

1837. THE SUN 1903.

THE PAPER OF THE PEOPLE,
FOR THE PEOPLE AND
WITH THE PEOPLE.

HONEST IN MOTIVE,
FEARLESS IN EXPRESSION,
SOUND IN PRINCIPLE.

While maintaining unimpaired the high standards of private life and public policy which it has upheld unflinchingly for more than sixty-four years, THE SUN is also in the front rank of modern journalism in every actor which enters into the production of a great newspaper.

Its mechanical equipment is complete and up-to-date in every respect, and its facilities and arrangements for the prompt collection of news are unsurpassed.

Its special correspondents throughout the United States, as well as in Europe, China, South Africa, the Philippines, Porto Rico, Cuba and in every other part of the world supplement the efforts of the general agencies by which it is also served, so that it is enabled to print all the news every day in the week.

Its Washington and New York bureaus are among the best in the United States, and give THE SUN's readers the earliest information upon all important events in the legislative and financial centers of the country.

THE SUN's market reports and commercial columns are complete and reliable, and put the farmer, the merchant and the broker in touch with the markets of Baltimore, Norfolk, Charleston, New York, Chicago, Philadelphia and all other important points in the United States and in other countries.

THE SUN is the best type of a newspaper morally and intellectually. It is an educator of the highest character, constantly stimulating to noble ideals in individual and national life, and it gives all the news all the time.

THE SUN is published on Sunday, as well as any other day of the week. By mail THE DAILY SUN \$6 a year; including THE SUNDAY SUN, \$7. THE SUNDAY SUN alone, \$1.00 a year. THE WEEKLY SUN, \$1.00 a year.

BALTIMORE WEEKLY SUN

the Best Family Newspaper.

All the news of the world in attractive form; an Agricultural Department second to none in the country; Market Reports which are recognized authority; Short stories, complete in each number; an interesting Woman's Column, and a varied and attractive department of Household Interest.

One Dollar a year. Inducements to get together clubs for clubs for clubs. THE DAILY and Weekly Sun mailed free of postage in the United States, Canada and Mexico. Payments invariably in advance.

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1903. THE Morning Herald, 1903.

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Protect Your Property AGAINST FIRE and LIGHTNING —BY— INSURING IN THE HARTFORD.

Conservative in management,
strong in financial backing,
Liberal in treatment of the insured.

FINANCIAL STATEMENT, JANUARY 1, 1902.

Cash Capital.....	\$1,250,000.00
Reserve for Reinsured (Legal standard).....	6,708,804.08
Reserve for all Unsettled claims.....	1,200,716.33
NET SURPLUS over Capital and all Liabilities.....	3,000,555.44
Total Cash Assets.....	\$12,259,076.45

Losses Paid Since Organization:

OVER SEVENTY-THREE MILLION DOLLARS.

HOPPER & COLLINS.

Chester River Steamboat Co.

Change of Schedule,

Beginning Monday, Nov. 17, 1902



EMMA A. FORD.

Leave Chestertown Monday, Wednesday and Friday, 8.00 A. M., stopping at Rolphs, Bookers, Quaker Neck, Cliffs, Bogles, Queens town and Kent Island.

Leave Baltimore Tuesday, Thursday and Saturday 11.00 A. M. for Kent Island, Queens town, Bogles, Cliffs, Quaker Neck, Bookers, Rolphs and Chestertown.

Steamer B. S. FORD.

Leave Centerville Tuesday, Thursday and Saturday 8.00 A. M., stopping at landings on Corsica river, Queenstown, Jackson Creek, Kent Island and Rock Hall.

Leave Baltimore Monday, Wednesday and Friday 11.00 A. M. for Rock Hall, Kent Island, Jackson Creek, Queenstown and landings on the Corsica river.

GEORGE WARFIELD, President.

JAMES E. TAYLOR, Gen'l Agent.

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HISTORIC STAGECOACH.

Preserved in the Postal Museum at the National Capitol.

