EARLY MARKET RECEDES.

London Heavy and Conditions Not Considered Favorable.

A Generally Stronger Tone Later in the Day Under the Lead of St. Paul, New York Central, and Brooklyn Rapid Transit—Northwestern Deal.

NEW YORK, Oct. 22.—The Stock Market this morning opened dull and weak, declines which extended to 1 per cent appearing in virtually every quarter of the market. The London market was heavy and a number of particularly sharp declines appeared in the American quarter, the extreme losses there amounting to two points. Foreign houses were sellers here of a moderate amount of stocks on the opening of business.

The bulk of the dealings was in the railway list which also showed the most extensive movements. St. Paul was comparatively steady, but otherwise declines which averaged about half a point were common. Active features were Southern Pacific, Northern Pacific, preferred, Southern Railway, Erie, Reading, and Chesapeake and Ohio.

Nothing of interest resulted from the dealings in the industrial quarter or among the specialties.

The depression of the London market was said to be owing mainly to apprehensions of much closer monetary conditions there, but nothing whatever that was novel could be instanced in connection with the declines in the local dealings. Apprehensions of renewed friction in the present measures on foot looking to a settlement of Northern Pacific affairs again played some part in shaping sentiment, notwithstanding the assurances that all steps so far taken met with the approval of all parties in interest.

The market improved in tone materially before noon under the lead of St. Paul, New York Central, Brooklyn Rapid Transit, and other securities which soon showed good net gains.

New York Stock Exchange.

Corrected daily by W. B. Hibbs & Co., members of the New York Stock Exchange, 1419 F Street.

	Open.	High.	Low.	2 p.m.
Amalgamated Copper	89⅛	89⅞	88¾	89⅝
Amer. Car. & Foundry	25	25½	25	25⅛
Amer. C. & F., pfd	80¼	80¼	80¼	80¼
American Sugar	119⅝	120¼	119	120
American Smelters	43	43⅛	43	43⅛
Atchison	77⅞	77⅞	77⅝	77⅞
Atchison, pfd	96⅝	96⅞	96¼	96¾
Baltimore & Ohio	102	102⅛	102	102⅛
Brooklyn Rapid Transit	61⅝	61⅞	60⅝	61
Chesapeake & Ohio	44⅞	45	44⅞	45
Chicago & Northwestern	205	208⅞	205	208
C., M. & St. Paul	164⅞	165⅝	164⅝	165⅝
Chi., R. I. & Pacific	141⅝	141⅝	141⅝	141⅝
Chicago & Great Western	23	23⅛	23	23⅛
Delaware & Hudson	168	168⅝	168	168
Erie	40⅝	40⅞	40⅝	41
Erie, 1st pfd	68⅝	69	68⅝	69
General Electric	258	258¼	258	258
Illinois Central	146	146	146	146½
Louisville & Nashville	102⅝	102⅞	102⅝	102⅞
Metropolitan Traction	157⅛	157⅞	157⅛	157⅞
Manhattan Elevated	120	121	120	120⅛
Missouri Pacific	94	94⅞	93⅞	94⅛
N., S. & T., pfd	49⅛	49⅞	49	49⅞
New Jersey Central	164	164	163⅞	164
New York Central	156	158	156	157⅞
N. Y., C. & Western	33	33⅛	32⅞	33⅛
Norfolk & Western	50⅞	50⅞	50⅞	55⅞
Northern Pacific, pfd	104⅞	105	104	104⅞
Pacific Mail	45	45	44⅞	44⅞
Pennsylvania Railroad	146⅞	147	146¼	147
People's Gas	105⅛	107	106⅞	107
Reading, common	40⅞	40⅞	40⅛	40⅞
Reading, seconds	50⅞	51⅛	51	51⅛
Southern Pacific	59¼	59¼	58¾	59⅛
Southern Railway, common	32⅞	32⅞	32	32⅞
Southern Railway, pfd	86⅞	86⅞	86⅞	86⅞
Texas Pacific	38⅞	38⅞	37⅞	38⅞
Tenn. Coal & Iron	59	59⅛	58⅞	59⅛
Union Pacific	99⅞	99⅞	98⅞	99⅛
Union Pacific, pfd	88⅞	88⅞	88⅞	88⅞
U. S. Leather	12⅞	12⅞	12⅞	12⅞
U. S. Leather, pfd	81⅞	81⅞	80⅛	80⅛
U. S. Steel	42⅞	42⅞	42⅛	42⅛
U. S. Steel, pfd	92⅛	92⅞	91⅞	92
Wabash, pfd	36	36⅛	35⅛	36⅛
Western Union Tel	91⅞	91⅞	91⅞	91⅞

Government Bonds.

