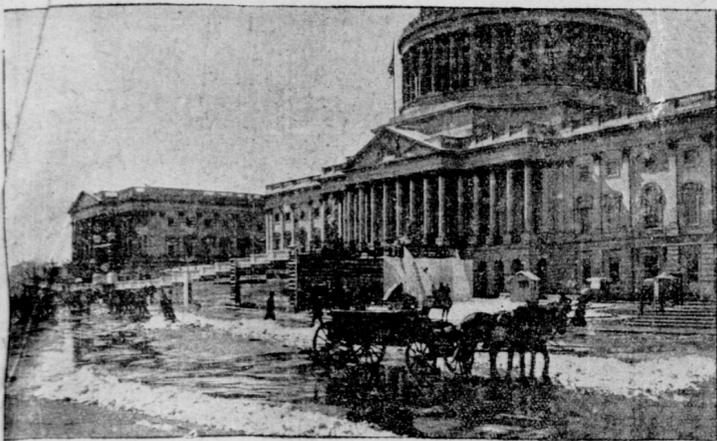
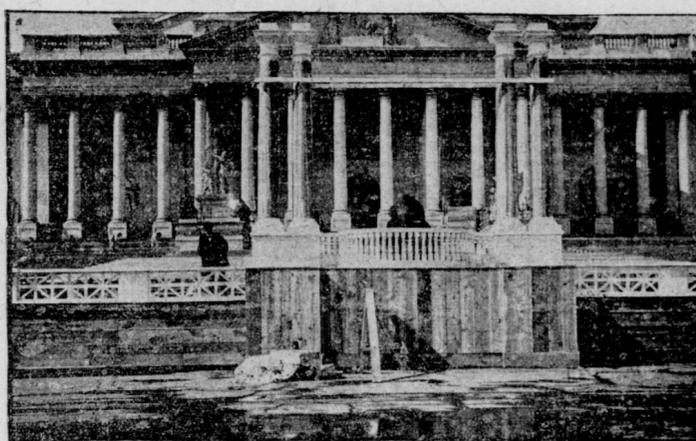




WASHINGTON READY FOR PRESIDENT ROOSEVELT'S INAUGURATION. (Photographs made in Washington yesterday.)



REMOVING SNOW IN FRONT OF THE CAPITOL STAND.



THE PRESIDENT'S STAND AT THE CAPITOL.



PUTTING FINISHING TOUCHES ON CLARK'S STATUE.

FLANKS FORCED IN. RUMORS OF RETREAT.

Russians Report Loss of Positions—Supplies Running Low.

Headquarters of General Rennenkampf, near Madyadani, Manchuria, Feb. 28, via Moukden, March 2.—All the Japanese attacks to-day on the new Russian positions a few miles north of Oubeneusa were successfully repulsed, but the forces defending the Russian left flank were unable to withstand the advance of the Japanese, who enveloped the front and left.

The village of Kudyzal, north of Hamanda Pass, a few miles east of the highway, was captured by the Japanese in the afternoon. The retreat of the division on Madyadani is seriously threatened.

New-Chwang, March 2 (noon), via Tien-Tsin.—Chinese from Moukden report that the Japanese have advanced almost to Moukden. Strings of Chinese carts are moving toward Moukden. Foreigners are still at the town.

London, March 3.—A dispatch from Tokio to "The Daily Telegraph," states that the Japanese are endeavoring to force a decisive battle in Manchuria, but that it is feared General Kuropatkin will retreat, fighting a rearguard action.

Reports from the Shakhé River indicate, says the same correspondent, that the Russian morale is seriously impaired, and that there are numerous voluntary surrenders not only of Poles and Jews, but of recently arrived European troops. They relate that rumors are current in the army that General Kuropatkin has been recalled, and knowledge of the internal troubles in Russia causes a deep depression in the army. Reports are current at Tokio, but not confirmed officially, that the Japanese have occupied Saghalien.

