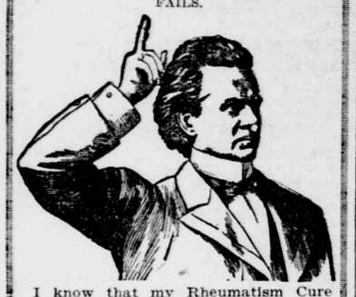
MUNYON'S
RHEUMATISM
CURE

I WILL REFUND YOUR MONEY IF IT FAILS.



I know that my Rheumatism Cure will cure sharp shooting pains in the Arms, Legs, Side, Back or Breast and Rheumatic Swelling or Soreness of any part of the body in a few hours.

It effects a speedy and permanent cure of all forms of Rheumatism, Sciatica, Lumbago, or pain in the back, Lameness, Stiff and Swollen Joints, and all pains in hips and loins. This remedy does not put the disease to sleep, but drives it from the system. It neutralizes the acid and makes good, rich, red blood.

Get a bottle of this remedy, and if you are not perfectly satisfied with results I will refund your money.

If your blood is impure, or if you have Dyspepsia, or any liver or stomach trouble, don't fail to use Munyon's Paw-Paw. It cures Dyspepsia, Nervousness, Catarrh, Sleeplessness and makes you strong and well. —MUNYON.

Munyon's Paw-Paw Tonic at all druggists. Paw-Paw Laxative Pills, the best Stomach and Liver Pills on earth, 25c. a bottle. mh3 17

CROFT'S COCOA
SWISS MILK

Builds up the strength

Balsam Sanitissue
The only absolutely medicated
Toilet Paper

Ever manufactured. Each and every sheet is treated with PURE BALSAM, giving it antiseptic and healing properties and a delightful, fragrant odor.

Only 10 cents.
Ask your dealer.
Manufactured Solely By
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CONSTIPATION

"For over nine years I suffered with chronic constipation and during this time I had to take an injection of warm water once every 24 hours before I could have an action on my bowels. Happily I tried Cascarets, and today I am a well man. During the nine years before I used Cascarets I suffered untold misery with internal piles. Thanks to you I am free from all that this morning. You can use this in behalf of suffering humanity."
B. F. Fisher, Roanoke, Ill.

Best For The Bowels
Cascarets
CANDY CATHARTIC
THEY WORK WHILE YOU SLEEP

Pleasant, Palatable, Potent, Taste Good, Do Good, Never Sicken, Weaken or Gripe. 10c., 25c., 50c. Never sold in bulk. The genuine tablet stamped C C C. Guaranteed to cure or your money back.
STERLING REMEDY CO., Chicago or N. Y. 603
Annual Sale, Ten Million Boxes.

A Notable Stock of Buggies, Runabouts, Surreys.

They're the well-known make of H. A. Moyer of Syracuse, N. Y., and represent the highest attainment in the art of Carriage making! If you want a swell vehicle, it'll pay you to see them.

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MOTHER'S BREAD
IS A PERFECT BREAD.

Science through chemistry lends her aid toward determining the absolute purity of every ingredient that goes into Mother's Bread.

Corby's Modern Bakery.
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PARACAMPH
CURES
ITCHING PILES.

Stops the itching and bleeding; soothes and heals the inflamed parts by drawing out all fever and inflammation.

25c., 50c. & $1.00, at all Druggists.

QUICK RELIEF GUARANTEED.

The Paracamph Co., Louisville, Ky., U. S. A.
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Mme. Yale's Hair Tonic

For Children and Adults.

Antiseptic and Hygienic.

A Hair Invigorator

—Just what its name implies. It supplies nourishment, the elements of growth, which, when absorbed by the hair, strengthens and beautifies it in the same way that sap glorifies the foliage of a tree. Even when the follicles are seemingly dead, if the scalp is massaged daily with Mme. Yale's Hair Tonic a vigorous growth will be produced. It has honestly earned its title of "the great hair grower." It stimulates the most stunted growth and makes the hair magnificently healthy and beautiful.