	Bid.	Asked.
U. S. 2's, R. 1908, Q. J	108⅝	109⅛
U. S. 2's, C. 1900-03, Q. J	109⅝	109⅞
U. S. 3's, R. 1908, Q. F	107⅝	108
U. S. 3's, R. 1908, Q. C	108	109
U. S. 4's, 1907, Q. J	111⅞	112⅝
U. S. 4's, 1907, Q. J	111⅞	112⅝
U. S. 4's, R. 1925	128	129
U. S. 4's, C. 1925	129	130
U. S. 5's, R. 1904	106¼	107¼
U. S. 5's, C. 1904, Q. F	107⅞	108¼

The Stock Market this morning showed more strength and more animation, after a rather weak opening, but even so it was dull and not of much importance as an indication of what is to occur next. It is a professional market almost entirely, the public doing practically nothing and the pools and syndicates very little. Everything seems to depend on the insiders for the next movement of importance, and after them on the public. If the insiders start prices up in a promising way the public may come in and probably will. But the insiders are not likely to do anything much while money conditions are inimical, and for this reason careful observers are not enthusiastic over the outlook for the present. They advise buying stocks on the recessions.

The first movement of the day was a break in Amalgamated Copper, and for this there was no reason given. The most likely explanation seems to be that the public has been induced to buy a few shares of the stock during the last few days and the professionals wished to reap the profit on these purchases by forcing the public out. It is a picayune policy, but the Copper professionals are not believed to be above picayune profit between whiles. The stock is a poor one for outsiders to speculate in.

New York Central was perhaps the most buoyant stock on the list this morning, advancing two points or more before noon. It was bought rather freely and it was said that the buying was "good." The advance in the stock was accompanied by further rumors of some division of the Lake Shore surplus, which is of course a most valuable asset to the Central stockholders.

Another stock that showed some strength was Brooklyn Rapid Transit. There has been an effort during the past two or three days to secure favor for this stock with the public by talk of its larger earnings since the annual report and by promises of dividends in the course of time. The buying this morning was apparently pool manipulation, following up this bullish talk.

Sentiment in the Street now seems to lean toward pessimism regarding the Northern Pacific matter. It is whispered that the Morgan-Hill people believe they can sell out the preferred stock and retire it, thus taking forcible control of the company, and it is further hinted that the Union Pacific interests do not propose to allow this and have legal advice to uphold their contention. There is really nothing new in the situation and nothing on which to base an argument either way, regarding the matter. Some people are very firmly convinced that there is no friction in the Northwest.

The annual report of the Great Northern was not so good as some people had expected. There was a decrease in net earnings of $1,772,899 and a decrease in surplus after charges of $1,128,000. The decrease in earnings was due to the failure of the wheat crop last year in the Northwest.

The earnings of the Northern Pacific for the second week of October make a very different showing, one of the best of the year. The increase in gross for the week was $175,000.

There is a "bull" tip on Sugar, the paternity of which is uncertain.

The Washington Stock Exchange.

Sales—Washington Loan and Trust Co.: 106@175; Union Trust and Storage Co.: 3@108½; Capital Traction: 20@104¾, 185@104½; National Union Fire Ins. Co.: 62@7¾; Mergenthaler Linotype: 30@175, 100@174¾, 20@175½—buyer 60, 150@174¾; Lanston Monotype: 200@13; American Graphophone Co. common: 69@6; American Graphophone Co. preferred: 100@8½, 2@8⅝. After call—Mergenthaler Linotype: 20@174¾; Capital Traction: 100@104½.

