BALTIMORE KEENLY FEELS COAL FAMINE

Believes President Baer is Taking Revenge.

RETAIL DEALERS SUBSIDIZED

Indignation Rampant, Yet No Relief in Sight From Existing Conditions. Meetings Held.

BALTIMORE, Nov. 14.—Much indignation is manifested in this city by the continued shortage of the coal supply. Many of the most prominent coal dealers avow that the conditions are agravated by a spirit of revenge on the part of President George Baer, of the Reading Coal and Iron Company since his failure to get control of the Western Maryland Railroad.

Discrimination Shown.

It is self-evident that Baltimore is being discriminated against, especially in the conditions imposed upon the dealers by the arbitrary Mr. Baer.

A man well posted and thoroughly familiar with the present and past relations which have controlled the handling of coal in this city points out the fact that Baltmore is absolutely at the mercy of the company over which Mr. Baer wields despotic influence. He will not permit the use of his name, and it may be said in passing that the retail coal dealers of this city are so thoroughly terrorized that not one can be found to openly discuss the attitude of the coal combine lest they be immediately put out of business for all time.

Forced to Become Agents.

As the man referred to puts it, the retail dealers of this city have been forced to play the cat's-paw to draw the combine's chestnuts out of the fire.

Their business independence has been swept away at one stroke of the Baer pen.

Competition in coal prices in Baltimore is a thing of the past.

The dealers have simply been forced to become part of a machine that absolutely controls one of the most important necessities of daily life.

The mine owner determines just how much coal Baltimore shall be allowed to consume, what the price of the fuel shall be, and forces every dealer to go to a bonding company and pay his good money for an indemnifying bond that the contracts shall be carried out as dictated by Mr. Baer and his associates.

"Such a humiliating situation for a respectable trade has never before disgraced business," said the gentleman quoted above. "It is against every rule of commercial dealing. If the Baer rule were adopted by manufacturers throughout the country, credit would be a thing of the past. Who before ever heard of the seller demanding a bond that his bills would be paid? What other corporation, save the one headed by Mr. Baer—head of the coal combine by divine right—would have ever dared to insult reputable merchants as he has done? And yet we are absolutely at his mercy if we intend to remain in the business. He has made us all simply his fiscal agents in Baltimore, providing our bond is sufficient and his whim may not oppose shipping us the coal. The grip of the combine is absolute and as despotic as is the rule of the Czar. One word from this man and Baltimore goes without fuel, and from the way shipments are being made there is much to be feared. Indeed, it is 'cold comfort,' as the 'Sun' said this morning, to be obliged to depend upon the 'generosity' of the coal combine for this winter's fuel."

HIGH SCHOOL FOOTBALL.

The Technical and Western High School teams will meet on the gridiron at Van Ness Park this afternoon.

BRIDE BELIEVED TO HAVE KILLED HERSELF

Died at Friend's Home After Taking Strychnine.

WINCHESTER, Va., Nov. 14.—No event for years has so stirred the little village of Middletown, Frederick county, as the sudden death Wednesday night of Mrs. C. Haller Heater, a bride of four months.

About 7 o'clock she went calling at the home of a friend, and shortly afterward she complained of feeling ill. Soon after leaving the house for her own home she met her husband, and upon reaching home was taken violently ill. A physician was summoned, but she was in a dying condition, evidently suffering from strychnine poisoning, and she passed away shortly after 11 o'clock.

Her married life, it is said, had not been happy. On July 16 she was married to C. Haller Heater, son of Charles W. Heater, superintendent of the State board of agriculture, and one of the most prominent residents of Middletown. Last week the husband and wife separated, although a reconciliation took place later. While dying Mrs. Heater asked to see her sister, Miss Mamie Grace, of this city, saying she wished to tell her a secret, but before her sister arrived she expired.

The physician, Dr. Davidson, would not talk for publication, but was firm in his belief that Mrs. Heater took poison.

TRAIN FERRY ACROSS CHANNEL.

