

GLIMPSE IN THE PAST
Quaint Observations in a Very
Old Newspaper.

PRINTED 136 YEARS AGO

Shows That Washington Was a
Real Estate Boomer.

EXPLOITS BIG LAND DEAL

Offers Homes to Settlers in 20,000-

Acres Grant—First Issue of Mary-

land Journal in 1773.

Special Correspondence of The Star.

SEATTLE, March 12, 1909.

More or less interest is attaching just now to early life in America, and many newspapers on the Pacific coast have been printing reminiscences and stories of early days of the eastern continent. A feature of these stories has been the reference to the newspapers of those times, and many who hold copies of these editions of the primitive American press have been exploiting them in the daily press of the coast.

A subscriber writes to an Oregon newspaper that he possesses, among other rare newspapers of colonial times, a copy of No. 1, Vol. I, of the Maryland Journal and Baltimore Advertiser, dated Friday, August 23, 1773, "containing the freshest news, both foreign and domestic." In a notice "to the public" the editor, W. Goddard, says:

"The great difficulty and expense of speedily obtaining a proper assortment of printing materials, an inadequate number of subscribers, and the charge of printing a weekly newspaper, added to several unfortunate events which have happened to me, have prevented me from publishing this paper, so long expected, but not before made its appearance."

"Many gentlemen, however, engaged me to hope for a second edition, to which I have not yet been able to give effect. I now venture to send the first number abroad; and while I solicit the furtherance of it, I beg to inform the public, I humbly bespeak a candid reception for this beginning, which I am sensible must appear under many disadvantages, as I have not yet been able to establish a special post from this place to Philadelphia, for the purpose of bringing in, in due season, the materials necessary for this undertaking."

"I was aware when it was first proposed to me to undertake a newspaper in this town, that it possessed many advantages, and that it was, in every respect, a most desirable and profitable business. I was, however, so much engaged to the proprietors in town, and forward to Annapolis and the lower counties, that I was unable to give it the present generation of newspaper publishers and readers of the day, which is much to be regretted."

"Among local items the following is found:
Abstemious as His Grandmother.

"We hear from Accomack, in Virginia, that the lately deceased Mrs. Mrs. Eleanor Spitzer, aged 121 years, who retained her senses and memory to the last, and worked at her spinning wheel with great dexterity, till within six months of her death. She never drank any kind of spirituous liquors. She has left a grandson, who has been equally abstemious as his grandmother."

"The present method of detinning tin scrap, which is known as the chlorine process, is the invention of Dr. Goldschmidt, a chemist of Berlin, who is the inventor of the welding material, 'thermit,' by which great heat is developed by a chemical reaction between iron filings and aluminum powder, the use of a furnace. The chlorine process of treating tin scrap is based upon the fact that dry chlorine gas unites with tin, forming a tin chloride, which is a heavy liquid, and which fumes to an extraordinary degree in contact with air. The chlorine does not attack iron, but the detinned iron is subject to a very rapid oxidation, and the tin scrap is pressed into bundles, and put into baskets, which are lifted into large cylinders. The latter are closed, and chlorine is introduced, care being taken to prevent a rise in temperature. When tin and chlorine combine upward of 1,000 calories is developed, and the chlorine gas, carrying off the heat, is therefore necessary in order to effect the detinning of the tin of the bundles, chlorine is introduced, and the chlorine gas is carried off by a stream of water. The gaseous chlorine combines with the tin to form a liquid chloride, and therefore condenses, which furnishes an excellent means for detinning tin scrap. As long as tin is still present chlorine condenses and the pressure under remains constant for some time it is a clear sign that chlorine finds no more tin with which to combine. The chlorine and tin chloride are then washed and the bundles are carefully washed and are ready for the open hearth furnace. The tin chloride is sold to silk dyers."

"In order to effect an economy the practice has been recently inaugurated by the Maryland shipping companies of the use of shipping coal in box cars instead of the familiar coal cars which have been in use for many years. The purpose of this innovation is to avoid the return shipment of empty cars. By this making use of the box cars for the transportation of coal, the return shipment of empty cars could be utilized for the carriage of grain and other commodities."

"The result of this innovation has been the prevention of theft of coal from cars in shipment, a matter which has long since troubled the shipping companies. The fact that the box cars are now used for the transportation of coal in this manner has been extensively carried on. In the aggregate the amount involved is enormous. Standing or moving, the coal trains have been the object of systematic attacks. Boys supplied with guns sack after another is filled and thrown off, to be gathered up subsequently. Blackmen and other train hoppers have been known to make arrangements among themselves to shovel off quantities of fuel as they pass each other's homes."

