The Quality Store That Sells Everything at Popular Prices

Monday Marks the Opening of the Most Delightful Ladies' "Rest-Awhile" Room In the City

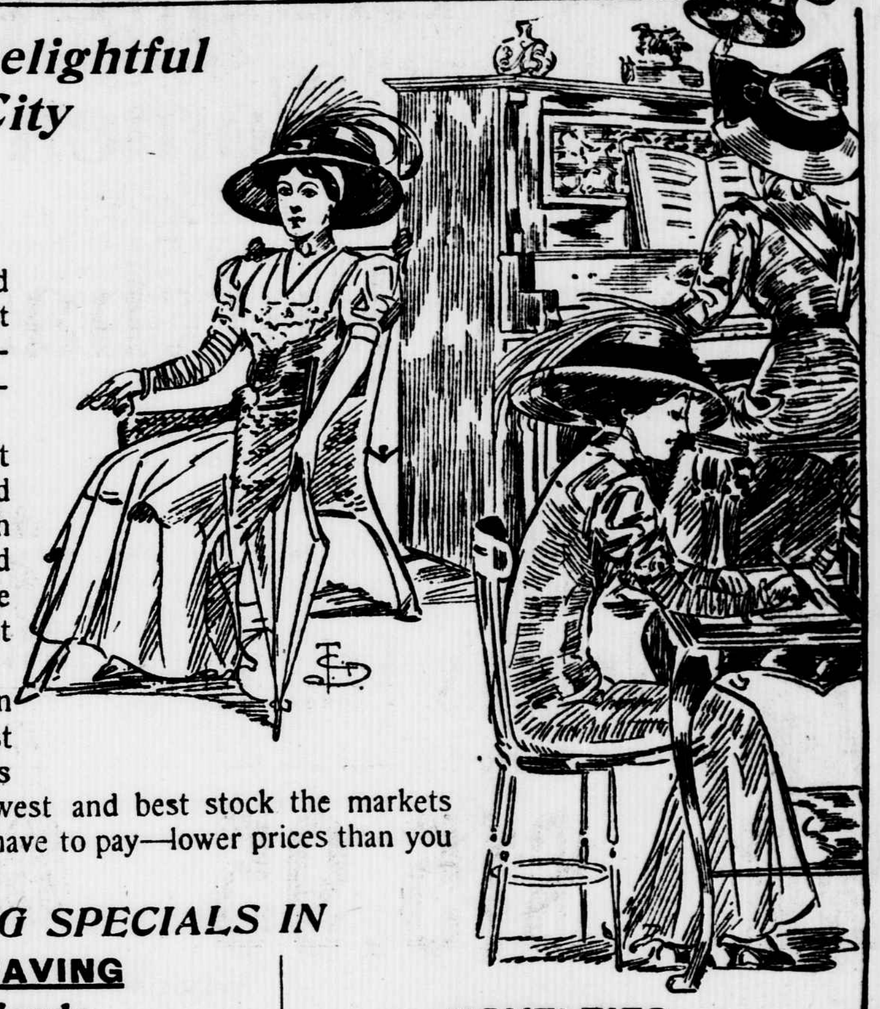
MUSIC FROM 7 TO 11 P. M.

SOUVENIR FOR EVERY VISITOR

WASHINGTON now has a Stationery, Engraving and Novelty Shop second to none either in the extent and quality of its stock or in the conveniences afforded shoppers. Especially has the comfort and convenience of lady shoppers been provided for.

To the rear of the store lady visitors will find the most delightful "Rest-Awhile" Room imaginable, beautifully finished and furnished in mission. Cozy chairs, writing desks with an abundance of stationery, a piano and music rack piled high—all at the disposal of mi-lady. Here one may arrange "down town" appointments, rest awhile read or write. Just beyond the Resting Room is a Ladies' Retiring Room.

Now as to the STOCK, and to the PRICES—the main purpose of this store. The House of Andrews is the largest wholesale establishment of its kind south of New York. This fact enables it to furnish retail purchasers with the very newest and best stock the markets of the world afford at about the same prices other dealers have to pay—lower prices than you have been paying for the mediocre.