Engineer's Device for Transferring Passengers.

London Chronicle

Certain French engineers of distinction, writes a correspondent, are contemplating a method of transferring goods and passengers across the Straits of Dover, a method which has already been adopted in various parts of the world, notably on Lake Baikal and in the Danish Archipelago. At these places train ferries have been employed for some time, and have been found to answer admirably. The organization of a channel ferry service would, of course, be a far more complicated business, and would be initiated on a scale merely intended to supplement the means of comunication at present in use.

The method of embarking the trains is by means of five hydraulic hoists of exceptional power, under and attached to which is a long cage of steel trellis-work, into which the train enters. Unlike the ferries which ply between the Danish islands, the channel boats would be screw steamers, 120 meters in length; each of them would carry a train of ten loaded vans or trucks at a speed of twelve knots.

As regards the quality and quantity of freights, it may be regarded as certain that the greater part at least of the perishable commodities, such as flowers, fruit, and dairy produce, which at the present time are shipped at Calais, Boulogne, and Le Treport, would eventually be forwarded by the proposed route. Its advantages for the above class of freight are obvious. Setting aside the saving of time, which in the case of flowers from the Riviera, would amount to at least four hours in the journey between Nice and London, there would be no break of bulk either at the French or English ports, and in consequence every kind of fruit and dairy produce would arrive at its destination in finer condition than at the present time.

It is the present intention of the promoters not to institute a passenger service until the success of the goods service is assured. In each of the ferry steamers, the number of which would at first be limited to two, the Societe des Chantiers de la Gironde has, however, planned ample accommodations for passengers of every class. The arrangements for the scheme are to be taken in hand as soon as negotiations with the railway companies are completed.

Train Service to Yale-Princeton Football Game

Via Pennsylvania Railroad, Saturday, November 15. Train leaving Washington at 7 a. m. will connect at Broad Street Station, Philadelphia, with special trains leaving at 10:30 and 11:30 a. m. for Princeton. Returning, special train will leave Princeton 5:45 p. m., connecting at Trenton with train leaving that point at 6:34 p. m. for Washington.

MILITIAMAN DEPRIVED OF UNION CARD AND JOB

Employers Forced to Discharge Him.

SCHENECTADY, N. Y., Nov. 14.—William Potter, a painter of this city, has been expelled from his labor union, and his employers have been forced to discharge him, because he was a member of the National Guard of the State, and served with his company at the time the troops were ordered to Glen Falls to suppress disorder and prevent acts of violence during the strike on the Hudson Valley Railroad.

Potter was discharged this week by his employers. They were obliged to bow to the dictation of the local painters and decorators union, or have their other employes go on strike.

It is said this action was taken by the local union with the full sanction of the trades assembly of Schenectady.

This city is a hotbed of unionism. There are all sorts and conditions of unions here, not alone in the general electric works, but in every branch of trade in town, down to and including the bootblacks.

Potter's former employers upon discharging him expressed their regret at the necessity and gave him a letter of recommendation.

MASCAGNI'S PERFORMANCE NOT INTERFERED WITH

Composer Finds It Good to Go an Hour Without Being Arrested.

PROVIDENCE, R. I., Nov. 14.—Contrary to what had been feared, Mascagni and his opera company gave a performance in this city last evening without legal interference. Mascagni evidently appreciated the relief from Boston experiences, for he remarked that it seemed good to go at least one hour without being arrested.

Infantry Hall, the largest in the city, where he appeared last night, was well filled with a sympathetic audience. A big delegation of Mascagni's countrymen was present and gave the composer an enthusiastic reception.

THE ISTHMUS OF TEHUANTEPEC.

Modern Mexico.

