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5 W. Camden St., Baltimore, Md.
References—Equitable National Bank, of Baltimore; Second National Bank, of Chestertown, and business community. my5-tf

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Brown & Stubbs,
PRODUCE
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Reference—Farmers & Merchants National Bank. mar15.

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We are showing Dress Goods of all shades; also black in all qualities; Wash Silks, Peau de Soie and Taffaties in all shades for Waists and Trimmings; also a large line of Wash Goods including Persian Lawns, Organdies, French Muslin, India Linens, Dotted Swiss and Madras.

Our Millinery Display

will be well worthy of mentioning. We are ready to show a well selected stock of READY-TO-WEAR HATS for early spring; also a fine line of Trimmed Goods. We have also a large assortment of Untrimmed Goods, including the most popular shapes. Flowers, Ribbons, Ornaments and Fancy Braids. Children's Swiss Caps always on hand. Mourning Millinery a specialty.

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A SMART PAIR

OF SHOES are the distinguishing mark of a well-dressed man or woman.

An otherwise faultless get-up is often spoiled by a pair of commonplace shoes.

No sense in this when

The ALL AMERICA SHOE

can be had for **$3.50** and looks and wears like the $6.00 kind.

It is the handsomest shoe we have ever shown.

Let us show it to you.

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Can please you in any grade you desire.

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SADLER'S BRYANT & STRATTON BUSINESS COLLEGE
Founded 1864. Incorporated 1895.

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Great Opportunities.

No mistake in attending **SADLER'S BRYANT & STRATTON COLLEGE,** with its record of thirty-seven years' success.

This institution prepares men and women for these positions by actual training in the work—one that will make you a *success* and prepare you for a *good salary*. Let us write you about it and send you booklets. Terms $10 per month. No *extra charge* for Shorthand and Typewriting.

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GOOD ROADS FOR KENT.

Our Sister County Has Taken Action —Why Should Not We?

STRONG SENTIMENT FOR ROAD INPROVEMENT.

The roads of Kent are now in such a condition that a great deal of work is required to be done on them. Cecil's roads are in a like condition and the farmers, business men, lawyers and doctors met last week to take some action looking, not only to their temporary improvement, but permanent betterment. The movement is a most excellent one and we commend it to Kent's citizens.

Chief of the Highway Division of the Md. Geological Survey said: "The subject of roads is divided up into two divisions—the question of making of roads, and maintaining them. We all want good roads, and we all wish to see that work is done properly, and that the money is economically applied to road purposes. I do not want to criticise the road officers of Cecil county, as I know nothing to censure them for. I speak only on the roads. In Cecil county the road expenditure last year was twenty-three thousand dollars, the year before thirty thousand dollars for improving the roads. I think one method by which the application of money can be beneficial for the county is to divide it into districts, and each district have its appropriation, so that those living in that district will recognize what is being done. It should be published how much money went into material, how much money is given to the labor of persons, and whether or not that money has been spent economically for the improvement of roads. There should be a person who is personally responsible for the road fund of the district. In Baltimore county they have an engineer, whose duties it is to give attention to the improvement of the road, for the repairs, etc., and every bill in the county for roads has to go through his hands. He is personally responsible that the money is properly spent. There is a great advantage in having one man at the head of the road system, and I would advise that a County Road Engineer be appointed. A great many road supervisors, are men who have not been very far from home. They do not see how roads have been kept in another county. They are not men who can develope new systems. appoint men who understand the roads thoroughly, and you will have better results. You have a number of roads in the county under various supervisors who give so many days to a certain district. While other roads of greater importance receive less attention. In Cecil county, your road laws are very merge. In the State of Maryland every county has its own laws, and some of the counties have rather poor laws. That is the case with Cecil. In most of the counties, the road system is divided up into a special and general fund. The special fund to expend in the districts, and the general fund is left to the building of larger sections of roads through the county. Some of the counties that have the general fund do not use it merely to patch up the roads etc., but for the making of roads that will last. A stone road is a good one when finished. The cost of a road varies greatly. A good stone road some eight or ten inches thick, and from twelve to fifteen feet wide, would cost in the neighborhood of from three to four thousand dollars per mile. A gravel road would cost from eight hundred to a thousand dollars per mile. A gravel road requires more attention than a stone road. We should be glad to send our engineer up to examine the roads and report what would be the cost of improving them."

The county commissioners of Cecil were urged to adopt the following:

First. Is declared to be the sentiment of this meeting that the County Commissioners should appoint a competent engineer, who shall have charge of the public roads.

Second. That the County Commissioners be requested to appoint a Road Supervisor for each election district.

Third. That the County Commissioners be requested to appoint a corps of skilled road menders for each district to work under the supervision of the Engineer and Road Supervisors.

Fourth. That the County Commissioners be requested to build one mile of a model gravel under the supervision of the Highway Division of the Maryland Geological Survey; also that they be requested to build a mile of macadam road under the same condition.

Engineer Johnson said: "The chief fault with the county system is the expenditures, which being in small lots, are largely dissipated in efforts to cover too much ground. Instead of repairing the worst section of roads, the road officials sought to spread the whole sum over the whole section. A competent corps of road builders and menders would soon demonstrate its usefulness. No engineer could accomplish any thing satisfactory with a large body of independent supervisors or overseers."

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DRY GOODS & NOTIONS

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We have WHITE WASH LIME and bushels of all descriptions. CEMENT and HAIR. The prices will be so low next week that we will set all the people wild.

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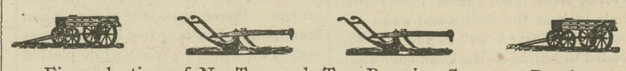

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