Mme. Yale's Hair Tonic

is prized equally by men and women, particularly when the hair begins to weaken or fade. Cures baldness, grayness, splitting of the hair, dandruff and all diseases of the hair, scalp and beard. One application stops hair falling. A nursery requisite; no mother should neglect to use it for her boys and girls; when the hair is made strong in childhood it remains proof against disease and retains its vigor and youthfulness throughout life.

Mme. Yale's Hair Tonic

is a colorless, fragrant, delightful hair dressing; neither sticky, gritty nor greasy; makes the hair soft, fluffy and glossy. Contains no artificial coloring; would not soil the whitest hair; restores original color by invigorating the scalp and reestablishing normal circulation and proper distribution of the live coloring matter. Beautiful hair redeems the plainest countenance, and anyone can secure it by using Mme. Yale's Hair Tonic. Now in three sizes.

At Special Prices of
19c. 42c. 79c.

Mme. Yale's Hair Tonic is sold by

S. KANN SONS & Co.
8th St & Pa. Ave.
"THE BUSY CORNER"
mh3-th&tu-tf-128

PETER GROGAN.

Your Credit is as Good as Gold.

Baby Carriages And Go-Carts At Less Than Cash Prices And On

CREDIT!

We have given over our first floor to the largest and most complete display of Baby Carriages and Go-Carts ever seen in Washington. Our credit prices are lower than the lowest cash prices elsewhere. Parlor Suites are being cleared away at discounts ranging up to 25%, and on credit, as usual. It's a rare chance to buy the best at the price of the ordinary.

PETER GROGAN,
817-819-821-823 7th St.
Between H and I Sts.

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JNO. MILLER & CO.
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13TH AND G N.W. 328 PA. AVE. N.W.
8TH AND K N.E. 3D AND O S.W.
Orders promptly filled.
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Only a Pimple

Yet that tiny bit of eruption, if neglected and allowed to run its course, is apt to disrupt the entire system and in time destroy whatever facial attraction one might otherwise possess.

Pimples, blackheads, eruptions and all unsightly, humiliating disorders affecting the skin and scalp are speedily, permanently and safely cured.

Thirty years' practical experience enable me to guarantee perfect results in all cases. Hours, 9 to 8. Call or write personally to
JOHN H. WOODBURY D.I.,
602 11th, Cor. F St. N.W.,
Washington, D.C.

Scientific Facial and Scalp Treatments.

Superfluous Hair permanently and painlessly removed.
Expert Manicuring and Chiropody.

V. D. Rosen, Successor to J. S. LITTLE, Dermatologist,
527 11th St. N. W., S. E. Cor. F St.
fe27-6t,28

TRAVELING IN INDIA

Characteristics of the Railway Lines.

THE SLEEPING CARS

PROVISION FOR COMFORT SEEMS MEAGER TO AN AMERICAN.

Bunks Too Narrow for Beds and Too Wide for Seats—Expense of Private Conveyances.

By WILLIAM E. CURTIS.

Special Correspondence of The Evening Star and Chicago Record-Herald.

AHMEDABAD, India, February 9, 1904.

The railways of India are many and long and useful, but still very primitive in their appointments, having been built for utility and convenience, and not for comfort. The day will come, I suppose, when modern improvements will be introduced, and the long journeys which are necessary to reach any part of this vast empire will be made as pleasant and luxurious as transcontinental trips in the United States. Just now, however, the equipment is on a military basis of simplicity and severity. Passengers are furnished with what they need and no more. They are hauled from one place to another at reasonable rates of speed; they are given shelter from the sun and the storms en route, and a place to sit up in the daytime and to lie down during the night, and at proper intervals the trains stop for refreshments—not very good or very bad, but "fair to middling," as the Yankees say, in quality and quantity. If a traveler wants anything more he must provide it himself; hence people who live in India and are accustomed to these things are perfectly satisfied with them, although the tourist who has just arrived is apt to criticise and condemn for the first few days.