One of the most interesting relics of obsolete postal service to be seen at the museum in Washington, says the Washington Post, is an old time Rocky Mountain combination passenger and mail coach, built in 1868. This was among the first of its kind to carry the mails in Montana, the route of this particular coach being from Helena to Bozeman, the trip consuming a week. The residents along the same section now receive four mails daily. The coach was donated to the museum by S. S. Huntley, general manager of the Yellowstone Park Transportation Company. It was captured by Indians in 1877 and recaptured after a hot pursuit by General Howard. Many distinguished persons have traveled in it, among them being General Garfield before he was president; President Arthur, on a visit to Montana in 1883, and General Sherman, on a tour of inspection in 1877. The latter was a passenger when the coach made the distance from Fort Ellis to Helena, 108 miles in eight hours, six horses being the team with frequent relays.

This antiquated affair on wheels is the simon pure, typical stagecoach of the Beadle dime novel. The James brothers and the Fords may have enriched themselves by looting this identical relic of the West. There are a front and rear boot, the former, under the driver's seat, being the repository of Uncle Sam's mail bags, the rear boot serving to carry baggage. Heavy leather springs and iron tires to the wheels half an inch thick enabled the vehicle to withstand the rough usage to which it was subjected. With a capacity inside for nine people, others riding on top and beside the driver, with slots in the sides of the coach through which rifles could be aimed, it seemed evident that a knight of the road had to be of a reckless mold to tackle one of these once-a-week "expresses."

Ocular Defects.

Every observant person has recognized the recent striking increase in the number of people wearing glasses, and while this fact can be considered a sign of our advancing civilization, the question may be asked, What will it lead to and is it a necessity? The answer must be that while our environment, our professions and trades, compels a constantly increasing demand upon one of the most delicate and complex organs of our system, it is necessary in order to preserve the function of the eyes in their highest possible state, that concerted action be taken to that end. Neglect to the eyes and injudicious use of glasses are great contributing factors in the general deterioration that is taking place in these organs.

Every oculist has seen case after case of these various conditions promptly relieved by the correction of the ocular defect. He has seen cases where the child pronounced by the parents and teachers dull and backward becomes the brightest in his class after wearing glasses that give him normal vision without the effort that has caused a condition of brain fog. He has seen many a nervous, weakened, ill-nourished child become as robust and healthy as his playmates after the removal of some eye strain.

The mechanism of the eye is perhaps the most delicate system of our entire body. For the perfect performance of its function every part must work in perfect harmony. To secure this harmony both the refraction and the muscular balance of the eyes must be perfect. It is a fact that an absolutely emmetropic or normal eye is but rarely found.—A. B. Norton in Atlantic.

A MAN has appeared in London, who it is said, is the strongest man the world has ever seen, as far as the records go. He is drawing \$750 a week and is booked solid in London for a year according to the Kansas City Star.

The strong man is a Russian, 24 years old, and five feet eight inches in height, with a weight of 210 pounds, by name, George Hackenschmidt. He can take two 55-pound dumb-bells, one in each hand and turn ten forward or backward somersaults, alighting each time in the same space covered by a handkerchief. He can take a 28-pound dumbbell in either hand and jump his height. In a wrestling match with a heavyweight policeman in London he lifted the officer by the ankle and held the squirming piece of humanity at arm's length, bowed and thus carried the man off the stage. He has a normal chest of 54 inches.

He is a monstrosity of muscle who lifts a 350-pound dumbbell with comparative ease and throws it from one arm to the other. This young man was educated for the priesthood and speaks five languages.

Following Custom.

"Whoop!" yelled the excited inebriate as he rushed into the hotel. "I'm a terror! I'm a man eater! I'm the biggest gun that ever hit the pike! Wow!"

"It's customary," remarked the bouncer as he gazed at the subsequent wreck outside, when a gun is loaded to fire it."—Baltimore News.

THE FIRST STEAMER.

Built by a Marylander Instead of the New Yorker.

JAMES RUMSEY'S INVENTION.

This Boat was Propelled by Steam Twenty-Three Years Before Fulton's Craft was Launched.

The bill which, it is said, will be prepared by Judge Daniel Bedinger Lucas and introduced in the West Virginia Legislature, providing for a monument to James Rumsey, the inventor of the steamboat, should pass without opposition.

