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Chestertown, Maryland.

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M. P. CONFERENCE TO MEET AFRIL 7.

Secretaries Bryan and Daniels Are to Speak.—President Wilson is Asked.

Thousands of Methodist Protestants in Baltimore and the State are looking forward with interest to the coming session or the Maryland Annual Conference of that denomination, which convenes in Rhode Island Avenue Methodist Protestant Church, Washington, D. C., on April 7. On account of the central location of this church it is expected that the attendance at this year's sessions will be unusually large and, although the church itself is one of the largest in the Conference district, arrangements are being made for overflow meetings. This is generally the case at the night meetings, when visitors turn out to hear the addresses and the fine music rendered by the Conference choir.

Rev. Louis Randall, who is pastor of the Conference church, has been at Rhode Island Avenue for two years, having gone their from Crisfield, Md., when he and Rev. Frank T. Benson exchanged places. Rev. Mr. Randall is one of the leading ministers of the Methodist Protestant Church, and the charge in Washington which he now serves is considered one of the most important. Word has been received from him that the Conference program will be ready by the middle of March.

LARGE ATTENDANCE.

He also states that the large numbers of visitors who have applied to him and his entertainment committee for accommodations during Conference week warns him that the attendance will be larger than usual this year, and he is busy preparing to properly house and church them.

He also states that a joint committee, composed of himself as chairman and spokesman, and Revs. J. W. Balderston, of the Georgetown (D. C.) Church, and E. A. Sexsmith, of the North Carolina Avenue Church, recently waited on President Wilson, asking him to address the Conference one evening during the week of April 7-14. The President did not give positive assurance that he would do so, but received the delegation cordially, and promisad to answer later. Secretary of the Navy Josephus Daniels, promised to deliver an address on Friday evening of Conference week and Secretary of State Bryan, also promised to address them one evening,

Rev. Dr. John S. Bowers, who has served as president of the Conference for the last three years, will likely be re-elected, as he is very popular with the ministers and laymen and is considered an efficient presiding officer. The same difficulty which has arisen for several years past, that of supplying all of the charges with ministerial timber, will confront the president. One, and probably two of the younger ministers of the conference, will not be available when the appointments are made up this year. Rev. Charles L. Elderdice leaves the Federalsburg charge this week and goes to the Second Methodist Protestant Church in Pittsburg.

Pomona Items.

Mr. Frank Shinn spent last week in Wilmington, visiting relatives and friends.

Mr. and Mrs. Jim Shinn and children, of Wilmington, spent the week-end with Mr. and Mrs. Frank Shinn.

Mr. E. C. Stafford, who spent Sunday at the Dover Academy, reports that Mr. Louis Mietzsch, who left Pomona a few weeks ago, is getting along nicely.

Mr. George Dickerson has lost quite a number of hogs with cholera this winter.

Mr. Henry Hughes, who is running a saw mill in Mr. Raymond Startt's woods, is sawing out some lumber for improvements of Mowbray Church in the spring. Among the improvements will be a bellfry.

Mr. R. R. Walbert is improving his place by some new outbuildings.

The Sunday school board of Bond M. E. Church met at the parsonage on Tuesday evening and elected Sunday school officers for the new conference year, and transacted other business relative to church work.

Gun Club Organizaed at Galena.

The sportsmen of Galena and vicinity met at Davis Bros. store one night last week and organized an up-to-date Gun Club, with the following officers elected. M. A. Burns, President; L. R. Vansant, Vice President; F. E. Maddox, Sec. and Tres; A. R. Prettyman, Field Captain. They have already enrolled nearly thirty members and have leased grounds and ordered an Automatic trap. Their schedule calls for a practice shoot every Saturday afternoon. They have also arranged to shoot for the Fred Gilbert Trophy, a Silver Loving Cup, on St. Patricks Day, March 17th, a 100 target event under added target Handicap rules. Mr. H. L. Worthington, the well known Winchester expert, will have the management of the shoot and will give an exibition of fancy shooting. All sportsmen interested in trap shooting are cordially invited to join the Club, or to attend the St Patrick's Day shoot at any rate.

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EXTRACTING TEETH WITHOUT PAIN.