	Bid.	Asked.
DISTRICT OF COLUMBIA BONDS.		
Funding currency, 3.65's	126	----
MISCELLANEOUS BONDS.		
Capital Traction R. R. 4's	106⅛	108
Wash. Trac. & Elec. Coll. 4½'s	65	----
Wash. Trac. & Elec. Receipts	65	----
Met. R. R. 5's, 1925	117	120
Met. R. R. Cert. Indebtedness A	103⅝	----
Met. R. R. Cert. Indebtedness B	105¼	107⅛
Columbia R. R. 6's, 1914	116	----
Columbia R. R. 2d mort. 5's	104	108
City & Suburban R. R.	----	----
Anacostia & Potomac 5's	----	----
Wash. Gas Co., ser A, 6's, 1902-'27	107	----
Wash. Gas Co., ser. B, 6's, 1901-'29	107	----
U. S. Elec. Light, Deb. Imp., 1907	105	----
U. S. Elec. Light, Cert. Indebt.	102⅛	104
Ches. & Pot. Tel., Con. 5's	105⅛	----
American Security & Trust, 4's	100	----
Wash. Market Co., 1st 6's, 1892-1911, $7,000 retired annually	112½	----
Wash. Mkt. Co., Imp. 6's, 1912-'27	112⅛	----
Wash. Mkt. Co., ext. 6's, 1914-'27	112⅛	----
Masonic Hall Ass'n 5's, C, 1908	104	108
American Graphophone Deb. 5's	90	100
SAFE DEPOSIT AND TRUST COMPANIES.		
National Safe Deposit	145	155
Wash. Loan and Trust	175	----
American Security and Trust	220	229
Washington Safe Deposit	----	----
Union Trust and Storage	108	109
Wash. Savings Bank	100	----
NATIONAL BANK STOCKS.		
Bank of Washington	370	----
Metropolitan	725	800
Central	225	----
Farmers and Mechanics'	240	----
Second	168	----
Citizens	165	----
Columbia	170	----
Capital	150	170
West End	120	130
Traders'	----	----
Lincoln	126	13
RAILROAD STOCKS.		
Capital Traction	104⅛	104⅝
City & Suburban	----	----
INSURANCE STOCKS.		
Firemen	25	----
Franklin	40	----
Metropolitan	75	----
Corcoran	60	----
Potomac	68	----
Arlington	27	33
German-American	230	----
National Union	7	8
Columbia	10⅛	11
Riggs	7⅝	8
People's	6¼	6½
Commercial	4	5
Colonial	----	120
TITLE INSURANCE STOCKS.		
Real Estate Title	85	100
Columbia Title	4¼	4⅝
Washington Title	2⅝	3⅛
District Title	5	----
TELEPHONE STOCKS.		
Chesapeake & Potomac	*72	75½
GAS STOCKS.		
Washington Gas	*53¾	64¼
Georgetown Gas	68	----
MISCELLANEOUS STOCKS.		
Mergenthaler Linotype	174⅝	175⅞
Lanston Monotype	12⅞	13⅛
American Graphophone	5⅛	6⅛
American Graphophone, pfd	8¼	8⅝
Pneumatic Gun Carriage	----	----
Washington Market	14	----
Norfolk & Washington	175	----

Chicago Grain and Provision Market.

Corrected daily by W. B. Hibbs & Co., members of the New York Stock Exchange, 1419 F street.

	Open	High.	Low.	2 p. m.
WHEAT—				
December	70⅝	70⅝-¾	70⅛-¼	70⅛-¼
May	73⅝	73⅝-74	73⅞	73¾
CORN—				
December	55⅝	55⅝-⅞	55	55-⅛
May	58	58⅛-¼	57⅞	57⅞-⅝
OATS—				
May	37¾	37¾-⅝	37¼	37¼
PORK—				
January	14.97	15.00	14.97	15.00
May	15.02	15.02	15.02	15.02
LARD—				
January	8.90	8.90	8.90	8.90
May	8.90	8.90	8.90	8.90
RIBS—				
January	7.75	7.75	7.75	7.75
May	7.85	7.85	7.85	7.85

New York Cotton Market.

	Open.	High.	Low.	2 p.m.
December	7.85	7.9	7.84	7.90
January	7.87	7.90	7.83	7.90
March	7.77	7.82	7.75	7.8.
May	7.75	7.80	7.74	7.80

OFFERS FOR THE RETVIZAN.

South American Republics Want the Battleship.

BOSTON, Oct. 22.—It was learned here today that two South American Republics, Argentina and Chile, have been trying to purchase the Russian battleship Retvizan from the Cramps.

Edwin S. Cramp is authority for the statement. It is said that both Governments made offers for the vessel in case Russia did not keep her.

THE ALLER AGROUND.

North German Lloyd Liner Released by Towboats.

NEW YORK, Oct. 22.—The North German Lloyd steamer Aller, from Naples, is aground on the east side of the Channel abreast of the west bank lighthouse.

The tug Crescent reported at Quarantine that the Aller grounded about 4 a. m.

The Aller was floated at 10:25 o'clock. She was assisted by one of the North German Lloyd towboats.

FATHER AND SON KILLED.

