

GEORGE WASHINGTON'S BIRTHDAY



THE FIRST ELECTION
Party Feeling Unknown, with Washington the Unanimous Choice of the Country.

Only ten states voted at this first election. New York, although having ratified the constitution and thereby having the right to vote, lost this privilege through a bitter contest between the two branches of her Legislature over the appointment of electors. There is no satisfactory record of the number of popular votes cast at this election, nor at any of the succeeding elections until the year 1824, when Andrew Jackson received 152,812 votes; John Quincy Adams, 106,311 votes; W. H. Crawford of Georgia, 41,422 votes; and Henry Clay, 46,537 votes. Although the popular vote cast for Andrew Jackson exceeded the number of votes cast for John Quincy Adams by a little more than 50,000, the electoral college gave Adams 73 more votes than Jackson received, and Adams was declared President, to the disappointment and rage of the supporters of Jackson.

Washington's cabinet had in it Thomas Jefferson, Edmund Randolph and Timothy Pickens as secretaries of state. Pickens was from Massachusetts and he became secretary of state in December of the year 1795. Alexander Hamilton and Oliver Wolcott served as secretaries of the treasury during Washington's administration, while Henry Knox, Thomas Pickens and James McHenry served at different times as secretaries of war and navy.

All was not harmonious in the President's cabinet, peaceful as his election had been. Thomas Jefferson and Alexander Hamilton were not the best of friends, and the breach widened as it became more and more apparent that Hamilton had more influence than Jefferson over Washington and was able to bring more things to pass.

Washington was as unwilling to receive his second nomination as he had been to receive the first, and he was anxious to retire from public life, but again his friends made him feel that it was his duty to accept the office.

The second campaign, like the first, was without conventions, without nominations, and such a thing as a "platform" on which the party might "stand" was as yet unheard of. But party spirit had made itself felt, and there were Federalists and Anti-Federalists, to whom the name of Republicans began to be given eager.

But both parties were eager that Washington should remain in office, although there was an effort made to join John Adams from the vice-presidential office to give that office to George Clinton, but Adams was, as is well known, elected for a second term, party spirit ran high. Indeed it became so violent before the close of Washington's second administration that he might well have wished himself back on the peaceful Mt. Vernon farm, leaving behind all the vexatious cares of state that must be the portion of every President of the United States.

MILL GRIND FLOUR FOR WASHINGTONS TRCCPS.

The mill as it stands at the present time. Flour of rye and wheat was ground at this mill, drawn in wagons two miles to the Schuylkill river, and floated down the stream on rafts to Washington's camp. The old mill is still grinding out flour for the farmers and chop feed for their cattle.

Washington's Will

It was when he found himself bound to accept the charge of the Continental army and to expose himself to special risk of life that Washington framed his first will. This was done in Philadelphia with the aid of his friend, Col. Pennington, and it was enclosed in the one letter to his "Dear Patsy," which escaped her destroying hands after the loss of her fortune. This will was undoubtedly hastily prepared and was probably destroyed, as there is no record to be found of it. Washington's first will, dated July 6, 1795, was prepared altogether by himself, and is a marvel of clearness and attention to detail and reveals the man as we know him—God-fearing, noble and generous. It consists of twenty-nine pages of closely written letter paper, and each page has Washington's signature at its foot. It is fully signed, but no witnesses' names are appended to the document, which

in every other respect is a model of thought, care and legal correctness. Despite the danger to which it was to which it has been subjected since his death, the will of George Washington still exists and finds its place in the very spot where it was prepared. This cherished heirloom of our greatest American reposes among other valuable Revolutionary archives at Fairfax Court House.

It is almost a miracle that Washington's will is in existence today, when we consider the dangers to which it has been subjected. The paper reposed in the Court House at Fairfax, until the breaking out of the civil war, when it was considered the greater safety, it was carried to Richmond, where the Confederates evacuated the Virginia capital the will was left to its fate, and it was found among other ancient court documents.

Gasoline Atlantic Cruiser.

A gasoline Atlantic cruiser is coming into existence in London. It is 65 feet long and with 340 horse power develops a speed of 20 miles per hour. There are three screws, of which the two outer are actuated by gas engines of 160 horse power each and drive the boat at the maximum speed. The central screw is operated by an engine of 40 horse power and is used mainly for cruising at low speeds, though it may also be used as an auxiliary to the others when the maximum power is required. This central screw also is much used in manœvering the boat. Accommodations are provided for six passengers and a crew of two men. One provision of the contract requires that the boat shall cross the Atlantic under its own power, which it is expected will be accomplished in about seven days. Fuel accommodation is provided for a radius of ten days at full speed, or a distance of 4,800 miles.