WE FEATURE A FEW OPENING SPECIALS IN

STATIONERY

Club Lawn Paper
Four Sizes
20c the pound

Envelopes to Match
9c the Package
25c for Three Packages

Box Paper
48 Sheets—48 Envelopes
A Regular 50c Value
For 35c

ENGRAVING

50 Cards
And Plate Engraved in Script,
70 Cents

50 CARDS
And Plate Engraved in Roman or Gothic,
$1.50

50 CARDS
And Plate Engraved in Old English,
$1.75

100 CARDS
Engraved From Your Plate,
65 Cents

NOVELTIES

Hand Painted JAPANESE CHINA

25% less than regular price for Opening Week

You will find our stock complete in daintily designed and decorated pieces of this most desirable ware. An inspection will disclose prices as attractive as the China itself. Among the many inexpensive pieces you are bound to locate something that will greatly add to the attractiveness of the China Closet at home.

R. P. ANDREWS STATIONERY COMPANY, 913 F Street N. W.

GETTING READY FOR AN ACTIVE SEASON

Citizens' Associations Planning a Vigorous Campaign for Local Improvements.

ORGANIZATIONS WORKING FOR THE COMMON GOOD

Influential With Commissioners and Congress.

Synopsis of the Aims of the Different Associations and Outline of the Projects for the Coming Winter.

With the opening of the autumn and winter seasons all of the citizens' associations of the District are getting their organizations into shape for active campaigns before Congress and before the board of District Commissioners—all of them intent upon securing needed civic improvements "for the greatest good of the greatest number" within their several localities. During the summer months—July, August and September—while many of their members were out of the city on vacations, the citizens' associations were practically temporarily disbanded, but the present month will find the great majority, if not all of them, reorganized and "pulling together" for the common good.

Nowhere in the country, it may safely be said, are communities of citizens so thoroughly welded into compact societies as in the District of Columbia, and in the absence of the franchise the citizens thus secure what amounts to representation in their governing body—the board of Commissioners. The associations frequently are united upon questions of general interest, and it has been found in practice that the views of the committees from one or more of the associations, as expressed in hearings before the Commissioners, figure largely in shaping public policy. Similarly the desires of any one association are heeded in the matters of greatest moment to them, wherever latitude is given to the local authorities in distributing improvements, and more than anything else it has been found that the granting of appropriations by Congress not infrequently depends upon the representations concerning municipal needs made by the organizations of citizens in the sections of Washington which will be affected by them.

Though generally united upon questions of broad public policy, the various associations are more intimately interested in securing civic benefits for their own neighborhoods, and in consequence it is with the attaining of a great variety of objectives in mind that the score or more of associations are being called together this month by their executive officers. The projects which each association will favor most heartily in its winter work were ascertain by The Star the past week by a canvass among the presidents and secretaries of all of the citizens' associations, and the ambitions of each are herewith set forth. Portraits are also given of the presidents of many of the organizations.

Anacostia.

Anacostia Citizens' Association—The reclamation of Anacostia flats; better heating system for police station; better gas supply; more regard for weather conditions by the street railway company, so that fewer open cars shall be run on cold days.

Brightwood.

Louis P. Shoemaker.

Brightwood Citizens' Association—Regulate Blair road between Georgia avenue and the District line to its full width of thirty feet and macadamize same; grade, regulate and macadamize Colorado avenue from Blagden avenue to Madison street; widen Military road from Georgia avenue to Rock Creek Park; grade Longfellow street from Georgia avenue to Rock Creek Park; continue the work of grading 16th street north to the District line; continue the work of a trunk sewer to drain the territory west to Georgia avenue; continue Piney Branch sewer from Emerson street to Decatur street in the Saul subdivision; more adequate sewerage facilities in the Whitecroft subdivision in Madison street, west of 13th street, and in Colorado avenue or Piney Branch road; build an eight-room schoolhouse in the Saul subdivision; secure electric lights for Rittenhouse street from Georgia avenue to Blair road; build sub-police station in Brightwood; purchase of ground by government for small public park and playground somewhere between Brightwood and Takoma Park; make Rock Creek Park more accessible to the public.

Brightwood Park.