A Quarrel Terminates Fatally in a Waco, Tex., Saloon.

DALLAS, Tex., Oct. 22.—Ex-Sheriff William Harris, of McLennan county, and his grown son, William, were shot and killed at Waco yesterday by Dr. J. D. Lovelace and Z. R. Reynolds, a business man.

The Harrises have been on bad terms with Lovelace and Reynolds for more than a year over family property affairs. The four men met in the Turf Saloon, on Austin Street, this afternoon and renewed the old quarrel. Suddenly the younger Harris seized his shotgun and fired on Lovelace and Reynolds. Just as he fired the barrel of his gun was knocked upward and the charge hit neither man, but both at once opened fire with pistols, and young Harris fell dead with ten bullets in his body.

The elder Harris rushed from behind a screen to aid his son, and was also shot dead by Lovelace and Reynolds, who then went to the McLennan county jail and surrendered themselves.

TWO SENTENCED TO DEATH.

Slayers of a Farmer to Be Hanged December 3.

MOUNT HOLLY, N. J., Oct. 22.—John Young and Charles Brown, who were convicted of the murder of Washington Hunter, near Riverside, in January last, were yesterday sentenced by Judge Garrison to be hanged on Tuesday, December 3.

Neither man displayed the slightest emotion on hearing the sentence.

Held for the Grand Jury.

Arthur T. Cheek, charged with grand larceny, pleaded not guilty in the United States branch of the Police Court today. He was held in bonds of $500 to await the action of the grand jury. Cheek was formerly a bartender for John F. Sweeney, and it is alleged appropriated $235 of the latter's money to his own use.

Mrs. Elbert in Court.

Mrs. Mary C. Elbert, charged with obtaining money under false pretences, pleaded not guilty in the United States branch of the Police Court today, and was held in bonds of $500 to await the action of the grand jury. It is said Mrs. Elbert, through representation that the money was to be devoted to certain charitable work, secured $400 from Mrs. Mary E. Crimmons.

Disorderly at a Railroad Station.

Joseph Ross, colored, was noisy and profane near the ladies entrance to the Baltimore and Ohio Railroad station yesterday, and today was brought into the Police Court, charged with disorderly conduct. He was fined $10, and in default will serve thirty days in the workhouse.

CHOLERA IN INDIA.

People everywhere are acquainted with the remarkable cures of milder forms of bowel complaints effected by the use of Chamberlain's Colic, Cholera, and Diarrhoea Remedy. It is not generally known, however, that this remedy has proved very successful in the treatment of Asiatic cholera and is now sold and used all over India. Mrs. Sd. L. Hiscocks, writing from Chier Road, Byculla, India, says "I have used a good many bottles of Chamberlain's Colic, Cholera, and Diarrhoea Remedy, and have found it invaluable as a cure as well as a preventive of cholera. So far I have never known it to fail if given in the early stages." For sale by Henry Evans, Wholesale and Retail, and all druggists.

DEEP WATER TO THE SEA.

Progress Made on Philadelphia's Thirty-Foot Channel.

The Bulkhead Work Completed, but the Dredging Will Fall About 1,000,000 Yards Below Specifications—Extension of Time Likely.

PHILADELPHIA, Oct. 22.—Gratifying reports of the work being done by the Government on the 30-foot channel of the Delaware River were presented yesterday to the executive council of the board of trade by the committee on harbor improvements, and proved unusually interesting because of the fact that the present contract for the work expires on October 31. According to these reports the progress made by the Virginia Dredging Company since January 1, 1901, has been far in excess of what was expected, and at this time the construction of the bulkhead opposite Reedy Island has been completed according to the terms of the contract, and 1,729,068 cubic yards of dredging have been completed.

The contract calls for the removal from the river bed of 2,000,000 cubic yards by October 31, while 2,000,000 yards were to have been removed by December 31, 1900, in the existing contract. At the beginning of the present year the Virginia Dredging Company was seriously in default, but at present the bulkhead work has been done, and the dredging will probably only fall 1,000,000 yards below the specifications.

There is now a thirty-foot channel at Dan Baker Shoals, of a length of 20,500 feet, and a width ranging from 250 to 450 feet. This gives a deep-water channel of over three miles, where before there had been much trouble to navigation for the larger type of vessels coming to this port. With the present methods the committee declares that the entire terms of the contract could be fulfilled in a very short time beyond the time specified in the contract. Measures are now before the War Department looking toward an extension of the contract.