St. Petersburg, March 3, 12:45 A. M.—In a long dispatch from General Kuropatkin which was received here yesterday, the commander in chief of the army in Manchuria gives details of various attacks by the Japanese the last few days, and a correspondent at Moukden, in a dispatch received at midnight, indicates a continuation of the artillery duel.

The Siberian railroad, which is being worked to its full capacity by purely military traffic, is about to have a further burden imposed on it, namely, that of feeding the non-combatant population. The stocks of provisions in Irkutsk and other towns in Siberia were not as large as usual at the beginning of the winter, and are now running low. The government has been informed that provisions must be imported by the railroad, or that the towns will be face to face with famine within a fortnight. This will necessitate some delay in the forwarding of military supplies, which are sorely needed at the present moment.

The position of the Russian army is regarded as being more or less critical. The real turning movement which General Kuroki is operating in the mountains forty miles eastward of Moukden seems to be making progress, and at the same time Field Marshal Oyama is rolling back the Russian left while pounding away at the center with heavy guns. Poutloff and Novorod hills have been subjected to a continuous three-day bombardment, followed by an infantry attack, the main Russian lines being forced to retire two miles to their shelter trenches. Some of the Russian newspaper correspondents expect an attempt to take the hills by storm.

While the Japanese are evidently making progress there is nothing yet to indicate that Field Marshal Oyama will succeed in inflicting a decisive blow even if he forces Kuropatkin to abandon Moukden. According to the current reports, which are not, however, confirmed by the War Office, the withdrawal of stores and supplies northward from Moukden is already well under way. The War Office insists that, no matter what the result of the remainder of the action, the Japanese have again been too slow, and that Kuropatkin has made sure of his line of retreat. Except the moral effect of another retreat the abandonment of the present winter quarters will have no effect but to eliminate a great danger to the health of the army so soon as the winter weather sets in.

A dispatch from General Kuropatkin, dated March 1, says: In a third attack on the Russian detachment near Oubeneusa, the Japanese charged with the bayonet and succeeded in occupying the

BRYAN ONCE A PROPHET.

Dreamed of Big Conflagration the Night Before.

[BY TELEGRAPH TO THE TRIBUNE.] East Liverpool, Ohio, March 2.—In connection with the fire in this city Tuesday night, a peculiar coincidence is related by the members of the family of ex-Congressman George P. Ickrt, who owned one of the finest of the many buildings burned.

William Jennings Bryan on Monday night was the guest of Mr. Ickrt, who served with him in Congress. Mr. Bryan did not leave town until Tuesday morning, but then he told the family of a dream which had greatly impressed him. In his slumbers he had visions of a great conflagration, in which the Ickrts seemed to be great losers. He saw every one of the family in his dream, he said, and now it is recalled as being strangely like a prophecy.

TIED LEGS ROUND NECK.

Willie Couldn't Untie—Won't Try Show Trick Again.

Twelve-year-old Willie Baldwin, the son of W. K. Baldwin, a New-York merchant, who lives in 67th-st., near New-Utrecht-ave., Homestead, was taken to a Manhattan theatre when the principal attraction was a contortionist. In a woodshed back of the house last night Willie tried to tie his legs around his neck. To the delight of his youthful and enthusiastic audience, the boy succeeded, but when he tried to untie them he found it was impossible. Incidentally he drove his mother into a fit of hysterics. A passing neighbor, hearing the woman's cries, went to the shed and untangled the boy. Both mother and boy were more scared than hurt, and, though Willie could barely walk, his father on his reaching the house had a private meeting with the boy in the cellar. Willie agreed that he would give up the contortionist act for the rest of his life.

SUIT AGAINST CANFIELD.

John Delahunty Asks Counsel Fee of \$59,000.

Binghamton, N. Y., March 2.—John Delahunty, the New-York attorney who was counsel for Richard A. Canfield for several years, has brought two actions against Canfield to recover \$59,000 for legal services. Delahunty, John B. Stanchfield, of Elmira, and Curtis, Arms & Keenan, of this city, were attorneys for Canfield when he was under indictment. Mr. Stanchfield received a large fee, said to have been \$30,000, for his services. Because of Mr. Stanchfield's large fee, Mr. Delahunty presented a bill for \$52,000 for services in connection with this case and for \$7,000 for other services.