Brightwood Park Citizens' Association—Construction of service sewers in that portion of Brightwood lying east of Georgia avenue as soon as the trunk sewers are completed to the suburb; more street cars on the Brightwood line in the rush hours, morning and evening; widening of Kennedy street, to compensate for the amount of street space required for the tracks of the new electric car line.

Cathedral Heights.

J. Nota McGill.

Cathedral Heights Citizens' Association—Grading and macadamizing Macomb street from Wisconsin avenue to Connecticut avenue, 36th street from Newark street to Woodley Lane and Woodley Lane from 34th street to Wisconsin avenue; widening and improvement of that part of Wisconsin avenue between Massachusetts avenue and Woodley lane and between Macomb street and Newark street and the oil coating of Wisconsin avenue.

Columbia Heights.

Charles S. Bundy.

Columbia Heights Citizens' Association—Paving of 13th street from Euclid treet to Spring road; paving, guttering and curbing Irving, Fairmont and Euclid streets between 11th and 13th streets; improvement of Euclid street from University place to 16th street; opening of Belmont street to 15th street, and macadamizing and curbing same; building of a normal school on the ground owned by the District south of the Ross School; purchase of a suitable site for a new high school; appropriation for the purchase of sites for children's playgrounds, Columbia Heights having six public schools with playgrounds around none of them.

Congress Heights.

W. O. Stivers.

Congress Heights Citizens' Association—Have sewerage system extended to meet the needs of Congress Heights; have car line extended through the steel plant property to the District line, a distance of three-quarters of a mile, to a terminus near the Home for the Aged and Infirm; extend water mains so that this section of the District may have drinking water and fire protection.

Deanwood.

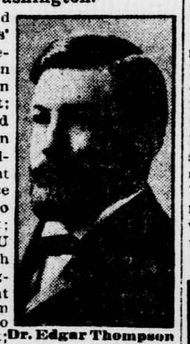
Deanwood Citizens' Association—Better street lighting and improved street car service for Deanwood.

East End.

William H. Ernest.

East End Suburban Citizens' Association—Improvement of Bladensburg road by the laying of sheet asphalt from about 1046 Bladensburg road to Mount Olivet cemetery; improvement of M street northeast from Bladensburg road to 28th street (Congress made an appropriation of $2,230 for grading M srteet last year, and sufficient money is now desired to macadamize the thoroughfare); opening of New York avenue from Florida avenue to Bladensburg road, thus giving a through highway from the far northeast into the heart of the city; widening of Benning road from thirty feet to ninety feet; improvemet of Anacostia flats, the association being in favor of the plan of the park commission to build a dam on about the line of Massachusetts avenue, and thus obliterate the flats by covering them with a fresh water lake.

North Washington.



Dr. Edgar Thompson

North Capitol and Eckington Citizens' Association—Pavement for Lincoln road from Truxton Circle to R street; pavement for Todd place from Lincoln road to North Capitol street; pavement for Seaton place from Lincoln road to North Capitol street; pavement for U street from North Capitol street to Flagler place; pavement for U street from Lincoln road to North Capitol street; pavement for Seaton place from 2d to 1st streets northwest; grading and improving T street from Lincoln road to 2d street, east; pavement for Rhode Island avenue from North Capitol to Lincoln road, east; grading and improving Rhode Island avenue from Lincoln road to 4th street, east; pavement for North Capitol street to Bryant street from V street; truckhouse in the vicinity of North Capitol street and Rhode Island avenue; park beween Prospect street and Keating avenue and Lincoln road and 2d street, east; granolithic sidewalks on west side of North Capitol from Florida avenue to Seaton place, and the east side from Truxton Circle to R street, south side of R street between North Capitol and Lincoln road, and both sides of Lincoln road from R to Truxton Circle; additional playground for both the Eckington and Emery schools; an increased appropriation for the lighting of alleys; resurfacing the streets of Eckington.

East Washington.

Thomas W. Smith.

East Washington Citizens' Association—Removal of the garbage station from New Jersey avenue and K street southeast to some point outside the District; determination of the title to land on both sides of the Eastern branch; widening and deepening of the Eastern branch to Benning Bridge, and the building of a retaining wall and the reclamation of the land on both sides of the river to Benning Bridge; building of a bulkhead wall from the navy yard to James Creek canal, in front of both public and private property; erection of new Eastern High School, and as an adjunct thereto a new business high school to serve the eastern end of the city; a change in the rule of the Commissioners which prevents the improvement of the avenues to the boundaries of the District; construction of a public convenience station near the capitol; general improvement of streets.

