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The Lumber, Coal & Supply Co.

june 30-tf

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At very lowest Market Prices to Merchants Only.

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Albaugh & Babylon Grocery Co., - - Westminster, Md.

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Westminster, - - - - - Maryland.

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With best wishes for a

Prosperous and Happy New Year to All

I Remain, Yours Respectfully,

GEO. R. GRUMBINE.

THE MAIN-COURT GROCERY.

I have disposed of all shop worn goods and moved into my new quarters in the **Main-Court Inn**, and am now prepared to furnish my customers with the

Best Fancy and Staple Groceries, Wines, Liquors and Bottled Beer

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March 25 1910 6 3

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Badger Dairy Feed, Cotton Seed Meal, Linseed Meal, Hominy Chop, Gluten Meal, Bran, Shorts, Corn, &c.

Fertilizers in Season . . .

oct 27 1y

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To look at my stock of well selected paper will place you under no obligation to have me do the work. 48 West Main street,

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The large Furniture Store on Liberty street. The largest and best stock to select from. 5000 sq. feet of floor space filled with the latest and best styles of Furniture and as always prices lower than the lowest.

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oct 27 tf

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FOR SALE.

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Yokohama's fire-fighting apparatus is owned by the association of insurance companies, which also pays the firemen. The coolies who assist when a blaze calls out any part of the department receive on an average four cents per hour. The regular staff of firemen and watchmen are paid an average of $7.47 a month.

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Feb. 9 12

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The man who insures his health is wise both for his family and himself.

You may insure health by guarding it. It is worth guarding.

At the first attack of disease, which generally approaches through the LIVER and manifests itself in innumerable ways TAKE

Tutt's Pills

And save your health.

WASSAILING APPLE TREES.

It Is An Old Custom That Exists In An English Village.

In the little West Sussex village of Duncton, England, the custom of wassailing the apple trees still continues. This village lies a few miles to the north of Chichester, beneath the Downs.

The Wassailers, or "youlers." led by a chief clad in a coast of many colors and wearing a remarkable hat parade the village and chant curious incantation beneath the aple trees, as follows:

Here stands a jolly good old apple tree.
Stands fast root bear well top.
Every litle bough bear an apple now,
Every little twig bear an apple big.
Hats full, caps full three clear sacks full
Whoop, whoop. Holler boys.

REINFORCED CONCRETE IN ROME

Although concrete has been used for many centuries, it is generally supposed that reinforced concrete is a modern invention. This, however, has been disproved by the finding of bronze reinforcing rods in the concrete roof of an ancient Roman tomb, and in the discovery of reinforced concrete in the construction of one of the walls of the old palace of the Louvre, Paris.

The reinforced concrete in the latter date back only 300 or 400 years, but created much comment because the walls were thought to consist entirely of ashlar and quarry stone. The discovery that the stone casing concealed a core composed in part of reinforced concrete was made while workmen were piercing the wall for an elevator installation.

TO CARE FOR STATE FORESTS

Three Bills Aiming At Conservation Now In Legislature.

A broad plan for the conservation of the forests of Maryland is embodied in three bills now before the Legislature and on which a hearing was held at 10 o'clock Tuesday morning by the Finance Committee.

Dr. William Bullock Clark, former Senator William McC. Brown, State Forester F. W. Besley and Messrs. Robert Garrett, C. Howard Lloyd, Charles Morris Howard, Geo. Weems Williams, Dr. J. D. Murray, of Elkridge: E. D. Norris, of Ilchester; Col. William S. Powell, of Ellicott City; DeCourcy W. Thom, Richard H. Pleasants and others spoke in favor of the measures.

One of the measures was introduced by Senator Benson and provides for the purchase of land for a forest nursery and an annual appropriation of $10,000 for the maintenance and extension of the work under the State Board of Forestry. A special appropriation of $6,000 is also provided for in this bill for the publication of reports and maps showing the forest areas in the several counties.