The completion of the extensive port works at Coatzacoalcos, on the gulf, and Salina Cruz, on the Pacific side, connected by a well-equipped railroad across the narrow isthmus of Tehuantepec, promises to provide a short route for shipments to Pacific coast ports and the far East that will be an important factor long before the question of an isthmus canal is settled. The co-operation of the Mexican government in the building of this transcontinental line is a satisfactory guarantee that the extensive undertaking will be carried to a successful end. The location of a connection between the great oceans is a question that does not affect to any great degree shipping between north Atlantic and southern Pacific ports, but when the saving in time between Atlantic and gulf points and Central and North American coast cities and in shipments to Asia are considered the advantages of the northern route are striking.

From Panama to Salina Cruz the distance is 1,303 miles, which is a clear saving for freight to northern ports shipped via Tehuantepec. The saving will be made upon all shipments to Central American ports, varying in importance from 454 miles to Junta Arenas, Costa Rica, to 1,002 miles to San Jose de Guatemala. From Salina Cruz to San Francisco the distance is only 2,170 miles, and shipments to the Orient will save over 1,000 miles by use of the Mexican rail transfer to the Pacific in preference to going through a Panama canal. It is a fact not generally known that from New Orleans to San Francisco by the Mexican isthmus it is 100 miles shorter than by the line of the Southern Pacific Railway. With such shipping facilities as it is intended to establish the Mexican short cut across the backbone of the continent will doubtless divert much commerce from all rail lines. It will from the start furnish an attractive route for the growing export cotton trade of the Southern American States to the Orient, and it will at once become a powerful factor in the development of Mexico's rich west coast.

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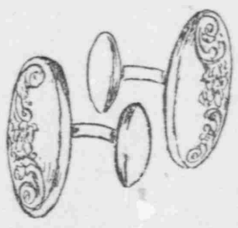
A Pair of Solid Gold



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It's worth your while to get a pair now, even if you don't need 'em until Xmas, as such goods as these cannot always be had.

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Following Music Complete in One Volume. Our Price,
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"Jimmie, De Pride of Newspaper Row."
"When You Were Sweet Sixteen."
"Moon, Moon."
"My Wild Irish Rose."
"Absence Makes the Heart Grow Fonder."
"Sweet Maggie May."
"The Voice of the Violet."
"Sing Me a Song of the South."
"Trouble."
"De Pullman Porter's Ball."
"My Sambo."
"I Wants a Ping-Pong Man."
"Soldiers."
"I Left My Heart in Dixie."
"Ma Blushin' Rosie."
"Stay in Your Own Backyard."
"Sadie, Say You Won't Say Nay."
"Little Sallie Brown."
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If you play football at all, you want the best Football and the best Toggery.
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Perfect manhood should be prized as the greatest gift of man. Are you suffering from the effects of nature's violations, acute and chronic complaints, varicocele, stricture, inherited or acquired Nervous debility—are you weak, nervous, broken down, irritable? Do you lack vim, vigor and vitality? Why not have these troubles remedied?
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X-RAY used for examination, diagnosis and treatment.
WRITE If you cannot call. All letters kept strictly confidential and answered in any modern language.
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RAILROADS.

FOR MOUNT VERNON,
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ELECTRIC TRAINS. STATION 13½ & Pa. Ave.
For Mt. Vernon, every hour, week days, from 10 a. m. to 9 p. m.
For Alexandria and Arlington every half hour.
Round trip to Mt. Vernon, 50c. Round trip to Alexandria, 25c. Round trip to Arlington, 20c. Round trip to Mt. Vernon, including Arlington and Alexandria, 60c.
WASH., ALEXANDRIA & MT. VERNON RY.
SEE TIME TABLES AT HOTELS. au1-tf