Separable Hinge.

In many households it is the custom to take down the doors or inside shutters in the spring and put them up again in the fall, but the work is very trying to the uninitiated, and it is hardly a job of especial importance to warrant calling a carpenter. A New Yorker has invented an improved type of hinge adapted to overcome this difficulty. The construction also provides easy access to the pin for the application of a lubricant thereto. The hinges are formed integral with the leaves which are attached to a strap over a jamb, while the other leaves of the hinges are formed with slotted knuckles adapted to fit into recesses in

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Modern Canal Making.

How a canal is made is illustrated in the excavation near Seattle of a canal five miles long, 50 feet wide at the bottom, and 60 feet wide at the top, which is to connect tidewater with a fresh water lake near Seattle. The work is being done by pneumatic monitors, the supply for which comes from a reservoir. The available head is 200 feet and the quantity of water between 8,000,000 and 12,000,000 gallons per twenty-four hours. The conduit consists in part of wooden stave pipe, 18 inches and 30 inches in diameter. With a 6-inch nozzle an average daily excavation of 2,000 cubic yards is attained. The material is a glacial deposit, containing sand, gravel, boulders and several varieties of clay, some of which have required shoring up by light blasting before the water would penetrate them. The excavated material is being used to reclaim a tract of land now submerged at high tide. The excavated material is being used to reclaim a tract of land now submerged at high tide. The excavated material is being used to reclaim a tract of land now submerged at high tide.

Railway Under Water.

A novel amusement device has recently been devised by a Yankee inventor. It consists of a boat shaped car adapted to run down a steep track into and through a body of water with such speed that the shoreward front of a car will throw the water clear over the car, without permitting it to come into contact with the occupants.

To prevent derangement of the car it is provided with double concentric wheels. The larger ones rest on the lower rails and the smaller ones on the under side of the guide rails above and parallel to the lower rail.

The patent from which our information is taken gives no data as to the possible speed of the car or the tremendous amount of work it will have to perform in lifting the large volume of water over itself—Scientific American.

Metal Discovered by Accident.
The discovery of glass was an accident, and so was the discovery of the new metal, radium, after another interesting accident. The inventors, two Tuscan engineers, Turangan and Fabian, had spent nearly \$200,000 in their experiments, when they were annoyed by their inability to find the metals after hours of boiling, fortunately chanced to lose a few francs into the crucible. The chemist supplied the needed ingredients for fusion and the problem was solved. The new metal is composed of copper, iron and small portions of silver, radium and phosphorus. It has been patented.

Boat Under Complete Control.
A boat with fan-shaped propellers on its sides, to make it submerge and rise at will, has been invented by an Englishman, and successfully experimented with.

EARLY SPRING ARRIVALS.

The Early Spring Styles in Dress Fabrics and Wash Stuffs are coming in. We thought early and were among the first for first choice. This means much to the purchaser. It insures clean, unhandled and the choicest goods the market affords.

Prices this spring will be quite reasonable and considerable lower than we anticipated.

We must have room for the heavy purchases to follow and many of our winter goods are being disposed of at very low prices.

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Church Notes. AT THIS OFFICE

PROTESTANT EPISCOPAL—Rev. Mr. Watson, Rector, Sunday services at 10:30 a. m. All are cordially invited.

METHODIST EPISCOPAL—Rev. Mr. H. B. Foster, Rector, Sunday services at 10:30 a. m. and 7:30 p. m. Sunday school at 12 m. P. P. M. services at 8:00 p. m. All are invited.

UNITED PRESBYTERIAN—Rev. Mr. H. B. Foster, Rector, Sunday services at 10:30 a. m. and 7:30 p. m. Sunday school at 12 m. P. P. M. services at 8:00 p. m. All are invited.

BAPTIST—Worship at 10:30 a. m. and 7:30 p. m. Sunday school at 12 m. P. P. M. services at 8:00 p. m. All are invited.

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Port Furnish Army.
The Port Furnish Guards have arranged for a lecture by Lieut. Gen. George L. Cameron, U. S. N., to be delivered at the auditorium Jan. 24. The net proceeds are to be used for furnishing the company's new armory.

M. N. G. Annual Inspection.
Maj. Vernon, United States Inspector, in charge of the Michigan National Guard, has started on his annual tour of inspection of the various companies of the guard. It is expected the work will take until about March 10.

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