The late Col. Alexander R. Boteler, of Shepherdstown, endeavored with out success to get such a monument, and now it is gratifying that Judge Lucas has taken up the work. James Rumsey was a Marylander, and it was in Maryland waters that the first steamboat that was ever made floated. Maryland, therefore, should contribute to this monument, which should stand on the high bluff at Shepherdstown, overlooking the scene of the trial trip of this steamboat, which was made on a beautiful stretch of the Potomac river in Washington county. In addition to this a splendid monument to this distinguished inventor should be erected near the banks of the Potomac near Washington. The application of steam to navigation was one of the most important elements in the advancement of the United States to power and prosperity. While Rumsey's method was not finally adopted, there can be but little doubt that he first practically suggested the idea of application of steam to navigation, and it is possible that Fulton got his inspiration from Rumsey. Rumsey's invention was made at a time when there was perhaps not a steam engine in the whole United States. He made his own engine with an iron pot and a number of gun barrels and propelled his boat by pumping in water through a trunk at the bow of the boat and expelling it at the stern. The force of the effluent water carried the boat forward against a strong current at the rate of from four to six miles an hour.

That Rumsey propelled a boat by steam 23 years before Fulton launched the Clermont on the Hudson is a matter of history. Washington certified to it; the Legislature of Virginia in 1785 gave him the exclusive right of steam navigation on the rivers of that State and the next year Maryland passed an act giving the same exclusive right upon the rivers of this State. In 1839 Congress voted a gold medal to James Rumsey's only child commemorative of his father's invention. In the Patent Office report for 1849-50 we believe there is a reprint of Rumsey's pamphlet containing certificates of those who witnessed the trial trip of his boat at Shepherdstown in December, 1784.

Rumsey's first experiments were made in the Potomac, near Berkeley Springs. Washington witnessed one of these, and gave the following certificate, which we copy from the Richmond Argus of October 9, 1783, a paper published by Samuel Pleasant. It is as follows:

I have seen the model of Mr. Rumsey's boat, constructed to work against stream, examined the powers upon which it acts, been eye-witness to an actual experiment in running water of some rapidity, and gave it as my opinion (although I had but little faith before) that he has discovered the art of working boats by mechanism, and small manual assistance, against rapid currents; that the discovery is of vast importance; may be of greatest usefulness in our inland navigation, and if it succeeds, of which I have no doubt, that the value of it is greatly enhanced by the simplicity of the works; which, when seen and explained to, may be executed by the most common mechanic.

Given under my hand, at the Town of Bath, County of Berkeley, in the State of Virginia, this 7th day of September, 1784.

JAMES RUMSEY was born on Bohemia Manor, in Cecil county, in 1743. He learned the trade of millwright and made a number of useful inventions in mill machinery. At the outbreak of the Revolutionary War he enlisted in the American Army, and probably attracted the attention of Washington, for afterward he was appointed superintendent of the Potomac Navigation Company which was one of Washington's enterprises. Immediately after the war Rumsey was in partnership with Nicholas Orrick in keeping a store at Bath, now Berkeley Spring, and spent his time experimenting with his steamboat. In a petition to the Maryland Legislature, which was read by that body November 11, 1784, Rumsey said that he had then been engaged for several years in perfecting a plan to move boats by steam. It was on December 7 and 11, 1785, that the trial trips were made in the Potomac at Shepherdstown.

Croup.

The peculiar cough which indicates croup is usually well known to the mothers of croupy children. No time should be lost in the treatment of it, and for this purpose no medicine has received more universal approval than Chamberlain's Cough Remedy. Do not waste valuable time in experimenting with untried remedies, no matter how highly they may be recommended, but give this medicine as directed and all symptoms of croup will quickly disappear. For sale by M. A. Toulson druggist, Chestertown Md.

«MILLER'S»

New Year's Greeting.

The Christmas season is drawing to a close, and with it the old, old year. I wish to extend to my friends and patrons

Many Thanks

and the very best wishes for a Happy and Successful New Year.

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With best wishes to one and all,

I am, respectfully,

MARION T. MILLER,

Dec. 27, 1902.

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—DEALER IN—

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They proved the best and we are now taking orders for Fall Trade.



Fine selection of No-Top and Top-Buggies, Surreys, Road Carts, Speeding Carts, Daytons, Carriage Poles, Carriage Tops and Harness, Farm Wagons, Dearborns. Special attention given to

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