Every European resident of India who is accustomed to traveling by train has an outfit similar to the kit of a soldier or a naval officer. He has a roll of bedding, with sheets, blankets and pillows, protected by a canvas cover securely strapped and arranged so that when he wants to retire he need only unbuckle the straps and unroll the blankets on the bunk in the railway carriage. He also has a "tiffin basket," with a teapot, an alcohol lamp, a tea caddy, plates and cups of granite ware, spoons, knives and forks, a box of sugar, a tin of jam, a tin of biscuits or crackers and other concomitants for his interior department in case of an emergency; and, never having had anything better, he thinks the present arrangement good enough, and wonders why Americans are dissatisfied.

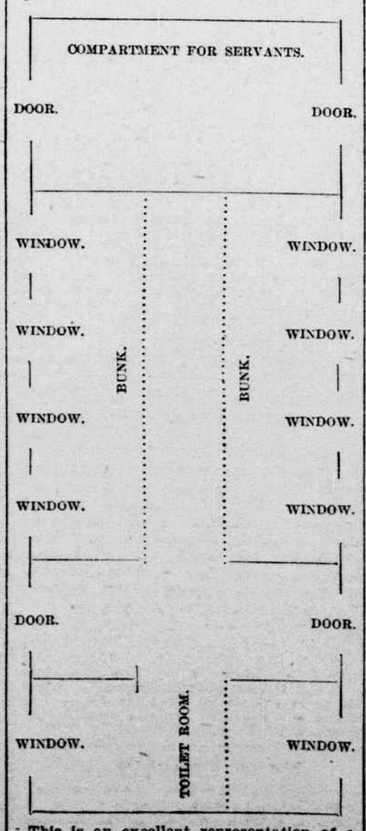
Persons of ordinary common sense and patience can get used to most anything, and after a day or two travelers trained to the luxury of Pullman sleepers and dining cars can adjust themselves to the primitive facilities of India without loss of sleep or temper, excepting always one condition: You are never sure "where you are at," so to speak. You never know what sort of accommodations you are going to have. There is always an exasperating uncertainty as to what will be left for you when the train reaches your place of embarkation.

The Sleeping Cars.

Sleeping berths, such as they are, go free with first and second-class tickets, and every traveler is entitled to one bunk, but passengers at intermediate points cannot make definite arrangements until the train rolls in, no matter whether it is noonday or 2 o'clock in the morning. You can go down and appeal to the station master a day or two in advance and advise him of your wants and wishes, and he will put your name down on a list. If you are so fortunate as to be at the starting point of the train he will assign you a bunk and slip a card with your name written upon it into a little slot made for the purpose; the other bunks in the compartment will be allotted to Tom, Dick and Harry in the same manner. There are apartments reserved for ladies, too, but if you and your wife or family want one to yourselves you must be a major general or a lieutenant governor or a rajah or a lord high commissioner of something or other to attain that desire. If they insist upon being exclusive ordinary people are compelled to show as many tickets as there are bunks in a compartment, and the first that comes has the pick, as is perfectly natural. The fellow who takes the train later in the day must be satisfied with Mr. Hobson's choice, and takes what is left, even if it doesn't fit him. If the train is full, if every bunk is occupied, another car is hitched on, and he gets a lower, but this will not be done as long as a single upper is vacant. And the passengers are packed away as closely as possible, because the trains are heavy and the engines are light, and the schedule must be kept in the running. A growler will tell you that he never gets a lower berth, that he is always crowded into a compartment that is already three-fourths occupied with passengers who are trying to sleep, but he forgets that they have more than he to complain of, and if he is a malicious man he can find deep consolation in the thought and make as great a nuisance of himself as possible. I do not know how the gentler sex behave under such circumstances, but I have heard told stories that I am too polite to repeat.

Divisions of the Car.

The cars are divided into two, three or four compartments for first-class passengers, with a narrow little pen for their servants at the end, which is absolutely necessary, because nobody in India travels without an attendant to wait upon him. His comfort as well as his social position requires it, and few have the moral courage to disregard the rule. To make it a little clearer I will give you a diagram sketched from nature by your special artist on the spot:



This is an excellent representation of a first-class railway carriage in India without meretricious embellishments.

Second-Class Carriages.