Mr. Canfield refused to pay it, declaring that the bill was excessive. These actions are the result of the Curtis, Arms & Keenan case, in which Mr. Canfield, and United States Attorney Curtis has served his answer to Mr. Delahunty's complaint for Mr. Canfield. Certain services are admitted in the answer, but not specifically.

CENTRAL'S BIG PLANS.

Report That System Will Spend \$200,000,000 in Chicago.

Chicago, March 2.—"The Record-Herald" tomorrow will say: The New-York Central lines have formed comprehensive plans requiring the expenditure of more than \$200,000,000, with a view to obtaining a firmer hold on the enormous tonnage originating in and passing through Chicago. Millions of dollars are to be expended in extending the Big Four Railroad into Chicago and connecting the Lake Shore, the Michigan Central, the Nickel Plate and the Big Four with all of Chicago's important industries, and also in giving the four systems close contact with all other railroads centering in Chicago.

The Indiana Harbor road, which was recently purchased by the Vanderbilt interests, is to be the medium of bringing the Big Four into Chicago, and it will also be the line used to connect the four systems mentioned with most of Chicago's industries. Three surveying corps are at work in the neighborhood of the city extension of the Indiana Harbor line.

WOULDN'T LET HOBSON SPEAK.

Hero of the Merrimac Had Asked That He Might Talk to Pupils on Patriotism.

[BY TELEGRAPH TO THE TRIBUNE.] La Crosse, Wis., March 2.—Captain R. P. Hobson was the victim of an humiliating experience to-day. He lectured here last night, and this morning sent a note to Mr. Hemmenway, principal of the High School, asking that he be permitted to talk to the school for fifteen minutes on patriotism. The principal announced that he could not permit the routine of the school to be disturbed in such a manner, and that Captain Hobson would not be allowed to speak to the school. The case will be formally reported to the Board of Education as an insult to Hobson.

SPECIAL TRAINS RETURNING FROM INAUGURATION.

On Sunday, March 5, the Pennsylvania Railroad Company will run special trains from Washington to New York leaving Washington at 10:30 A. M. and 12:35 P. M., with parlor cars, dining cars and coaches.—Adv.

TO BUILD BRIDGES LOOP.

ROUTE IN BAXTER-ST.

Rapid Transit Board Adopts Scheme—To Ask B. R. T. for Offer.

The Rapid Transit Commission, after an exhaustive discussion of the pressing need of relieving traffic congestion at the Manhattan end of the Brooklyn Bridge, decided yesterday to build an elevated loop by cutting a new short street through from the present terminal site to Baxter-st., which is just east of Centre-st., and continuing it in Baxter-st. to Delancey-st., thence to a connection with the Williamsburg Bridge.

This is substantially the plan advocated by The Tribune. Despite the criticisms of the plan on the part of one or two eminent city officials, the Rapid Transit Commission finds, as The Tribune predicted, that an elevated loop is the only feasible solution of the problem.

It is understood that President Winter and the directors of the Brooklyn Rapid Transit Company are willing to rent an elevated loop through Baxter-st. for a comparatively brief period. Controller Grout says that the undertaking will cost \$5,000,000.

The loop proposition occupied the greater part of the time of the Rapid Transit Commission yesterday. President Orr as chairman of the committee on contracts submitted the tentative plans for the extension of the subway system made public a few days ago. He said: At this time I would only call attention to the proposition for connecting the Brooklyn and Williamsburg bridges. One plan is for an elevated connection, and the other for a subway. I might say now, without detriment to the Brooklyn Rapid Transit Company, that it would be impossible to run the cars of that company through any subterranean of its indelible character. No member of this board would allow the cars to run through a subway. Therefore the subway would not give a continuity of service to and from Brooklyn, which is the very thing wanted to obviate the present congestion. Moreover, the present subway cars could not be run upon the elevated structure of Brooklyn on account of their greater weight. The present subway cars weigh forty-five tons, while the Brooklyn elevated cars weigh only twenty tons. The subway connection would prevent the continuity of service until the whole elevated structure had been reconstructed.