By the terms of another bill introduced by Senator Benson $25,000 is appropriated for the purchase of land between Relay and Hollofield, a distance of ten miles, on both sides of the Patapsco river to add to the present forest reserve. The object of this purchase is to prevent the contamination of the water supply.

The third forestry bill was introduced by Delegate Cummings, of Montgomery county. It provides for an appropriation of $6,000 a year for the next two years to enable the State Board of Forestry to take measures for the control of the chestnut bark disease. The measure is similar to the Pennsylvania statute on the subject.

HOW RAILROAD MEN ARE MADE

Training the Men Who Run Big Railways

By P. Harvey Middleton

(Scientific American.)

In 1912, with our railroads forming a gigantic network of 240,000 miles, representing an investment of twenty-two billions of dollars, earning for their owners over a billion dollars every year, carrying a billion passengers and two billions of tons of freight in the twelve months, necessitating the employment of 1, 700, 000 persons, more than twelve times the combined strength of our army and navy, the requirements of railroad men of all grades, from track walker up to president are exacting in the extreme. Professional training, a clear head, steady nerves, and strong muscles are some of the requisites, but training is the most important of all. The old style of railroad man who could not read a blue print or make a free hand sketch, would be as useless a cog in the mighty wheels of our transportation system as the superb courage of the Mahdi's troops was when opposed to discipline and breechloaders.

From this it may be seen that the education of apprentices on a twentieth century railroad is the most important problem of tthe company. Just as the United States Government has a West Point and an Annapolis for the training of its future admirals and generals, so our great railroad systems all have training schools for the production of educated workmen, foremen, and superintendents academies where the raw recruit is initiated into all the mysteries of railroading, from the making of drawings to the assembling of locomotives, which later grow before his eyes from nondescript heaps of metal and pass out into active service. He helps to build these leviathans of the rails, and to repair them when they come limping back, strained from overwork or torn to pieces by collision.

Let us follow the various stages in the career of one of these novices during his four years apprenticeship in Railroadville. We will call him William Smith. He has applied to the general manager of the road, John Brown, for admission as an apprentice. Brown sees that he is an intelligent-looking chap and cross-examines him as to his mental and moral fitness.

"We have two grades of apprentices," says Brown; "special and regular-all of whom stay three years. The boy with a public school education is drafted into the regular class, to train for the rank and file. The special must be a college graduate, and qualified for the higher positions. Take my advice, Smith, graduate from your college, and we will admit you as a special. But remember this; it is four years of solid hard work and precious little play. Ten hours a day, 304 days a year, you will have to work in the shops. You will work under the superintendent of the motive power department, and do whatever he orders— crawl into the warm fireboxes of locomotives, sweat in the glare of a white-hot furnace, wield a hammer in the ear-splitting din of the boiler-room, or paint the interior of a parlor car. It's all in the day's work. The reward? Well, it depends on your ability. The salaries of railroad men range all the way from $500 to $50,000 a year. When you have had your training, it's up to you."

"I'll come when I graduate next year." replies Smith, quickly.

And a year later Smith gets out at Railroadville with his grip. That preliminary talk with Manager Brown has prepared him somewhat for the simple strenuous life. He hires a small room in a boarding house kept by the widow of a railroad man. For the first day or so the meals and the drab atmosphere of the place induced a severe attack of homesickness. But the antidote of hard work soon replaces that with an appetite which the habitue of the foremost restaurants might well envy.

On his first week in the shop he is sent to the erecting room, where he studies the different parts of a locomotive and is taught the work they perform. When he has proved that he has thoroughly absorbed this knowledge, an old hand takes him inside a defective boiler, and under the experienced man's direction he repairs it.

After six months of this sort of work his hands have become so rough and calloused, and his general appearance so dusty and grimy, that it is hardly probable that the girls back home would recognize their dancing partner in this hardy son of toil; and his fellow apprentices in the special class—one a senator's son another the son of the president of the road—are similarly disguised.