"It is, however, more difficult to load, otherwise they are just as well suited for the carriage of coals as the car designed for that purpose. The shipping companies, however, in the prevention of thefts have become so generally recognized that it is not surprising to find a new car being shipped to specify that the coal shall be so shipped. To such an extent is this custom growing that a piece of mechanism has been perfected for the loading of box cars with coal. It has been in successful operation experimentally for some time in the bituminous regions, and the great installation has just been made in New Philadelphia, Pa. The apparatus is mounted on a truck passing along a wide-gauge track, and is supported by a large hopper is thrust into the interior of the car to be loaded and the delivery is effected in such a manner that the fuel is distributed to the bottom of the car in the most approved manner entirely without any human aid further than that of the driver of the engine, who controls its operation absolutely by a system of levers within convenient reach. The machinery is driven by a seventy-five-horse-power engine, and the coal is carried by means of a trolley way. The coal is delivered into the hopper from an overhead source of supply."

street, where he makes musical, horticultural, repeating and plain clocks in the neatest manner and newest fashion and at the lowest prices."

Mr. Richard Bennett Hall of "Prince George's county, near Queen Ann," lost a negro named Prince some time in December, 1772, and offers 10 pounds and reasonable charges for his capture.

George Washington's Land Deal.
There are other quaint advertisements in this old paper, the longest and most notable of which is dated at "Mount Vernon, in Virginia, July 15, 1773," in which it is stated that "the subscriber having obtained patents for upward of 30,000 acres of land on the Ohio and Great Kanawha rivers, and proposes to divide the same into any sized townships that may be desired, and lease them upon moderate terms, allowing a reasonable number of years' rent free; provided, within the space of two years from next October, three acres for every 100 acres of land, and the proportionately for a lesser quantity, shall be cleared, fenced and tilled; and that by or before the time limited, the soil and the land, and the rent free acres for every 100, and proportionately, as above, shall be enclosed and laid down in good grass for meadow and, moreover, that at least 50 good fruit trees for every like quantity of land shall be planted on the premises."

Portage to Potowmack.
"From every part of these lands water carriage is now had to Fort Pitt, by an easy communication; and from Fort Pitt to the Monongahela, by the most convenient and convenient burthen may be had, and pass continually, from whence, by means of Cheat river and other navigable branches of the Monongahela, it is thought that the portage to Potowmack may and will be reduced within the compass of a few miles, to the great ease and convenience of the settlers in transporting the produce of their lands to market."

"And it may not be amiss further to observe that if the scheme for establishing a new government on the Ohio, in the summer (1773) should be effected, these must be among the most valuable lands in it, not only on account of the soil and the land, but on other advantages above enumerated, but from their contiguity to the seat of government, which more than probable will be fixed at the mouth of the Great Kanawha."

This advertisement is signed by George Washington.

The Journal and Advertiser is made up in four pages, 10 by 17 inches, and printed in six and eight point type, with an occasional larger and smaller point type, all the type being of one style.

PROGRESS OF THE DAY.
India has fifty different languages.

The coal output in Japan is increasing at a marvelous rate.

A man can live in excellent style in Japan for \$2 a month.

The German army numbers over 5,000,000 men.

It is said that electric locomotives can pull heavier trains at a greater speed than steam locomotives rated at the same power.

While one often hears of an employe of a corporation "rising from the ranks," it is not generally known that the same often applies to the railroad industry.

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It's a plain case of forcing the market by prices so low that you can't help buying. This will be your last opportunity to obtain our high-grade goods at these unusually low figures. Your savings will average 1/4 to 3/4—just think of it—1/4 to 3/4.

CLARK, DAVENPORT & CO.
CARPETS.
LOT 1 —including \$1.10 and \$1.25 Velvets and Brussels regularly—**49c**
LOT 2 —including \$1.62 1/2 Body Brussels and \$2.00 Bigelow Axminsters, —**89c**
LOT 3 —including \$2.25 Wiltons, Bigelow Imperial Axminsters, —**96 1/2c**

UPHOLSTERIES.
LOT 4 —including remnants of 3 to 8 yards Tapestries, Damasks, Brocades, —**\$1.69 yd.**
LOT 5 —including 3-yard remnants of Toiles, Damasks, Velours, suitable for curtains and couch covers, —**\$3.85 for 3 yds.**
LOT 6 —including Pillow Tops and Chair Seats, of tapestry and damask, worth \$3 to \$5. —**46c**

Lace Curtains and Portieres.
LOT 7 —including balance of \$8 Portieres, —**\$3.98**
LOT 8 —including balance of Better-grade Portieres, regularly \$9 to \$15. —**\$5.98**
LOT 9 —including Bonne Femmes, Grand Dames and Ruffled Net Curtains, —**\$2.09**

Twenty pieces of Furniture, being uncalled-for goods, will be sacrificed. All persons having paid deposits on same are requested to call at once and we will refund their deposits. We have sufficient material to make about 75 felt mattresses. We offer same, made in our own sanitary workshop, at 1/2 price.