The removal of Mamelukе Rock, opposite Cramps' shipyard, has been completed, under another contract, to the extent of 21,790 cubic yards of rock, giving a channel practically of twenty-six feet below mean water at this point. The report further states that the Government work is now being done under the supervision of Col. Alfred A. Smith, of the United States Army.

The subject of reciprocity, which had previously been referred to a committee, called forth a general discussion, and it was finally resolved that inasmuch as a national reciprocity convention had been called by the National Association of Manufacturers, at which the board of trade will be invited to participate, the matter be held in abeyance until after this convention has taken place. Many communications were read from commercial bodies extending their sympathy to the board's loss of its president, the late Frederick Fraley. The Pittsburg Chamber of Commerce asked co-operation in the enactment of a national law against anarchy and making an attempt on the life of the President of the United States a capital offence.

A lengthy report was read of the contemplated improvements in the Delaware and Schuylkill Rivers to be made under the appropriation of $250,000 by city councils. This work is to be done between Tinicum and Chester Islands, in the Delaware River, and above Penrose Ferry Bridge, in the Schuylkill River. This work, it was announced, would shortly be begun and would be carried out by the city authorities under the supervision of the engineers of the War Department.

FIRE ON A FERRYBOAT.

Passengers and Crew Safely Landed From the Vessel.

NEW YORK, Oct. 22.—The Jersey Central ferryboat Elizabeth while making its 8 o'clock trip from this city to Communipaw this morning, caught fire and was badly damaged before the flames could be put out.

The twelve passengers and the crew were landed in safety and the boat dragged out into mid-stream, where a score of tugs worked on it for over an hour.

About 9:30 o'clock when it was thought the fire was under control, the flames broke out worse than ever and in a few minutes the boat was completely enveloped. The Elizabeth was finally beached on the Communipaw Flats, a total loss.

FACTS ABOUT ALUMINIUM.

Its Uses, Properties, Production, and Commercial Importance.

At a meeting of the British Association a paper on the commercial importance of aluminium by Prof. E. Wilson was read. The author pointed out that during the last ten years enormous progress had been made in the production of aluminium. In 1890 no less than 5,000 tons were produced by plant having a combined output of about 25,000 horsepower, representing a capital of over £2,000,000. The introduction of the electrolytic process for the production of aluminium marked an epoch in the history of this subject, as at the present time all aluminium might be said to be produced by this method. The process was patented in 1886-7 by Hall in America, and by Heroult in England and France. Aluminium could combine to produce an enormous number of alloys, some of which, containing 1 to 2 per cent of other metals, combined the lightness of aluminium with greater hardness and strength. Other alloys, containing 90 to 99 per cent of other metals, exhibited properties of those metals much improved for certain purposes. Much as had been already done, much more remained, and the alloy-producing property of aluminium opened up a vast field for research. The purest aluminium obtained commercially contained traces of iron and silicon, giving about 99.6 per cent of aluminium in the finished product. All aluminium might be said therefore to be used in the alloyed state. The extraordinary lightness of aluminium was one of its most striking characteristics. Since the weight of a given volume of metal might govern its financial value, copper being 2.37 times as heavy as aluminium, it followed that whenever aluminium cost less than 2.37 times copper, it was cheaper volume for volume.

The prices of metals fluctuated very much, but taking copper at £70 and aluminium at £130 per ton, we saw that aluminium was considerably cheaper than copper. The use of aluminium as a conductor of electricity was engaging the attention of engineers very much at the present time, and already large quantities of it had been installed. A number of different alloys of aluminium had been tested in Heroult Tapper's laboratory at King's College, London, one aluminium, containing .31 per cent of iron and .14 per cen of silicon, had double the conductivity, weight for weight, of copper. This commercially pure aluminium, when in the form of wire .126 inch in diameter, had a breaking load of 28,209 pounds per square inch, a limit of elasticity 19,376 pounds per square inch, and percentage extension .19 within the limits of elasticity, with an applied force of 16,259 pounds (7.2 tons) per square inch. Alloying this aluminium with copper, zinc, nickel, or iron in varying proportions to the extent of about 2 per cent increased the tensile strength at the expense of conductivity. The Standard Electric Company of California in their forty-three-mile transmission line employed aluminium wire .294 inch in diameter, having a resistance per mile of 1.008 ohms at 25 degrees Centigrade, and this was stated to have conductivity of 59.9 per cent of copper. The breaking load was 22,800 pounds per square inch. No limit of elasticity was given, but it was stated that at 14,560 pounds to 17,000 pounds per square inch there was a marked increase in the permanent set, which was taken to indicate the limits of safe working load. At Northallerton, England, four miles of overhead aluminium wires were employed. Screwed socket joints had proved successful. At the Snoqualmie Falls twenty miles of overhead conductors conveyed current to Renton, where the line divided, one-half going to Seattle and the other to Tacoma. About 129,000 pounds of aluminium were employed. The Blue Lakes transmission scheme had forty-three miles of overhead wires. As indicating the satisfaction given by aluminium, it might be mentioned that in the new line about 1,000,000 pounds would be required in the form of stranded conductors, three-quarters of an inch in diameter. The Pittsburg Reduction Company had received orders for 150,000 pounds of aluminium for the feeders of the Northwestern Railway, Chicago. The Hartford Electric Light Company had thirty-three miles transmission, 2,000 horsepower at 10,000 volts, three-phase; the cable, three-quarters of an inch in diameter, consisted of seven strands. The Kansas City and Leavenworth Electric Railway line were using seventy-six miles of aluminium cable.