Smith now goes to the machine shop for six months, in order to learn how to operate the great lathes which are used to shape the steel to the required form as easily as a planing mill shapes pine boards. Then come three months in the vise shop, where instruction is given in the fitting and polishing of driving rods and the finishing and adjusting of valves. This is followed by two months in the air-brake shop, where he is taught the working of the big steam hammers, the heavy sledges, and the giant forges.

A course of two months in the foundries, casting and molding, is followed by two months in the boiler shop-and this latter is the most trying period of his apprenticeship for he is called upon to work amid the din of hundreds of hammers smashing against the iron ribs of great boilers, a deafening and distracting turmoil which results in some sleepless nights for Smith until he becomes accustomed to it—as he soon does.

The next class room in this strenous schooling is the car department, where four months are spent in the freight shop and two in the passenger car shops, where Smith thoroughly masters the building of everything on rails, from a hand car to a Pullman. Then come four months in the roundhouse—the garage of the railroad—where locomotives in active service come in between the runs to be inspected and cleaned. Then Smith's apparently endless mechanical training is brought to a close by three months' duty as fireman on the road.

Now for the final year, to be spent in the cleaner but none the less strenuous business departments. Shedding his jumper and overalls, Smith enters the office of the shop clerk, and for two months he studies the ordering and distributing of supplies. Graduating from this, he places himself at the disposal of the motive power clerk for another two months, learning the elaborate system by which locomotives are built and dispatched to the various important points.

Five months must now be spent in the testing room, where he watches the railroad chemist testing the steel alloy used in the construction of axels, tires, boiler plates, and frame up with three months in the drawing room, and Smith becomes the proud owner of an honestly won diploma, which enables him to obtain an executive position from which he can climb to the highest salary in the gift of the road. He is a railroad man in the truest sense of the word, of the stuff that presidents are made of.

Where are these railroad academies? Well, the Pennsylvania Railroad has one at Altoona, Pa., the Santa Fe system has twenty-four schools, the New York Central has schools in nine of its shops in the United States and one in Canada. The Grand Trunk, Erie, D. L. &. W., D. &. H., Jersey Central, and Chicago Great Western all have similar schools.

The Union Pacific has a very extensive educational system. In addition to the correspondence work, a station training school has been established at Omaha to prepare men to enter the station service of the company. This station school is equipped similarly in all respects to a regular station of medium size. and is under the direction of one of the company's experienced agents. All men entering station service on the system are required to pass through this station training school before being employed.

In the regular classes applicants are required to state their previous education and experience; whether they are subscribers to any technical magazine; whether enrolled with any correspondence school; in what line of work they wish to advance; and to what position(in reason) they are ambitious to attain.

The Canadian Pacific, at its Angus works at Montreal, has also recently inaugurated a new system of training employes; and in order to encourage deserving apprentices, the company donates each year a scholarship to the best ten apprentices, consisting of complete courses in mechanical or electrical engineering. The railroad also awards two scholarships, tenable for four years at McGill University, Montreal.

The young clerks in the general and other offices at Montreal have equal opportunities with the apprentices in the shop for equipping themselves for their life work. Schools of telegraphy and shorthand have been in operation for some time and the advantages they offer are being eagerly seized by a number of ambitious youths. There are two terms each year, and the classes meet three evenings a week, when the students of telegraphy are instructed in the mysteries of the key, taught how to dispatch trains, etc.

"Te Deum" a Hymn of the Ages.

Hallowed by old association and fraught with many memories are the great church hymns like the "Te Deum," which for more than a thousand years has been the song of Christendom. It was chanted at the baptism of Clovis and sung at the jubilee of Queen Victoria. It was sung also after Agincourt and Waterloo, and on all solemn occasions when the heart of the people had been moved to thanksgiving for victory on land or sea.

WHAT THE DEMOCRATS PROMISED AND WHAT THEY HAVE DONE.