The second-class compartments, for which two-thirds of the first-class rates are charged, have six narrow bunks instead of four, the two extras being in the middle, supported by iron rods fastened to the floor and the ceiling. The woodwork is plain matched lumber, like our flooring, painted or stained and varnished. The floor is bare, there is no carpet or matting, and around on the wall wherever there is room for them enormous hooks are screwed on. Over the doors are racks of netting. The bunks are plain wooden benches, covered with leather cushions stuffed with straw and packed as hard as tombstones by the weight of previous passengers. The ceiling is of boards pierced with a hole for a glass globe, which prevents the oil dripping upon your bald spot from a feeble and dejected lamp. It is too dim to read by and scarcely bright enough to enable you to distinguish the expression upon the lineaments of your fellow passengers. A scoop net of green cloth on a wire springs back over the light to cover it when you want to sleep. Sometimes it works and sometimes it doesn't.

The toilet room is Spartan in its simplicity, and the amount of water in the tanks depends upon the conscientiousness of a naked heathen of the lowest caste, who walks over the roofs of the cars and is supposed to fill them from a bibulous pigskin suspended on his back. Of course you furnish your own towel, and the most untidy passenger in the compartment usually wants to borrow it, having forgotten to bring one himself. You acquire merit in heaven, as the Buddhists say, by loaning it to him, but the better plan is always to carry two towels, in order to be prepared for such an emergency.

There is no ventilation in the ceiling, but there is a frieze of blinds along both sides of the car, with slats that can be turned to let the air in directly upon the body of the occupant of the upper berth, who is at liberty to elect whether he dies of pneumonia or suffocation. The gentleman in the lower berth has a row of windows along his back, which have wide gaps and admit a forced draught of air if the night is damp or chilly. If it is hot the windows swell and stick so that you cannot open them, and during the daytime they rattle so loud that conversation is impossible unless the passengers have throats of brass like the statues of Siva. In India, during the winter season, there is a wide variation in the temperature, sometimes as much as 30 or 40 degrees. At night you will need a couple of thick blankets; at noonday it is necessary to wear a thick helmet or carry an umbrella to protect the head from the sun, and as people do their traveling in the dry season chiefly, the dust is dreadful. Everything in the car will have a soft gray coating before the train has been in motion half an hour.

The bunks are too narrow for beds and too wide for seats. The act of rolling over in the night is attended with some danger and more anxiety, especially by the occupants of the upper berths. In the daytime you can sit on the edge of a bunk like an embarrassed boy, with nothing to support your spine, or you can curl up like Buddha on his lotus flower, with your legs under you; but that is not dignified, nor is it a comfortable posture for a fat man. Slender girls can do it all right; but it is impracticable for ladies who have passed the thirty-third degree, or have acquired embonpoint with their other graces. Or you can shove back against the windows and let your feet stick out straight toward the infinite. It isn't the fault of a railway corporation or the master mechanic of a car factory if they don't reach the floor. It is a defect for which nature is responsible. President Lincoln once said that every man's legs ought to be long enough to reach the ground.

Engaging a Private Car.

As we were about starting upon a tour that required several thousand miles of travel and several weeks of time, the idea of avoiding all risks and anxiety by securing a private car was suggested, and negotiations were opened to that purpose, but were not concluded because of numerous considerations and contingencies which arose at every interview with the railway officials. They are not accustomed to such innovations, and could not decide upon their own terms or ascertain, during the period before departure, what the connecting lines would charge us. There are private cars fitted up luxuriously for railway managers and high officials of the government, but they couldn't spare one of them for so long a time as we would need it. Finally somebody suggested a car that was fitted out for the Duke and Duchess of Connaught when they came over to the durbar last winter. It had two compartments, with a bath room, a kitchen and servants' quarters, but only three bunks. They kindly offered to let us use it provided we purchased six first-class tickets, and were too obtuse to comprehend why we objected to paying six fares for a car that could not possibly admit more than three people. But that was only the first of several issues. At the next interview they decided to charge us demurrage at the rate of 16 cents an hour for all the time the car was not in motion, and, finally, at the third interview, the traffic manager said it would be necessary for us to buy six first-class tickets in order to get the empty car back to Bombay, its starting point, at the end of the journey. This brought the charges up to a total as large as would be necessary to transport a circus or an opera company, and we decided to take our chances in the regular way.