SOUTHERN RAILWAY.
Schedule effective November 2, 1902.
Trains leave from Pennsylvania Station.
8:10 a. m. Daily. Local for Harrisonburg, Warrenton, Charlotte, and way stations.
10:51 a. m. Daily. Washington and Florida Limited. First-class coaches and drawing-room sleeper to Jacksonville, Fla. Dining car service.
10:51 a. m. Daily. United States Fast Mail. First-class coaches and drawing-room sleeper to New Orleans. Dining car service.
4:01 p. m. Week Days. Local for Harrisonburg and way stations on Manassas branch.
4:30 p. m. Daily. Local for Warrenton and Charlottesville.
8:45 p. m. Daily. New York and Atlanta Express. First-class coach and sleeper to Atlanta; Mondays, Wednesdays, and Fridays, Sunset Route. Tourist sleeper Washington to San Francisco. Pullman buffet service.
9:50 p. m. Daily. New York and Florida Express. First-class coach and sleeper to Savannah, Jacksonville, and Port Tampa; sleeper to Augusta, and connection for Aiken. Dining car service.
10:01 p. m. Daily. New York and Memphis Limited (via Lynchburg). First-class coach and sleeping car to Roanoke, Knoxville, Chattanooga, and Memphis; sleeper to New Orleans. Dining car service.
10 p. m. Daily. Washington and Southwest. Limited. All Pullman train, club and observation cars to Atlanta and Macon; sleepers to Nashville, Atlanta, Macon, Memphis, New Orleans. Dining car service.
TRAINS ON BLUEMONT BRANCH.
Leave Washington, 9:01 a. m. daily. Week days, 1:00 p. m., 4:35 p. m., 4:49 p. m., and 6:25 p. m. Leesburg only. Sundays only, 6:25 p. m. for Bluemont.
Through trains from the South arrive Washington 5:42 a. m., 6:52 a. m., 7:40 a. m., 9:45 a. m., 2:00 p. m., 9:15 p. m., and 9:50 p. m. daily. Local trains from Harrisonburg, 11:50 a. m. week days and 9:05 p. m. daily. From Charlottesville, 8:28 a. m. and 9:50 p. m. daily.
Tickets, sleeping car reservations, and detailed information can be had at ticket offices, 705 15th St., 511 Pennsylvania Ave., and Pennsylvania Station. Baggage checked through from hotels and residences.
'Phone 1640, P. R. R. Cab Service.
C. H. ACKERT, General Manager.
S. H. HARDWICK, General Pass'r Agent.
L. S. BROWN, General Agent.

OCEAN STEAMSHIPS.
AMERICAN LINE.
NEW YORK—SOUTHAMPTON—LONDON.
Phil'phia, Nov. 19, 10a.m. St. Louis, Dec. 3, 10a.m.
St. Paul, Nov. 26, 10a.m. Phil'phia, Dec. 10, 10a.m.
RED STAR LINE.
NEW YORK—ANTWERP—PARIS.
Vaderl'd, Nov. 22, 10a.m. Zeeland, Dec. 6, 10a.m.
Kroonl'd, Nov. 29, 10a.m. Finla'd, Dec. 13, 10a.m.
INTERNATIONAL NAVIGATION COMPANY.
COMPANY'S WASHINGTON OFFICE, 1306 F St. N. W., or Geo. W. Moss, 1411 G St. N. W.

CANADIAN PACIFIC RAILWAY.
CHINA, JAPAN, AND PHILIPPINE ISLANDS.
Intended Steamship Sailings from Vancouver.
EMPRESS OF CHINA.....Dec. 1, Feb. 23, 1903
EMPRESS OF INDIA....Dec. 29, March 23, 1903
EMPRESS OF JAPAN....Jan. 26, April 13, 1903
HAWAIIAN ISLANDS AND AUSTRALIA.
MIOWERA.....Nov. 14—AORANGI.....Dec. 12
All information at 1229 Penna. Ave.

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Lv. Washington	6:30 pm	Lv. Portsmouth	5:00 pm
Lv. Alexandria	7:00 pm	Lv. Norfolk	6:00 pm
Ar. Ft. Monroe	7:00 am	Lv. Ft. Monroe	7:00 pm
Ar. Norfolk	8:00 am	Ar. Alexandria	6:30 am
Ar. Portsmouth	8:15 am	Ar. Washington	7:00 am

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For further information apply at general ticket office, Bond Building, 14th and N. Y. ave., or 7th st. wharf, Washington, D. C.
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RAILROADS.

