them, and was well up into the money the other four, he has (though prominent horsemen have pronounced him capable of a record of 2.05 or better) been retired to the stud, sound, clean, superbly handsome, with vigor and vitality unimpaired, saving for his offspring what a mere racing-machine wears out on the track.

PICKNELL will make the season of 1910 at my stable, Kent and Calvert streets, Chestertown, Kent Co., Md., at $15.00 the season, or $25.00 to insure approved mares.

Will not be responsible for accidents or escapes, but best care taken of mares sent to me. For extended pedigree that will interest any horseman or for fuller particulars, call on or address

DAVID B. McMENIMAN,
Kent and Calvert Streets, CHESTERTOWN, MD.

W. A. HYLAND, JR.,

GALENA, MD.

I take pleasure in announcing to my friends and farmers that I am conducting a

Hardware, Implement, Blacksmith- and Wheelwrighting Business.

My "motto" is to give every one of my customers a square deal in every respect, and every piece of machinery that I sell I will give a written guarantee with it, and if it does not come up to the requirements I will refund your money. Your patronage will be greatly appreciated. Give me a trial. I will mention the following lines of implements I have for sale. You can't make a mistake in buying any of them. When you buy my line you are not buying trouble.

FARM WAGONS, DEARBORNS.

Deering Binders,
" Mowers,
" Rakes,
" Binder Twine.

I keep from $800 to $1000 worth of DEERING REPAIRS on hand for our Binders and Mowers, which is quite an item in buying Binders and Mowers.

CLOVER LEAF MANURE SPREADERS

are unsurpassable. Forty of these Spreaders have been sold by J. F. McWhorter & Son at Middletown, Del., this spring, and all of them are giving satisfaction.

Syracuse and Ohio PLOWS,

AND FULL LINE OF REPAIRS.

Spike, Spring-Tooth and Disc Harrows.

Imperial Double Disc Cutaway Harrows.

It harrows the ground twice in one operation, saving the labor of one man and two horses. It enables the farmer to do his work in one-half the time, making the most of favorable weather and soil conditions. It gives better results than any other harrow and leaves the ground in better condition.

In construction the Imperial Double Disc consists of a complete out-throw harrow with a second harrow (in-throw) attached by a flexible frame. The forward harrow cuts the soil and throws it outward; the rear harrow works it again and throws it back, leaving the surface finely divided and perfectly level. The rear gangs follow the front gangs in turning and the dirt is not thrown up in ridges at the corners. Every inch of ground is pulverized and leveled. The rear gangs may be quickly and easily detached and the machine used as a single disc harrow if desired.

Write us for particulars and prices.

We have resumed the manufacture of

Our Own Make of Field ROLLERS.

Every farmer that has ever seen this roller declares it is the best make on the market. It is in a class to itself, and has no equal. It is made of good white oak. I have a good stock up already for delivery. Write for prices.

The New Improved No. 4 Black Hawk Corn Planter.

The most accurate dropping device ever known on a Planter. Adjustable in widths of 3 to 4 feet.

Iron Age Wheel Cultivators, Potato Planters, Potato Sprayers and Diggers, Asparagus Plows.

POULTRY AND BARB WIRE,

Harness, Paints and Oils.

HORSESHOEING A SPECIALTY

We can furnish you STOVE REPAIRS for any make of stove on the market.

Yours very respectfully,

W. A. Hyland, Jr.,
Galena, Maryland.

BIG SURPRISES AT COHEN'S!

We have just arrived from the Northern cities, where we bought the largest stock of goods that we ever carried, such as all kinds of Ladies' Dress Goods, Men's and Boys' Clothing, Farming Implements and Garden Seed of all kinds, Mattings, Housefurnishings, Paints of all kinds.

12½c Extra Quality Percales, in fancy colors..... 8½c	50c Men's Sunday Shirts, fast colors, only.....25c
15c, 12c and 10c Embroidery, only..... 7½c	The Best 10c Lima Beans, to go at per quart..... 5c
Painting season on hand. 1 gallon of Semi or Stag Paint and 1 gallon of Linseed Oil, mix them together; all.....$2.25	We will sell 3 boxes of our Pawnee Oats for only..... 25c
All our 15c Table Oilcloths go at..... 11c	1 Can of Milk, Pet Cream, for only..... 3½c
All our good 12½c Coffees go at only..... 10c	50 different kinds of White Goods to select from at the lowest price.
Best in the World—Pataps-co or Superlative Flour—per barrel.....$6.25	75c and 50c Brilliantine and Mohair in fancy colors.....39c
Coal Oil, per gallon, now goes at only..... 9c	Paint and Whitewash Brushes from 5c to..... $2.50
All our Apron Ginghams now go at..... 4½c	Nice Pretty 6c Lawns, will sell for only..... 3½c
$3.00 Brilliantine Ladies' Skirts, very fancy; all to be sold now at.....$1.99	Beautiful 12½c Lawn, per yd, go for only..... 8c
$1.25 Horse Collars, to go now for only..... 99c	10c and 15c Ladies' Stockings go for..... 5c
	We are handling Bolgiana's Best Seed of all kinds. Package Seed—Beans, Peas and Tomato Seed of all kinds.

Money Saving Prices That Appeals to You.

We sell the 30c Window Curtains for only.....19c	75c Alarm Clocks, guaranteed to run 12 months.....49c

Here is Your Eye-Opener for Wednesday.

Nice 12½c Peaches, per lb., for only..... 6½c	15c Best Early Seed Peas, to go for.....10c
Three 12c Packages Snuff, gor for.....25c	Our 50c Tobacco, per pound, only.....25c
Any kind 5c Soap to go for only..... 3½c	2 Packages of Good Bread Soda go for..... 3½c

Whoever brings this advertisement will get a Souvenir which is very handsome and useful.

Will take Eggs, Butter and other Country Produce for the highest market price. Come and examine our line of Spring Goods that will save you money. Yours truly,

ABE COHEN,

LEADER OF LOW PRICES. SANDY BOTTOM, MD.

WE WISH TO ANNOUNCE TO THE TRADE

That we are adding to our line a line of

Carriages, Surresy

—AND—

RUNABOUTS.

We are building a Carriage Emporium on the lot where the photograph gallery has been for a number of years, and have contracted for one of the best lines of Carriages on the market. The invoice for the first carload has been received, and they should reach us in a few days.

If you are going to buy a Buggy or Carriage, be sure to see our line and get our prices before buying, as we think that we will be a position to save you some money.

Yours for Business,

GRAHAM & CLEMENTS,

—SUCCESSORS TO—

H. R. GRAHAM & BRO.,

CHESTERTOWN, MD.

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