We bought some sheets and pillow cases, pillows and old-fashioned comfortables and blankets, and bespoke a compartment on the train leaving Bombay that night. Two hours before the time for starting we sent Thagorayas, our "bearer," down to make up the beds, which, being accustomed to that sort of business, he did in an artistic manner, and by allowing him to take command of the expedition we succeeded in making the journey comfortably and with full satisfaction. The ladies of our party were assigned to one compartment and the gentlemen to another, where the latter had the company of an engineer engaged upon the Bombay harbor improvements and a very intelligent and polite Englishman who acts as "adviser" to one of the native princes in the administration of an interior province.

On the same train and next to our compartment was the private coach of the Gwaikwar of Baroda, who was attended by a dozen or more servants and came to the train escorted by a multitude of friends, who hung garlands of marigolds about his neck until his eyes and the bridge of his nose were the only features visible. The first-class passengers came down with cart loads of trunks and bags and bundles, which, to avoid the charge for extra baggage, they endeavored to stow away in their compartments. The third-class carriages were packed with natives like sardines, and up to the limit allowed by law, for, painted in big white letters where every passenger and every observer can read, is a notice giving the number of people that can be jammed into that particular compartment in the summer and in the winter. We found similar inscriptions on nearly all freight cars which are used to transport natives during the fairs and festivals that occur frequently—allowing fifteen in summer and twenty-three in winter in some of the cars, and in the larger ones thirty-four in winter and twenty-six in summer, to avoid wholesale homicide by suffocation.

The Gwaikwar of Baroda in his luxurious chariot did not sleep any better than the innocent and humble mortals who occupied our beds. We woke up in the morning at Ahmedabad, got a good breakfast at the station and went out to see the wonderful temples and palaces and bazaars that I will tell you about tomorrow.

Carnegie Gift Rejected.

A dispatch from New York last night says:

At a special meeting of the American Society of Civil Engineers, held tonight, it was decided to reject the offer of Andrew Carnegie to build an engineering building at a cost of from $1,000,000 to $1,500,000 for the four engineering bodies of the country. All the other bodies had accepted the offer. The vote against the proposal was 1,139 to 662. The society discussed the proposition at the annual meeting held January 20 last, and there was much opposition, the matter being referred to a conference committee. It was stated that the Engineers' Realty Company, an association formed for the purpose of building a suitable home for the Engineers' Club, had purchased a plot of land on 40th street, bordering on the property purchased by Mr. Carnegie, and the committee deemed that their present building was adequate, and with the new building they would have been put to a sufficient expense.

Dr. Howard C. Russell of the United States marine hospital service died last night at the Marine Hospital, Stapleton, L. I., of pneumonia. Dr. Russell was born at Washington, D. C., and was educated at the University of Pennsylvania.

MENACED THE MARINES

Hostility Encountered in the Abyssinian Expedition.

CAPT. THORPE'S REPORT

ATTACKS PREVENTED ONLY BY DISPLAY OF GREAT FIRMNESS.

Dispute With Camelmen — The Chief Subsided—An Alarm at Night—Reception by King Menelik.

The report of Capt. George C. Thorpe, commanding the marines on the Skinner expedition to Adis Abeba, Abyssinia, where a visit was paid to King Menelik, has been received by Brigadier General Elliott, commandant of the marine corps. Although this expedition was a complete success in every way, Captain Thorpe states that it was not without its perils, and speaks of an instance where only great firmness and the leveling of rifles at a number of Dankali camelmen prevented an attack.

The caravan was composed of three sections, one of Arabs, one of Abyssinians and about thirty of the camels from the Dankali tribe, the most savage and rebellious people of Ethiopia. Captain Thorpe states that at one point of the journey the trail divided, the right being the beginning of the desert route, the left the middle route (part desert and part mountainous). Lieutenant Hussey, with the advance, had taken the former route, but when the Dankali men who were with the rear party were ready to take the opposite trail Captain Thorpe says he stopped the caravan.