Fairmount Heights.

W. Sidney Pittman.

Fairmount Heights Citizens' Association—Purchase of site for a public school and its construction; improvement of streets, sidewalks and street crossings; changes in railroad crossings; additional evening car service to Chesapeake Junction; extension of District boulevard; grading of 61st street northeast to District line; opening of 58th street; street lighting.

Garfield.

A. W. Carroll.

The Original Garfield Citizens' Association, Inc.—Of local interest: Improvement of sanitary conditions; increased delivery of mail; grading of Bruce place. Of general interest: Reclamation of Anacostia flats; assist in effort to increase water service for southeast section, initial step being to increase main across Pennsylvania Avenue bridge to 36 inches.

Congress Heights Improvements.

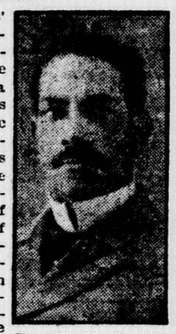
W. W. Price.

Public Improvement Association of Congress Heights—Double tracking of the Congress Heights' car line from Anacostia and the running of through cars from the city; better cars; extension of the car line down Livingstone road to the District line; opening of 4th street southeast from Congress Heights to the District line, thus eliminating the difficulty of direct communication with the roads of Maryland, because of the lack of a connecting link with the city streets; new public school on 4th street; through driveway from the city, to be secured by the asphalting of 9th street from Pennsylvania avenue southward, thence through M street to 11th, and over 11th to the Anacostia Bridge, and from that point to the beginning of the macadam drive in Nichols avenue.

Georgetown.

Georgetown Citizens' Association—Removal of old reservoir at R street and Wisconsin avenue and the provision of a public park on the site.

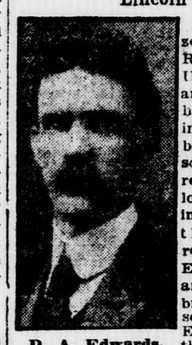
Hillsdale.



Dr. W. K. Scott.

Hillsdale Citizens' Association — Improvement of Stickfoot branch by the construction of a culvert, so that this menace to the public health may not continue to stand as a barrier to the growth of the community; placing of title to the streets of Hillsdale in the government, thus placing the subdivision on a plane of equality with other suburban sections of the District and encouraging more improvements by owners of property; opening of several new streets.

Lincoln Park.



D. A. Edwards.

Lincoln Park Citizens' Association—Removal of the United States jail and District workhouse, so that civic improvements may be extended over the squares which will remain barren as long as these penal institutions are in the neighborhood; reclamation of the Eastern Branch flats and construction of bridges at Massachusetts avenue and East Capitol street, thus permitting continuous development of the whole eastern portion of the District of Columbia.

Randle Highlands.

Capt. J. W. Mitchell.

Randle Highlands Citizens' Association—Reclamation of the Anacostia flats; opening of Minnesota avenue, Massachusetts avenue and Pennsylvania avenue to the District line; purchase of the Carpenter tract of land for a natural park; an addition to the Orr School; opening and grading of 25th street from Nailor road to Pennsylvania avenue; electric lights on Pennsylvania avenue and Pennsylvania Avenue Bridge; improvement of several minor streets.

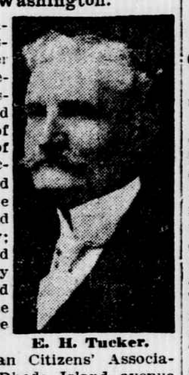
Southeast Washington.

Southeast Washington Citizens' Association—Construction of a new Eastern High School; new normal school for District.

Takoma Park.

Takoma Park Citizens' Association—Increased pressure in gas mains, to be secured by the laying of a new main out 14th street which shall not be tapped until it reaches Brightwood; opening of new street directly into Takoma Park from Georgia avenue, probably by the extension of Butternut street; completion of sewer connections for Eastern avenue; laying of 12-inch water-main along Geranium street to Takoma Park.

Northeast Washington.