"Might we not have a system of transfers at the bridge terminal?" asked Charles Stewart Smith. "I would like to ask the Mayor or the Controller if they think that the Board of Aldermen would approve an elevated structure in the lower section of Manhattan. If I understand, public opinion here in Manhattan is unalterably opposed to it."

"I would not want to say what a co-ordinate branch of the city government would do in a given case," said Mayor McClellan.

AN IMPOSSIBLE ACCUSATION.

"I would like to ask Mr. Smith," said Controller Grout, "if the Board of Aldermen were accused of representing public opinion." Commissioner John Claflin urged the construction of some kind of an elevated structure to connect the bridges. He said that the bridges were built primarily for Brooklyn people and used almost entirely by them; it was their interests that should be considered. Something should be done to relieve the congestion. The subway was impracticable, and the elevated would be the only method of giving the relief that should be given Brooklynites as soon as possible.

After a long discussion the Controller offered a resolution, which was adopted, asking the Brooklyn Rapid Transit Company if it would lease for five years an elevated structure, should one be constructed to connect the bridges.

President Orr, in urging the elevated connection plan, said: The question which we should consider is the absolute necessity of giving relief to the people of Brooklyn. I think that it is a crazy scheme, that all the elevated roads that we have in New-York, that a single mile of elevated structure connecting the bridges cannot be built without objection. It is an outrage that the people of New-York do not recognize their obligations to the people of Brooklyn. The fact is that we will have an improved Baxter-st. if this plan is carried out. The subway would virtually destroy the whole system of rapid transit in Brooklyn.

President Orr said that unquestionably the Brooklyn Bridge would have to be rebuilt within a few years.

GROUT FAVORS TEMPORARY LOOP.

Controller Grout suggested that, while he was generally opposed to the loop system, if it could be arranged to give the operating company a lease for the connecting structure for only five years, to be terminated on six months' notice, he would agree to the elevated loop.

The resignation of William Barclay Parsons as consulting engineer to the commission was read. He has become consulting engineer of the New-York, Westchester and Boston Railroad Company, of the Belmont interests, and one of the companies with which William G. McAdoo, president of the New-York and Jersey Tunnel Company, is connected. In his letter Mr. Parsons says that, although the companies have not at present any matter before the Rapid Transit Commission, they may have at some future time, and for that reason he resigns his place as consulting engineer with the commission. The resignation takes place from February 28.

The board received an offer from the Eastern Railway Association informing it that a subscription of \$200,000 had been raised by ten persons in the neighborhood of that highway for a company with a capital stock of \$1,000,000 to build and equip a subway along Eastern Parkway from Flatbush-ave. to Pennsylvania-ave., if the route is laid out there.

The offer of the New-York and Port Chester road to build and equip a railroad in 3d-ave., if a route should be laid out there, was referred to the committee on routes.

President Winter said at his home last night: "I would not be able to state whether the Brooklyn Rapid Transit Company would care to lease the loop for a term of five years without careful consideration, which will be given the question at the earliest possible moment."

FIRST TARIFF GUN FIRED.

A STEP TO READJUSTMENT

Finance Committee to Make Investigation in Recess of Congress.

[FROM THE TRIBUNE BUREAU.] Washington, March 2.—The first gun in the campaign for modification of the tariff schedules was, according to leading members of that body, fired in the Senate to-day in the form of a resolution authorizing and directing the Committee on Finance, by sub-committee or otherwise, to make an investigation of customs, internal revenue, etc., and to make a report thereof to the Senate; also to send for persons and papers, administer oaths, and to employ clerical and other assistance as may be necessary.