The Chief Put in Bonds.

"I ordered the chief camelman to follow the advance," says Captain Thorpe. Continuing, he says: "Then an exciting discussion began between the chief camelman and our interpreter, during which, with the help of the men with me, I got the camels started by the right trail and sent all but four men to follow them up, but they only went a short distance, when all the camelmen leaders (there were two women leaders) left their camels and came to the rear and announced that they were going to quit the caravan and go to their homes. I did not detain them, but bound their chief hand and foot. When the Dankali men saw him bound they rushed toward us with their spears. The four marines with me had dismounted, and I ordered them to load and aim over their saddles. Looking into the muzzles of our rifles and revolvers, the spearmen halted. In this situation the chief was told that he could go our way voluntarily or be dragged. He finally consented to our demands, and from this time on we had little difficulty with the Dankali men."

An Alarm at Night.

Capt. Thorpe refers to another instance in Dankaliland when the king visited their camp and demanded $47. When refused, the captain states, that some of his people threatened to attack, and during the night there was an alarm. After a midnight reconnoissance, however, Capt. Thorpe states, he felt fairly secure.

The entry into Adis-Abeba is described as follows: "About noon December 18 we halted at Shola, one hour's march from Adis-Abeba, where we were met by a Frenchman acting as one of the emperor's counsellors. We shifted into special full-dress uniforms here and in the afternoon started into the capital. The hills and plains were covered with thousands of warriors and chiefs fantastically dressed in lion or leopard skins and decorated with lion manes or ostrich feathers, waiting to receive us. They were all well mounted on splendid Arab horses or zebra-like mules, many richly caparisoned."

Reception by Menelik.

Amid the greatest confusion of warriors, he says, and the din of trumpets and tomtoms the marines rode along in excellent formation and splendid appearance for about an hour and a half, until the gebi, or emperors palace, was reached, where the command dismounted and following the diplomatic representatives entered a long hall, at the opposite end of which Emperor Menelik II, sitting on his feet and nearly buried in cushions, received the visitors. The hall, Capt. Thorpe says, was packed with distinguished-looking warriors in their savage costumes and heavily armed.

Day before Christmas, Capt. Thorpe says, Emperor Menelik visited the American camp and looked on with apparent interest and asked many questions while the marines were put through a few drills. Upon taking leave Emperor Menelik presented the Menelik medal to all the enlisted men and the Star of Ethiopia to Lieut. Hussey and Capt. Thorpe.

The return trip was without incident, says Capt. Thorpe. On the march, he says, two marines were constantly on guard over the lions and elephant tusks which the emperor was sending to President Roosevelt.

During the two months in Abyssinia, Capt. Thorpe says, more than forty camps were made and the United States flag hoisted in forty different places, where it never before had been seen.

WARNING THE ENGINEER.

Notice Given of Another Train on the Same Track.

Alexander Thayer, United States vice consul at Venice, Italy, has sent a report to the Department of Commerce and Labor of a new invention which may have a great tendency toward the assurance of safety in railway traveling. The report says:

"I recently attended the official test of an automatic electrical invention for the safety of railway trains in transit, made by Mr. Attilio Beer, an engineer of this city (Venice).

"The trial was held on a branch line of the Societa Veneta fitted with the apparatus. About eighty guests had been invited to witness the experiment, among whom were representatives of the governments of France and Russia, of the municipalities of Venice and Padua, of scientific societies and of the press, as well as many engineers. A special train carried the guests from Padua to Castelfranco, where, upon arrival, the operation of the new system was demonstrated by means of a miniature electric railway constructed in a freight house opposite the station, and which, when explained by the inventor, showed in a clear and detailed manner the method whereby notice is given to a locomotive in motion when there is another on the same track within a distance of half a mile.

"The apparatus itself was tested in all its particulars and exhibited such a complete and timely method of giving warning of the proximity of another train that should it prove practical when applied to entire railroad systems Mr. Beer's invention would reduce to a minimum the large loss of life and property which is now annually due to collisions.