At Waterport, United States of America, a six-and-a-half miles transmission was employed; the conductor consisted of a seven-strand cable supported on 30-foot poles, 100 feet apart. The Niagara Falls Power Company had almost completed its second powers transmission line between the Falls and Buffalo; the three-phase current being transmitted by three aluminium cables, each composed of 37 strands. The span between the poles, which in the old copper lines was 75 feet, averaged 112½ feet in the aluminium line. An electrical transmission plant had been completed in the valley of Pompeii, near Naples, in which aluminium was employed for the line wires; three lines emanated from the powerhouse, two miles, nine miles, and two miles long, respectively. In Provo Canyon, three aluminium cables, each of seven strands, transmitted over forty miles to Tintic, which was connected with Mercur, thirty miles distant, and electric current was transmitted to Mercur via Tintic as readily as by the direct line between Mercur and Provo. The addition of aluminium to iron or steel had the great advantage of keeping the metal more fluid in the ladle, thus acting by the avoidance of blowholes. At high temperatures the metal decomposed nearly all metallic oxides, and prevented blowholes by combining chemically with the gas which formed the holes. The quantity to be added varied according to the iron used; generally the amount ran from two pounds to five pounds per ton of iron. The great ductility of aluminium made it easy to work with rolls. Rolled sheet .001 inch thick was used for decorative purposes; in fact, leaf aluminium might be said to have replaced leaf silver. The hardness of aluminium varied according to its purity, the purest metal being softest. Ordinary 98 per cent aluminium was about as hard as copper. Prof. Thurston placed aluminium as sixth in the order of ductility, being preceded by gold, silver, platinum, copper and iron, but it was doubtful whether if it did not rank as high as iron. It could be pressed or stamped under the drop hammer, hot or cold. The uses of aluminium were very numerous. Probably the widest field was still in the purification of steel and iron.—London Times.

GIVEN AWAY!

Free Medicine and Treatment

For All Diseases of Men to Those Who Apply at the Offices of the Rice Physicians During October.

In order to demonstrate that the offerings of genuine skill and science are more liberal than those of mediocrity and more dangerous quackery, the Rice Physicians are giving free medicine and treatment to all men sufferers from chronic troubles, private diseases indiscretions and weaknesses.

Hugh Miller, a self-educated, hard-headed and upright Scotch stonemason, when asked to what he owed his success, replied: "I put my conscience in every stone I laid." The Rice Physicians, like the grand old Scotchman, justly feel that they have put their conscience in every bottle of their medicine and in the plan of treatment they use.

If you cannot call today write and describe your trouble. Office hours—10 a. m. to 5:30 p. m.; Tuesday, Thursday, Saturday evenings, 6:30 to 8. Sundays, 10 to 12.

Rice Medical Society,

Offices: 613 13th Street N. W., Washington, D. C.

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From Geo. C. Geick, Owens Mill, Mo.: "Some time ago I bought a package of Pyramid Pile Cure for my wife, who had suffered very much. The first trial did her more good than anything she has ever tried. It is just what is claimed for it, for it cured her completely." For sale by all druggists. Little book, "Piles, Cause and Cure," mailed free. Pyramid Drug Co., Marshall, Mich.

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Loaned on Real Estate in District of Columbia. Lowest Commission.