Candidate for Clerk of Circuit Court

I take this means of publicly announcing my Candidacy for Clerk of the Circuit Court for Kent county in the next primaries, and I ask the support of all Democrats.

d5-3t. WALTER H. HADAWAY.

A RAILWAY WIZARD

Tuft Created a Sensation With His Vertical Road.

FIRST PASSENGER ELEVATOR.

It Was Erected In the Old Fifth Avenue Hotel, In New York, In 1859 and Was Regarded as the Marvel of the Day—Its Introduction to England.

Americans may lose the use of their legs. A number of authorities on this subject have made the prophecy that unless the American mends his ways and changes the direction in which certain of his habits and tendencies lie his legs will become as atrophied as has become his little toe from close confinement in shoes and long disuse.

These authorities have pointed out the street car, the automobile and the average man's eagerness to "get there" in the quickest way and with the least possible effort is the causes for the present deterioration in legs, and as mechanical locomotion becomes more and more accessible and the riding habit grows man will have less and less use for his feet and legs.

In addition to electric cars and automobiles, another modern device contributes to the average man's increasing feebleness of limb. That modern device is the elevator. To the present generation, accustomed to ride from floor to floor and to push the elevator bell button and wait for the car rather than climb a flight of stairs, it probably seems queer to see or hear the elevator mentioned as a modern device.

Men in their youth and even in their middle age have become so habituated to the elevator that they feel that such a thing always was, or at least that it is coeval with brick and stone buildings. Yet the elevator is a modern device, and the word "elevator" in the application given it in America is newer still than the contrivance it describes.

Before the demolition of the old Fifth Avenue hotel in New York there was in one of the elevators a tablet, on which was inscribed this: "In this space was erected and operated in 1859 Tuft's vertical screw railway, the first passenger elevator ever built."

That elevator was one of the chief wonders of the hotel, which, because of its luxury and magnificence, was considered one of the wonders of the new world.

The "vertical railway," which saved persons the trouble of walking up and down stairs, was widely written about, and people came from far and near to look at the strange invention and to be able to tell their admiring friends in Boston, Philadelphia, Baltimore and Washington and other cities out in the provinces that they had been able to go up and down stairs without walking.

When travelers came from New York and told about this vertical screw railway to our grandfathers, those worthy gentlemen raised their eyes and hands in astonishment and probably exclaimed, "Will wonders never cease?"

An English trade paper, the London Builder, in September, 1859, had an editorial on the subject of the vertical screw railway in the United States, saying: "It is a carriage that will move from the top to the bottom of the building and from the bottom to the top. It will be forced upward by the application of steam power, and the descent will be regulated by the resistance of hydraulic power."

It was not until the early seventies that the vertical railway was introduced in England, the first "lift" being installed in Albert hall, and to ride in this passengers were required to pay a fee of one penny. Conservative people in America and England looked on this invention with grave suspicion and "felt it in their bones" that it was only a question of time when it would fall down and kill everybody in it.

Today the "lift" is nothing like so common in Europe as the elevator, which is the same thing, is in the United States. One reason for this is that the United States is the birthplace and the home of the skyscraper, while high buildings, as building heights are measured in America, are infrequent in Europe.—Washington Star.

A Gallon of Gasoline.

A single gallon of gasoline will do wonders almost anywhere, but nowhere has it been applied to better purpose than on the farm. Here are some of its stunts. It will milk 300 cows, bale four tons of hay, mix thirty-five yards of cement, move a ton truck fourteen miles, plow three-fifths of an acre of land and make enough electricity to keep eight lights going in the farmhouse for thirty days.

Goodby to boyhood memories of turning the grindstone.—Wall Street Journal.

His Punishment.

"I had a horrible dream last night," said Huddleston when he came down to breakfast the other morning.

"What was it?" asked his wife.

"I dreamed that I was in purgatory and was made to do all the things I had told my friends I would do if I were in their places."—Brooklyn Life.

Has Her Troubles.

Nothing can exceed the weight of responsibility experienced by a woman who is trying to entertain eight guests with an equipment of six knives and forks and six napkins.—Kansas City Journal.

The earth is our workshop. We may not curse it; we are bound to sanctify it.—Mazzini.

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