This resolution was introduced by Senator Allison, acting chairman of the Committee on Finance, and was referred to the Committee on Contingent Expenses, but was favorably reported and adopted before adjournment. Discussing the purpose of the resolution, Senator Allison said:

The resolution, which is the usual form adopted at the close of each Congress, may this year be regarded as the first move toward an investigation of the tariff schedules. Under its provisions the Committee on Finance will have full authority to make a complete investigation as to the necessity of certain modifications, to give hearings and take testimony. It is in line with the views of the President on the tariff question.

Other members of the Finance Committee said that the resolution was "the first gun in the tariff campaign," and was in accordance with the promise made to the President that the Senate leaders would be ready to co-operate with him in making all necessary changes in the Dingley law at the special session of Congress to convene next October.

It will be remembered that on January 7 the President called to the White House the prominent members of the Finance and Ways and Means committees and laid his views on the subject of tariff modification before them. Senators Aldrich and others urged upon the President the impossibility of opening a tariff debate at the short session of Congress, but assured him of their co-operation if he would consent to postpone the matter until fall. Speaker Cannon and other members of the House expressed themselves as opposed to any change of the existing schedules, although they preferred a spring session if any were necessary for that purpose.

Ultimately, however, the President determined to defer his call of Congress in special session until fall, when he will send in a message urging railway rate legislation and tariff readjustment. The extent to which the Finance Committee will go into the subject in the summer has not yet been determined, but the resolution introduced to-day will afford all the authority needed for the most exhaustive investigation.

No step has been taken in the House toward investigating the tariff schedules in the summer months, although, of course, some action may yet be taken before adjournment. In view of the constitutional provision conferring on the lower chamber the privilege of initiating revenue legislation, which includes all tariff bills, the Senate will be powerless in the absence of some message on the part of the House, but it is evident that Senators will be prepared to keep faith with the President, whatever may be the course of the other body.

NO EXTRA MILEAGE.

Senate Committee Cuts Out \$190,000 Voted by the House.

Washington, March 2.—The General Deficiency bill, reported to the Senate to-day from the Committee on Appropriations, carries \$29,769,466, a decrease of \$1,466,615 in the bill as it was passed by the House. The appropriation of \$190,000 inserted in the House last evening to pay the mileage of Senators and Representatives for the second session of the 58th Congress was stricken out by the committee.

GOOSE IS RESURRECTED.

Buried Under Snow a Month—Lives to Hiss Once More.

Morristown, N. J., March 2 (Special).—After having been imprisoned under snow for a month, a goose belonging to John Zellers, of Schooley's Mountain, was found to be alive yesterday. The bird was one of a flock of twelve which Mr. Zellers owned and was lost on February 1 in the blizzard. The owner thought nothing further of it until yesterday, when he again went down to the brook to drive in his geese. One gander did not want to go to the poultry yard and made a loud protest. The gander kept its gaze fixed on one spot across the brook, and Mr. Zellers thought it was hypnotized. Later in the afternoon he found the gander again in the same place. He peered across the stream and was surprised to see something white moving under the snow and ice. He kicked up the snow, bringing to view the lost goose, alive and apparently happy, although somewhat bedraggled from its enforced fast.

EPWORTH LEAGUE TOUR TO DENVER

Via Pennsylvania Railroad. Leave New York in special Pullman train at 7:35 a. m. Monday, July 3; arrive Denver 12:30 noon, Wednesday, July 5, in time for opening of International Convention. Rate covering round trip transportation and Pullman berth and meals going, \$3.50. Consult C. Studds, E. F. A., No. 23 1/2-ave., New-York, for additional particulars. George W. Boyd, General Passenger Agent, Philadelphia, Penn.—Adv.

\$10,000 JEWEL ROBBERY.

Alarm for Mrs. G. D. Mumford's Stolen Property Sent Out.

Mrs. George D. Mumford, of No. 52 East 81st-st., went to the East 88th-st. station yesterday afternoon in her carriage to tell the police that she had discovered the robbery of her jewels, worth \$10,000. She said she had reached her room to discover her belongings touched here and there. She hastily searched in a kind of secret locker for the box in which she kept her jewels. They were gone.

The jewels stolen included a diamond crescent worth \$7,500. Besides the crescent, there were seven diamond rings, a diamond and sapphire ring, bracelet and other jewels. A lot of clothing was also taken.