The Democratic party, in its platform adopted at the State convention last September, made the following pledges to the people of Maryland:

To amend the Primary law, so as to make it more effective, by providing that no change in party affiliation shall be effective unless made six months before an election; to provide for the recording of the party affiliation of voters in the counties; to provide that no ballot shall be handed to the voter in the counties, within 100 feet of the polls except the unmarked ballot provided for by law; to provide that only the buyer of a vote in a primary election may be punished and that one-half of the fine imposed upon the briber shall go to the voter; to provide for an easy method of recounting the ballots cast in any primary election, and to provide for an annual State-wide primary in September, except in Presidential years when the primaries shall be held in May. (Redeemed by a bill passed in the first week of the session and signed by Govenor Crothers.)

To use earnestly and faithfully all means to reduce the costs and expenses of adminstration and of legislation by abolishing needless offices and limiting the number of departmental and legislative employes to the lowest number which may be able to discharge the actual needs of the various adminstrative departments and offices. (A fair start toward redemption made so far as limiting the number of employes of the Legislature is concerned; nothing done toward abolishing useless offices or lessening the number of employes in the departments.)

To provide for an ample support and all possible improvement in the public school system and for increased to pay for teachers. 'Unredeemed.)

To strengthen the Corrupt Practices act by limiting the expenditures of candidates. (Unredeemed.)

To afford an opportunity to the voters of Baltimore city to ratify or reject the new charter as finally recommended by the Charter Revision Commission. (Unredeemed.)

To continue the enforcement of the Public Utilities law without material change, "a competent public utilities board being in successful operation." (No change made thus far.)

To do all that may be constitutionally possible for the development of Southern Maryland. (Unredeemed.)

To continue the policy of building State Roads. (No move yet made to this end.)

To erect a proper employers' liability act. (Unredeemed.)

To amend the Automobile law so as to punish carelessness and recklessness in the driving of automobiles. (Unredeemed.)

To foster the interests of agriculture by introducing in the public schools, especially of the counties, modern and advanced training in agriculture and farming; by enlarging the plan of farmers' institutes, and by improving the equipment and curriculum of the Maryland Agricultural College. (Unredeemed.)

To improve the health of the State. (Unredeemed.)—Baltimore Morning Sun.

MORALITY OF THE ELEPHANT

He Makes a Cat's Paw of Boy's Hand to Steal the Unhusked Rice.

Singular as it may seem, elephants which have associated with men entertain the notion that, under special circumstances, they are not responsible if they utilize another to commit an illegal act. The following is an instance of this elephantine morality:

A man in Rangoon bought three young elephants to send to England. They were tame and playful, but cunning. Knowing that it was wrong to steal paddy (unhusked rice)—the idea had doubtless been impressed upon them by punishment for stealing—they would not touch it themselves. But if a boy went to see them, he would be seized by one, the little trunk would be coiled around his arm, and he would be led to where the paddy was kept in bags.

The elephant would make a cat's paw of the boy's hand to take up a handful of paddy. Then, letting go, he would turn up the end of his trunk, open it, and coaxingly invite the boy to drop in the paddy.

Should the boy, however, put it back in the bag, his arm would again be seized by the trunk, and his hand would be again inserted into the paddy bag.

The boy, anxious to be released, would usually drop the paddy into the trunk, and the elephant would blow the rice into his mouth. After repeating the operation several times, the elephant would scamper off, feeling that he had got the paddy without stealing it.—Harper's Weekly.

Staining Glass.

The art of colored glass has been lost and refound, guarded and stolen so many times during the history of civilization that it seems almost impossible to say anything new on glass staining. Yet a process has been discovered for making the stained glass used in windows which is a departure from anything known to the old timers.

The glass first receives its design in mineral colors, and the whole is then fired in a heat so intense that the coloring matter and the glass are indissolubly fused. The most attractive feature of this method is that the surface acquires a peculiar pebbled character in the heat, so that when the glass is in place the lights are beautifully soft and mellow.

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