"Another feature was also shown, namely, a dial which can be placed in railway stations and offices of train dispatchers. This dial indicates the exact position of all trains on the line within a certain distance, and whether they are stationary or in motion. The usefulness of such an instrument is readily seen, as by means of it notification of an obstructed track is at once given by the indicator.

"The test was in every way a success, the system working smoothly and as was predicted by the inventor."

Company F, 8th Infantry, Transferred.

Major General Corbin, commander of the Atlantic division, has informed Acting Adjutant General Hall of the transfer of Company F, 8th Infantry, consisting of three officers and sixty-one men, from Fort Wood to Fort Jay, both in New York harbor.

Jewelry valued at $30,000 has been stolen from the safe in the pawn shop of Harris Baruch in New York. The police are looking for a confidential clerk, who disappeared at the same time with the diamonds.

M. PHILIPSBORN & CO.
EXCLUSIVE CLOAK and SUIT HOUSE — 610 Eleventh St bet F & G

Business hours—8 to 6.

Friday Specials.

Suits, $17.75; value, $20. New spring tailored walking and dress models, in jacket and Eton styles, of cheviot, broadcloth and novelty weaves. Colors are black, blue, brown and mixtures. All sizes.

Tailored Suits, $7.00, Formerly $15 to $20. About twenty-five winter suits, in all sizes. No alterations.

Raincoats, $9.50; value, $12.50. Stylish models, with capes, in all sizes. Guaranteed waterproof.

Covert Jackets, $10; value, $15. Odds and ends of short models, tailor strapped and lined with satin.

Walking Skirts, $5; value, $6.50. All-wool men's wear cheviot, in black, blue and brown. Pleated panel front—very stylish. All sizes.

Evening Waists, $7.50, Formerly $12 to $20. Clearance of broken lots of silk, crepe and lace waists, in black and colors. About 40 in all.

69c. for Flannel Waists, Formerly $1.75. About 50 left. All colors and sizes.

$50.00, formerly $150, For handsome evening wrap of ermine cut plush, handsomely trimmed.

$50.00, formerly $150, For one elaborate all-lace costume, size 36.

$3.95, regularly $5, For taffeta silk underskirts with silk dust ruffle. Black and colors.

Forced Sale of
Genuine Oriental Rugs
At Auction
By Order and for Protection of
The Federal Bank
Of New York.

LAST TWO DAYS.

THIS Rug Sale has been an extraordinary success in that many people have picked up rare beautiful pieces at ridiculously low prices. Only two days more. Come today and secure a rug that will be a pleasure as long as you live.

Sales at 11 a.m., 3 and 8 p.m.

Brown & Tolson, 1412 H St. N. W.
1t

Just a Little Pink Tablet

Pure and harmless; but with marvelous ability to drive out pain.
Whose services can be secured for only one penny, to relieve almost instantly, any ordinary ache or pain,
Prevent the weakening influence of pain upon your mind and body,
And restore to you the valuable hours you lose while nursing your misery,
That you may apply these hours to profit or pleasure,
And add to your wealth and happiness that proportion which pain and misery robs you.

Dr. Miles' Anti-Pain Pills

have convinced hundreds of thousands that it is easier to cure pain than to endure it; that one tablet in most cases will quickly relieve all such pains as headache, neuralgia, toothache, stomach ache, backache, &c.

It is a busy little tablet, that cures 150,000 pains every day — driving out a world of misery and pain; that removes from the face that look of anguish, and substitutes an expression of peace, comfort and contentment; that sets to work a vast army of idle hours.

"For many years I have been a constant sufferer from neuralgia and headache, and have never been able to receive any relief from various headache powders and capsules, until I tried Dr. Miles' Anti-Pain Pills. They always cure my headache in five minutes' time. They are the finest remedy for pain that I have ever used, and I will never be without them."
FRED. H. SWINGLEY, Cashier First National Bank, Atkinson, Neb.

Its ability to do all that is claimed for it leads us to authorize the druggist to return your money if first package fails to benefit. 25 doses 25c. Never sold in bulk.