The police made a hasty search of the house, but could find no trace of the burglars. Just who was in the house when the burglary took place the police and the Mumfords would not tell. A general alarm was sent out for the jewels.

HANGED FOR BROTHER.

Latter Confesses Crime on Hearing of Execution Tuesday.

Washington, Penn., March 2.—"My God! That's my brother. He never killed that woman. I am the murderer," cried Adolph Bloch to-day, interrupting a companion at the steel mill in Canonsburg, who was reading to him an account of the hanging of Eugene Bloch at Allegheny on Tuesday. He is in the Washington County jail to-night.

His brother was hanged for the alleged murder of Mrs. Kate Falsinger. Adolph Bloch declared to the authorities to-day, after the item had been read to him, that he himself killed Mrs. Falsinger. Eugene Bloch declared that Mrs. Falsinger had been attacked by a stranger, and that he was trying to defend the woman when she was killed. Adolph Bloch says his brother knew him to be guilty, and suffered death rather than betray him.

H. DE B. PARSONS BARRED.

Oscar Hammerstein Keeps Jerome's Investigator from Two Theatres.

H. De B. Parsons, who has been assisting Mr. Jerome in the latter's inspection of the theatres with an eye to their safety, yesterday was not permitted to enter the Victoria or the Lew Fields theatres, both of which are owned by Oscar Hammerstein. He went first to the Victoria, with a fireman, in the morning, and Oscar refused to let him in. Mr. Parsons seemed somewhat surprised.

"This theatre has been inspected and passed upon by all the regular departments," said the manager. "I see no reason why you should enter my theatre." Mr. Parsons then went to the Fields Theatre, but Oscar had dispatched his trusty son William across the way to that house, and again Mr. Parsons was kept back from the door.

CROWD MEETS RUNAWAYS

Great Excitement Caused by Return of Eloping Pastor.

[BY TELEGRAPH TO THE TRIBUNE.] New-Brunswick, N. J., March 2.—The Rev. J. F. Cordova and Miss Julia Bowen were locked up in the Middlesex County jail at 6 o'clock to-night. County Detective Mulvey, with Mayor Mark of South River, brought the couple from Washington here. The station platform was crowded with persons from South River and this city, and Miss Bowen stepped from the train Detective Pelier served a warrant, issued on complaint of Prosecutor Berline, holding her as a State witness. They were hurried down the elevator and into cells, an officer riding with each one. Miss Bowen told Officer Pelier while riding to Justice Sedam's office that she had not married Cordova.

NEW-ORLEANS CARNIVAL OPEN.

Season Formally Begun by the Momus Parade and Ball.

[BY TELEGRAPH TO THE TRIBUNE.] New-Orleans, March 2.—The New-Orleans carnival season was formally opened here to-night, with the Momus parade, which presented seventeen floats, depicting Vahvek and Arabian legends. An immense throng lined the sidewalks of the principal business and residence streets, and cheered the makers as they passed in review. The procession terminated at the French Opera House, where the annual ball was given by the same mystic organization. Miss May Parkerson was the Momus Queen.

TOURISTS SEE WASHINGTON.

On Pennsylvania Railroad three-day tour March 2. Chief points of interest at the National Capital. Rate covering necessary expenses, \$2.00 or \$1.50, according to hotel selected.—Adv.

CAPITAL IN GALA DRESS

THE CROWD TREMENDOUS

Snow Disappears—Fair Weather Predicted for Inauguration.

[FROM THE TRIBUNE BUREAU.] Washington, March 2.—Bright, clear, bracing weather greeted Washington's visiting thousands this morning, and the dreary, bedraggled appearance of the city, caused by yesterday's heavy snowfall, disappeared as if by magic. As the sun's genial rays dissipated the uncomfortable mantle of white from the streets, the spirits of the crowd rose to the true holiday pitch, and all feeling of uncertainty or depression over the weather prospects was resolutely and permanently banished. Aiding old Sol in his heroic efforts to clean the thoroughfares were a force of street cleaning men, sweeping machines, hose carriages and other cleansing apparatus, and the combination soon disposed of the dark colored slush and mud. Large wagons were used to cart away loads of ice chopped from the shaded sides of the streets, and to-night Pennsylvania-ave., through which the inaugural parade will pass, is as clean and smooth as a billiard ball, and much better for purposes of a procession.