2 FINE COUNTERS, 1 IRON SAFE, LACE CURTAIN BOXES, SHELFING, 2 RUG RACKS AND THE CARPET ON OUR FIRST FLOOR WILL BE SOLD. NO REASONABLE OFFER ON THESE ITEMS WILL BE REFUSED.

CLARK, DAVENPORT & CO.
10th & F STS. N.W.

"Our Loss Is Your Gain."

Rugs
\$11.50 6x9 Velvet - - - \$4.98
\$20.50 6x9 Wilton - - - \$9.95
\$17.50 3x9 Wilton - - - \$8.95
\$20 8.3x10.6 Brussels - \$10.95
\$30 8.3x12 Body Brussels - - - \$13.95
\$30 8.3x12 Velvet - - - \$17.50
\$45 9x12 Wilton - - - \$23.95
\$25 8.3x10 Axminster - \$14.95
\$27.50 9x12 Smyrna - \$13.75
\$32.50 9x12 Body Brussels - - - \$19.75
\$18 8.3x8.3 Brussels - \$7.95
\$15 2.6x5 Oriental Bokharas and Shirvans - \$6.50

regard to the continuance of the unhappy war with our fellow subjects of America, he will witness his son from such a service. And the young Lord Pitt had to resign and return home.

"I turn now to the second point where the United States owe to Chatham a debt of gratitude, and that is to the man whose heroic efforts to stem the torrent of folly and injustice of the British crown and government and to defend the just claims of the American colonies to self-government and freedom. This is a very different picture from that of the triumphant statesman who has been contemplating. No longer in power, but without followers or party, almost without friends or help, Chatham, for some ten years, stoutly resisted the oppressive policy of George III and Lord North.

"The story has been often told, and I do not think it has ever been summed up in words more eloquent than those of one who is at once an experienced statesman and a brilliant historian—Sir George Trevelyan—a former secretary for Ireland, the nephew of Macaulay—of a family which for at least three generations have served the state. In Trevelyan's monumental history of the American revolution I read this noble paean:

"The British colonies lay on a long and narrow seaboard, in breadth never more than 300 miles from the Atlantic westward, and in New England hardly 200 miles across. They were continuous and not spread over such vast and desolate areas as the French colonies, but, in the main, they were divided into thirteen self-governed and not very cordial groups, with hardly any central authority. Each of these fellow-citizens, with each other, were loyal subjects of King George and regarded Britain as their natural home. Chatham was the first to see the need of the regular troops of King Louis, the British colonies, for the most part, were not organized as a regular army, and equipped militia which had little of an army except personal courage.

"The cause of America was the cause of all true liberals in England—i.e., of every man who is not a friend to arbitrary power. The colonists were our countrymen, and if we persisted in treating them as aliens and foes the consequences were incalculable. It was civil war."

"What words of wisdom and of prophetic genius!"
Chatham was in close touch with Franklin, the envoy to England and France of the United States. He boldly introduced him into the house of lords, and he was the first to see the need of the regular troops of King Louis, the British colonies, for the most part, were not organized as a regular army, and equipped militia which had little of an army except personal courage.

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THREE GREATEST MEN OF MODERN HISTORY

Special Correspondence of The Star.
LONDON, March 13, 1909.

THAT active body of women, the American Circle of the Eighteenth Century, got one of the greatest literary treasures of English, Frederick Harrison, to celebrate the founder's birthday for them with an address which has not appeared in print. None of the London newspapers being represented. The address was of such interest that your correspondent obtained the original manuscript from Mr. Harrison and presents it herewith.

"Three of the greatest men in all modern history," said Mr. Harrison, "were contemporaries together in the middle of the eighteenth century, and each of them was a founder of his own country—countries which are now the most powerful of modern states. They were all associated together, and each of them was a founder of his own country—countries which are now the most powerful of modern states. They were all associated together, and each of them was a founder of his own country—countries which are now the most powerful of modern states."

"These three men of creative genius and commanding character towered above all their contemporaries and exercised in their prime a truly imperial authority. In joint efforts and in personal admiration, all three were heroes, patriots and martyrs to duty in the service of humanity and civilization. All were great in war, but never so great as amid defeat, disaster and abandonment. Yet they were all associated together, and each of them was a founder of his own country—countries which are now the most powerful of modern states."

"The work of Pitt in respect to America is twofold, and I shall seek to keep them quite distinct and to treat them in due order. In the first place, as William Pitt and as war minister of George III he was acting entirely against foreign nations, and in the second place, as minister of the crown, before any idea of rebellion or separation had entered the mind of any colonist. George Washington in deed was serving in the very campaign which France and Spain for the dominion of the great city of Pittsburg bears witness today to the magnificent strategy by which the English statesman, with the French and planted our race and language over the continent from the great lakes to the mouth of the Mississippi."