TO EXAMINE MALTBY BUILDING.

Investigation to Be Made by the Superintendent of the Capitol.

The suggestions to the effect that the Maltby building is not safe, which were made in the Senate a few days ago, have given rise to a desire on the part of senators to learn just what is the condition of the building in which so many of them have offices.

Senator Gallinger yesterday afternoon presented a resolution, which was agreed to, directing the superintendent of the Capitol to make a thorough examination of the Maltby building, with a view of determining whether or not the structure is entirely safe for occupancy, and report to the Senate at the earliest practicable day, with such suggestions as the circumstances may seem to require.

The Maltby building, at the northwest corner of New Jersey avenue and B street northwest, was built about twelve years ago by Philadelphia capitalists as a hotel. It was furnished and opened for business, but there were no guests. The hotel project was then abandoned, and the furniture was removed. It then became apparent that the Senate needed that particular building, and it was purchased by an act of Congress. At one time a large quantity of government documents were stored in the basement of the building, and the walls cracked. The books were removed, and the building, shown to be unsafe for the storage of documents, was thenceforth devoted to office purposes for senators.

PRODUCTION OF ARMOR PLATE.

Rear Admiral O'Neil Will Go Abroad to Study Foreign Processes.

The Navy Department proposes to make an early and thorough investigation of the cost of producing armor plate, processes, etc., in European countries, and orders have been given to Rear Admiral Charles O'Neil, chief of ordnance, to proceed abroad and make such investigation. Admiral O'Neil retires March 15 by statutory requirement.

In view of the discussion which yearly attends the formulation of the naval appropriation bill in Congress regarding the question of armor plate and the price which should be paid for it, Secretary Moody determined to get together as much information as he possibly could on this subject. The high rank of Admiral O'Neil and the fact that he is regarded as being eminently fitted for this duty caused the Secretary to designate him as his representative abroad. The points to be visited will be left to Admiral O'Neil's discretion, but it is hoped that his investigation will result in securing such exhaustive data on the entire subject as to put Congress in a position where it can have a better idea of the matter when considering increases in the navy.

NEW YORK'S POSTAL FACILITIES.

Hearing Given by the House Appropriations Committee.

Senator Depew and the members of the New York city delegation in the House of Representatives were heard by the House committee on appropriations yesterday in favor of better postal facilities for that city.

Mr. Sulzer, who began the argument, favored an item of $2,000,000 to be included in the sundry civil appropriation bill for the purchase of a site on 8th avenue between 31st and 33d streets from the Pennsylvania Railroad Company, on which should be erected a post office building. He declared the delegation to be unanimous on this proposition.

Mr. Hemenway, chairman of the committee, asked several questions as to the advisability of postponing action for the purpose of ascertaining whether the government could not lease quarters at this place from the Pennsylvania railroad, the same as is proposed to do from the New York Central road at its proposed new terminal.

"This means delay," was the prompt reply, "and New York is unanimous in its demand for better facilities."

Mr. Rider urged prompt action, declaring the offer of the Pennsylvania company most reasonable.

Senator Depew reviewed at some length the enormous and rapid growth of the city and its necessity for immediate relief from the congested postal condition.

Representative Douglas differed from his colleagues in the matter of purchasing the Pennsylvania site. He declared that what was needed was a great central office down town. In his opinion it would be much better to rent from the Pennsylvania railroad, establish the two substations at its terminal and the New York Central terminal and work for the down-town office. In this he was seconded by Representative Dunwell. The other members of the delegation, including Messrs. Wilson, Bassett, Shober, Scudder, Harrison, Fitzgerald and Golden, favored the purchase of the Pennsylvania site. No action was taken by the committee.

To Lease Public Lands in Nebraska.

Senator Dietrich has introduced a bill permitting the leasing of public lands in the state of Nebraska for grazing purposes and increasing from 160 to 640 acres the area of land that can be entered by one person under the homestead laws.

George C. Smyth, a broker in yarns and cotton goods, was found dead in New York, having committed suicide during the night in his offices.

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