THE WEATHER MAN TALKS.

The forecast for to-morrow is particularly encouraging, as it distinctly says that "Friday will be fair, with rising temperature." If the thermometer will rise to the occasion as a sensible, well behaved thermometer should, the President will ride to the Capitol on Saturday in a blaze of sunshine, with a corresponding absence of pneumonia. Assurance was given to-day that the storm of yesterday is past for good and all, and so far as the eagle eye of the weather man can see, a repetition of the performance is not in immediate prospect. The Weather Bureau promises to flag anything that looks like a snowstorm as far out as Baltimore and sidetrack it until after March 4.

The broad pavements of Washington's principal thoroughfares present a picturesque appearance, with their glowing mass of good natured humanity, composed of nearly every nationality, color, creed and clime, but all American to the core. Intent on seeing, taking part in and enjoying the ceremonies attending the inauguration of the man they helped to elect, the sombre colors of the winter clothing of civilians promenade the streets were relieved at short intervals by the blue and khaki army uniforms of Uncle Sam's soldier boys and the fancy red and yellow costumes of members of political clubs, while the handsome decorations of the buildings served as an attractive background. The city is now literally ablaze with the national colors, artistically displayed, and along the prospective line of march the effect is particularly striking, eliciting warm praise from the inaugural visitors, who are now arriving in vast throngs.

CROWDS ARRIVING HOURLY.

The real rush of strangers into the city began this morning, when the reduced rates of fare on the railroads entering Washington went into effect. Thousands are coming in, but so excellent are the arrangements of the roads that no congestion is noticeable, and assurances are given that the crowds will be handled in a satisfactory manner. While the hotels are comfortably filled now, and their capacity will be taxed to the utmost by Saturday, there is plenty of room in Washington for all who desire to attend the inauguration. Good boarding houses in plenty may be found, where the rates are reasonable, the food is good and the rooms are comfortable. In addition to this, the citizens of Washington have never been known to refuse to throw open their doors when hospitality demanded that they should house the homeless stranger.

The 250 members of the Republican Club of the City of New-York will arrive in Washington Friday afternoon. This club has been assigned to the right of the line in the civic division. Its headquarters will be at the Hotel Gordon, where it will tender in the evening of March 3 a reception to Governor Higgins and staff of New-York, Senators Platt and Dewey and the New-York delegation in Congress. After the reception the club plans to serenade the President.

Governor Cummins of Iowa has accepted the appointment to command the third brigade, second division, of the civic grand divisions. This will be composed of educational institutions, including Harvard, Howard and North Carolina universities and the State representations of high schools.

THE PHILIPPINE SCOUTS.

A large army wagon loaded high with the baggage of the Philippine Scouts battalion, which reached Washington this morning, became "stalled" about 11 o'clock this forenoon in the ice and slush on Pennsylvania-ave., while proceeding to Fort Myer. A large crowd quickly gathered, and a solitary Filipino scout, one of the Maccabees, armed with a Krag carbine, who had been detailed as baggage or train guard, at once became the cynosure of all eyes. "He looks like a Jap soldier," said a bystander. "Yes," added another; "he is short and yellow and has almost shaped eyes like a Jap." Other comments were made, but the little

QUICKEST LINE TO CLEVELAND.

Leave New York 6:32 p. m., arrive Cleveland 7:12 next morning. Cincinnati 1:20 p. m., Indianapolis 4:20 p. m., St. Louis 8:45 p. m., by New York Central, Fine Service. No excess fare.—Adv.

Continued on third page. Are you reading Mrs. Wharton's story THE HOUSE OF MIRTH—IN SCRIBNER'S.—Adv.