"The second work was very different. No longer William Pitt, but Earl of Chatham; no longer the minister of the crown, but the minister of the colonies; no longer in office or in power; no longer in health of body or in peace of mind; no longer a statesman, but a man of letters; the wreck of a great man himself and the mark of hostility and scorn to his sovereign and his peers, he stood in the forefront of the struggle, fighting on alone in a heroic and a noble cause, the cause of the rights of his country. And in defense of three nations he died at last in freedom, the purest, the most heroic. To me, and to you, Chatham, with his ruffled limbs swathed in flannel, staggering through a speech in support of his crisis of death and his practical wisdom, foresight and caution, which make him the peer of Frederick and of Washington, the man who saved the world from the yoke of the British empire, the man who saved the world from the yoke of the British empire, the man who saved the world from the yoke of the British empire."

"I proceed to deal with the first part, and to show how Pitt gave the North American continent to our race and tongue."

"For a while generation before the accession of Pitt to power a fierce but intermittent struggle had been carried on between the three great maritime powers of Britain, France and Spain for the dominion of the vast North American continent. Commerce in those days of exclusive trade under the national flag meant the possession of colonies, and the three western powers of Europe held the American soil in an equal proportion. France and the West India Islands on the one hand, and England on the Atlantic seaboard as far as the Allegheny mountains and Spain in Florida and the West India Islands on the south. Of the three France held the great strategic advantage of encircling the British colonies by her possession of

they take on the majesty and beauty of eternal peace. Those hours are but as instants in the long tale of the years that went before. Return in your tenderness, turn again in your despair to the records of those happier days, and reconstruct from them the true likeness of your beloved. See him gay and glad, full of life and purpose, of work and play of just and earnest, such as he certainly is, and do not wrong him by the presentment of his suffering or his mortal sorrows. Make him your own again by putting this out of your thoughts and inviting into them the semblance of him when his life was the habit of your own and he was most himself in some fortunate, joyous moment."

NOVEL SPELLING CARD.
Useful in Kindergarten to Amuse and Instruct Youngsters.

An educational device of real merit, designed especially to interest and instruct the younger children, is shown in the illustration below, the invention of a Maryland man. It comprises a number of sections of cards pivoted at one end. Inscribed on each section is some letter of the alphabet and an object, the letters and portions of objects being so arranged that when some of the sections have been brought together to spell the name of the object the latter will appear complete.

"The statue stands still erect, but it is defaced and mutilated for a British fleet, the classical monument erected to William Pitt by the commons of South Carolina in 1790. The inscription records that there is a statue in Charleston in honor of his memory, and that it is defaced and mutilated for a British fleet, the classical monument erected to William Pitt by the commons of South Carolina in 1790. The inscription records that there is a statue in Charleston in honor of his memory, and that it is defaced and mutilated for a British fleet, the classical monument erected to William Pitt by the commons of South Carolina in 1790."

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To Instruct the Children.

Lamp-Posts as Motor Bus Stations.

From The New York Herald's Paris Edition.
An innovation, destined to help the users of automobiles, has just been introduced by the Paris municipal authorities. It is the lamp-post bus station. The idea is simple and ingenious. It consists of a small platform attached to the lamp-posts along the various thoroughfares. Their very existence was ignored by the municipality of Paris, and they were erected by the city of Paris under the name of 'bus stations' in a narrow alleyway. These are the points at which the automobiles will stop, and they stand out, and are as clearly perceptible as a big sign in the sky. They are undoubtedly useful. It may be argued against the new signposts that they are not exactly elegant objects, but they are undoubtedly useful. Their utility will soon be proved.

Next Year in Flying.
Col. B. Baden-Powell, in the National Review.
During this year of grace, 1900, I expect to see new records created with aeroplane machines and new devices brought forward for their improvement. We may have flights of three or four hours duration, journeys of over a hundred miles through the air; the channel will very likely be crossed, and I certainly hope that Englishmen will not be behind in producing good appliances. The progress of aviation is now so rapid that it is not surprising to find that the number of machines, abroad there may be scores of them. Fifty machines of the Wright type are even now supposed to be in course of construction. Exciting races will undoubtedly take place, and cross-country journeys will certainly be performed. Military machines will certainly be to the fore and will be attractive features at field days and reviews. Experience and development are sure to result in the production of more practical appliances, able to stem the gales and to start from any piece of ground.

Enthusiasm and Fat
These two like oil and water, mix poorly. This does not imply fat men and women never get enthusiastic. They do down deep inside. But what does it amount to? Their fat doesn't excite, but they are enthusiastic. Enthusiasm is an energetic action, so they might as well keep calm.

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