E. H. Tucker.

Northeast Washington Citizens' Association — Cheaper and better gas; removal of the old District property yard near the grounds of the Little Sisters of the Poor; construction of a boulevard along the line of the old Baltimore and Ohio right of way; purchase of the old Graceland cemetery property at 15th and H streets and the conversion of same into a public park.

Northeast Suburban Citizens' Association—Extension of Rhode Island avenue northeast.

Park View.

George H. Russell.

Park View Citizens' Association — The furthering of the plan already recommended by the school board for the erection of a twelve-room school in Park View; securing better car ervice on Georgia avenue, preferably by the removal of the loop from its present location at 7th and Florida avenue to the junction at Georgia avenue and Upshur street, and the running of all the 9th street cars to that point; better fire protection for territory about Park View.

Petworth Citizens' Association—Provision for a public park in Petworth.

West Washington.

Creed M. Fulton.

West Washington Citizens' Association—Two new streets to connect with the extension of Massachusetts avenue about in line of T or U street, thus giving this whole section a direct outlet to the city through the rapidly developing northwest and adding materially to its prestige and importance. It has been impossible for West Washington to get streets through to the city heretofore because of objection on part of Georgetown College.

Woodburn.

C. A. Langley.

Woodburn Citizens' Association—Further appropriation by Congress to macadamize and thoroughly improve Rittenhouse street; extension of sewer, water and gas mains from the present terminals in Rittenhouse street about one-third the length of the street from Georgia avenue to Blair road; opening of New Hampshire avenue in a straight line to the District line, as was intended by a bill passed at the last session of Congress, the execution of which was delayed, so that the benefit proposed was lost; extension of the water mains from the Soldiers' Home to the Woodburn School, both for the much needed drinking water service and also for fire protection.

B. & O. IN "Q" DEAL.

Control of the Chicgao Terminal Probably Forestalled.

Special Dispatch to The Star.

NEW YORK, October 16.—It is learned on high authority that the Chicago, Burlington and Quincy railroad has recently disposed of its preferred stock holdings in the Chicago Terminal Transfer Railroad Company to the Baltimore and Ohio railroad, which is already a large holder of the Chicago Terminal and Transfer securities. This deal gives the Baltimore and Ohio complete control of the Chicago Terminal Transfer Railroad Company. It is understood that stock was paid for by an issue of Baltimore and Ohio notes. The complete terms of the sale cannot as yet be ascertained.

BALTIMORE, October 16.—At the headquarters of the Baltimore and Ohio railroad confirmation could not be obtained of a report current in New York that the railroad named has taken over the Chicago Terminal. Indeed, a high official of the Baltimore and Ohio stated that the report was without foundation, in fact. It is understood, however, that negotiations are pending which will probably shortly land control of the Chicago Terminal with the Baltimore and Ohio, which is heavily interested in the bonds of the Terminal and owns a large block of the stock, though not a controlling interest.

Count Witte's Life in Peril.

ODESSA, October 16.—Count Witte's sister, who arrived here today from a trip abroad, declares that the count had a narrow escape from death during his sojourn at Biarritz recently, as the result of an apothecary's mistake in filling a prescription. A physician administered an antidote, but nevertheless the count suffered severe stomach pains for several days.

FREE TO THE RUPTURED

A New Home Cure That Anyone Can Use Without Operation, Pain, Danger or Loss of Time.

I have a new Method that cures rupture and I want you to use it at my expense. I am not trying to sell you a Truss, but offer you a cure that stays cured and ends all truss-wearing and danger of strangulation forever.

No matter whether you have a single, double or navel rupture or one following an operation, my Method is an absolute cure. No matter what your age nor how hard your work, my Method will certainly cure you. I especially want to send it free to those apparently hopeless cases where all forms of trusses, treatments and operations have failed. I want to show everyone at my own expense, that my Method will end all rupture suffering and truss-wearing for all time.

This means better health, increased physical ability and longer life. My free offer is too important to neglect a single day. Write now and begin your cure at once. Send no money. Simply mail coupon below. Do it to-day.

FREE COUPON
Mark location of Rupture on Diagram and mail to
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803 Main St., Adams, N. Y.
Age.....
Time Ruptured .....
Cause of Rupture .....
Name.....
Address.....

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