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AND UPWARD ON FURNITURE AND PIANOS. At lowest rates and on the day you apply. We are loaning on the Building and Loan Association plan, which makes the cost of carrying loans much less than you pay elsewhere and allows you to pay it off in any sized notes you desire, running from one to twelve months. If you have a loan with some other company we will pay it off and advance you more money if desired. Rates cheerfully given, and no cost to you unless loan is made. Call and get rates. Front room, first floor.

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625 F St. N.W.

DID YOU EVER

Stop to think that it is only a question of time until you will lose your mind with the lot of small creditors who are constantly bothering you? Pay them all off at one time; we will loan you the money to do it with, and the system we have for paying the money back will please you.

EVANS & COMPANY,
707 G ST. N. W.
ROOM 3, First Floor Rear; Opp. Patent Office.

MONEY LOANED salaried people and retail merchants upon their own names without security; easy payments. TOLMAN, Room 101, 933 15th st. nw. e21-tf

MONEY to loan; on collateral, personal security or real estate. A. C. DAVIS, 505 B st. nw. e22-3

MONEY TO LOAN at 3½ to 5 per cent, in sums of $1,000 to $10,000 on D. C. real estate; pay off 5 and 6 per cent mortgages and begin anew; all transactions conducted with economical consideration for borrowers. WM. H. SAUNDERS & CO., 1407 F st. nw.

BANKS AND TRUST COMPANIES.

THE RIGGS NATIONAL BANK

OF WASHINGTON, D. C.

Capital, $500,000.

SURPLUS AND UNDIVIDED PROFITS.... $375,000

EXCHANGE ON ENGLAND, IRELAND, FRANCE, and GERMANY

Letters of Credit

AVAILABLE IN ALL FOREIGN PARTS.
BANK COLLECTIONS.
ORDERS FOR INVESTMENTS.
STOCKS AND BONDS.

FOREIGN MAILS.

WASHINGTON, D. C., POSTOFFICE NOTICE.

Should be read daily, as changes may occur at any time.

FOREIGN MAILS are forwarded to the ports of sailing daily, and the schedule of closings is arranged on the presumption of their uninterrupted overland transit. For the week ending October 26, 1901, the last connecting closes will be made from the MAIN OFFICE as follows:

Trans-Atlantic Mails.

TUESDAY—(h) At 7:15 p. m., for EUROPE, per s. s. Philadelphia, from New York, via Southampton. Mail for IRELAND must be directed "Per s. s. Philadelphia."

(c) At 11:05 p. m. for ITALY, per s. s. F. Bismarck, from New York, via Naples. Mail must be directed "Per s. s. F. Bismarck."

(c) At 11:05 p. m. for EUROPE, per s. s. Teutonic, from New York, via Queenstown.

(c) At 11:05 p. m. for BELGIUM direct, per s. s. Kensington, from New York. Mail must be directed "Per s. s. Kensington."

WEDNESDAY—(c) At 9:15 p. m. for FRANCE, SWITZERLAND, ITALY, SPAIN, PORTUGAL, TURKEY, EGYPT, GREECE, BRITISH INDIA, AND LORENZO MARQUEZ, per s. s. L'Aquitaine, from New York, via Havre. Mail for other parts of EUROPE must be directed "Per s. s. L'Aquitaine."

(c) At 11:05 p. m. for ITALY, per s. s. Sicilia, from New York. Mail must be directed "Per s. s. Sicilia."

FRIDAY—(c) At 11:05 p. m. for NETHERLANDS direct, per s. s. Ryndam, from New York. Mail must be directed "Per s. s. Ryndam."

(c) At 11:05 p. m. for SCOTLAND direct, per s. s. Anchoria, from New York. Mail must be directed "Per s. s. Anchoria."

(c) At 11:05 p. m. for EUROPE, per s. s. Etruria, from New York, via Queenstown.

(c) At 11:05 p. m. for DENMARK direct, per s. s. Island, from New York. Mail must be directed "Per s. s. Island."

*PRINTED MATTER, ETC.—This steamer takes Printed Matter, Commercial Papers, and Samples for GERMANY only. The same class of mail matter for other parts of EUROPE will not be sent by this ship unless specially directed by her.

Mails for South and Central America, West Indies, Etc.

TUESDAY—(k) At 12:00 m. for JAMAICA, per s. s. Admiral Dewey, from Boston.

(c) At 11:05 p. m. for MAYAQUEZ, per s. s. Porto Rico, from New York. Mail for other parts of PORTO RICO must be directed "Per s. s. Porto Rico."

(c) At 11:05 p. m. for INAGUA AND HAITI, per s. s. Mt. Vernon, from New York.

(c) At 11:05 p. m. for FORTUNE ISLAND, per s. s. Hungaria, from New York. Mail for HAITI must be directed "Per s. s. Hungaria."

(c) At 11:05 p. m. for CAMPECHE, CHIAPAS, TABASCO AND YUCATAN, per s. s. Seguranca, from New York. Mail for other parts of MEXICO must be directed "Per s. s. Seguranca."

WEDNESDAY—(c) At 11:05 p. m. for JAMAICA, per s. s. Admiral Sampson, from Philadelphia.

(c) At 11:05 p. m. for the BAHAMAS and the PROVINCE OF SANTIAGO, CUBA, per s. s. Santiago, from New York.

(c) At 11:05 p. m. for YUCATAN, per s. s. Dagny, from New York, via Progreso.

(c) At 11:05 p. m. for BARBADOS AND NORTHERN BRAZIL, per s. s. Hubert, from New York.

THURSDAY—(c) At 11:05 p. m. for MEXICO, per s. s. City of Washington, from New York, via Tampico. Mail must be directed "Per s. s. City of Washington."

(c) At 11:05 p. m. for ARGENTINE, URUGUAY, AND PARAGUAY, per s. s. Coronda, from New York.

(c) At 11:05 p. m. for ARGENTINE, URUGUAY, AND PARAGUAY, per s. s. Hesperides, from New York.

FRIDAY—(c) At 11:05 p. m. for PORTO RICO, per s. s. Ponce, from New York, via San Juan.

(c) At 11:05 p. m. for BRITISH, DUTCH, AND FRENCH GUIANA, per s. s. Uller, from New York. Mail for ST. KITTS must be directed "Per s. s. Uller."

(c) At 11:05 p. m. for CURACAO AND VENEZUELA, per s. s. Maracaibo, from New York. Mail for SAVANILLA AND CARTAGENA must be directed "Per s. s. Maracaibo."

(c) At 11:05 p. m. for FORTUNE ISLAND, JAMAICA, SAVANILLA, CARTAGENA, AND GREYTOWN, per s. s. Alleghany, from New York. Mail for COSTA RICA must be directed "Per s. s. Alleghany."

(c) at 11:05 p. m. for LEEWARD AND WINDWARD ISLANDS, and BRITISH, DUTCH, AND FRENCH GUIANA, per s. s. Fontabelle, from New York.

Mails for NEWFOUNDLAND, by rail to North Sydney and thence via steamer, close here daily except Sundays at 12:00 m., and on Sundays only at 11:30 a. m. (d) (h)

Mails for MIQUELON, by rail to Boston and thence via steamer, close here daily at 3:15 p. m. (d)

CUBA MAILS close here via Port Tampa, Fla., Mondays, Wednesdays, and Saturdays at 2:30 p. m. (f)

Mails for MEXICO overland, unless specially addressed for despatch by steamers sailing from New York, close here daily at 11:30 a. m. and 10:00 p. m.

Mails for BELIZE, PUERTO CORTEZ, AND GUATEMALA, by rail to New Orleans, and thence via steamer, close here daily at 10:00 p. m., the connecting closes for which being Mondays.

Mails for COSTA RICA, by rail to New Orleans and thence via steamer, close here daily at 10:00 p. m., the connecting closes for which being Tuesdays.

Trans-Pacific Mails.

Mails for CHINA* AND JAPAN, via Seattle, close here daily at 6:30 p. m. up to October 23, inclusive, for despatch per s. s. Riojun Maru. Registered mail must be directed "Via Seattle." (o)

Mails for CHINA,* JAPAN, HAWAII, AND PHILIPPINE ISLANDS,** via San Francisco, close here daily at 6:30 p. m. up to October 26, inclusive, for despatch per s. s. City of Peking. (o)

Mails for HAWAII, via San Francisco, close here daily at 6:30 p. m. up to October 28, inclusive, for despatch per s. s. Alameda. (o)

Mails for CHINA* AND JAPAN, via Vancouver, close here daily at 6:30 p. m. up to October 29, inclusive, for despatch per s. s. Empress of Japan. Registered mail must be directed "Via Vancouver." (o)

Mails for CHINA,* JAPAN, HAWAII, AND PHILIPPINE ISLANDS,** via San Francisco, close daily at 6:30 p. m. up to November 2, inclusive, or despatch per s. s. Gaelic. (o)

Mails for AUSTRALIA (except West Australia, which is forwarded via Europe),