PENNSYLVANIA RAILROAD.
STATION CORNER OF SIXTH AND B STS.
7:50 A. M. DAILY, PITTSBURG EXPRESS—Parlor and Dining Cars Harrisburg to Pittsburg.
10:50 A. M. DAILY, PENNSYLVANIA LIMITED—Pullman Sleeping, Dining, Smoking, and Observation Cars Harrisburg to Chicago. Cincinnati, Indianapolis, St. Louis, Cleveland, and Toledo. Buffet Parlor Car to Harrisburg.
10:50 A. M. DAILY, FAST LINE—Pullman Buffet Parlor Car to Harrisburg. Buffet Parlor Car Harrisburg to Pittsburg.
3:30 P. M. DAILY, CHICAGO AND ST. LOUIS EXPRESS—Sleeping Car Washington to St. Louis, and Sleeping and Dining Cars Harrisburg to Indianapolis, St. Louis, Louisville (via Cincinnati) and Chicago.
7:33 P. M. DAILY, ST. LOUIS EXPRESS—Pullman Sleeping Car Harrisburg to St. Louis.
7:45 P. M. DAILY, WESTERN EXPRESS—Pullman Sleeping Car to Pittsburg and Chicago. Dining Car to Chicago.
7:45 P. M. DAILY, CLEVELAND AND CINCINNATI EXPRESS—Pullman Sleeping Cars Washington to Pittsburg, and Harrisburg to Cleveland and Cincinnati. Dining Car.
10:40 P. M. DAILY, PACIFIC EXPRESS—Pullman Sleeping Car to Pittsburg.
7:50 A. M. DAILY, BUFFALO DAY EXPRESS, with through Broiler Buffet Parlor Car and Coaches to Buffalo, via Emporium Junction.
7:50 A. M. for Kane, Canandaigua, Rochester, and Niagara Falls, daily, except Sunday.
10:50 A. M. for Elmira and Renovo daily, except Sunday. For Williamsport daily, 3:30 P. M.
7:15 P. M. DAILY, BUFFALO NIGHT EXPRESS, with through Buffet Sleeping Car and Coaches to Buffalo, via Emporium Junction.
7:45 P. M. DAILY for Erie; for Rochester, Buffalo, and Niagara Falls daily, except Saturday, with Sleeping Car Washington to Rochester.
10:40 P. M. for Erie, Canandaigua, Rochester, Buffalo, and Niagara Falls daily. Pullman Sleeping Car Washington to Rochester Saturdays only.
4:00 P. M., "CONGRESSIONAL LIMITED"—Daily for New York, all Parlor Cars, with Dining Car from Baltimore.
For Philadelphia, New York, and the East.
Express, 5:30 (Dining Car), 7:00 (Dining Car), 7:37 (Dining Car), 8:10 (Dining Car), 9:00, 10:00 (Dining Car), 10:25, 2.00 11:00 (Dining Car from Wilmington) A. M., 12:45, 3:15, 4:50 (Dining Car from Baltimore), 9:50, 10:00 P. M., 12:10 night. On Sundays, 5:30 (Dining Car), 7:00 (Dining Car), 7:37 (Dining Car), 8:10 (Dining Car), 9:00, 10:25, 11:00 (Dining Car from Wilmington) A. M., 12:15, 3:15, 4:50 (Dining Car from Baltimore), 6:20, 10:00 P. M., 12:10 night.
For Philadelphia only, Express, 7:45 A. M., 12:15 P. M. week days, 2:01, 4:10, and 5:40 P. M. daily.
For Boston, without change, 7:45 A. M. week-days and 4:50 P. M. daily.
For Baltimore, 5:00, 5:30, 6:15, 7:00, 7:45, 7:50, 7:57, 8:10, 9:00, 10:00, 10:25, 10:50, 11:00 A. M., 12:15, 12:45, 1:28, 2:01, 3:15, 3:30 (4:00 Limited), 4:10, 4:20, 4:33, 4:50, 5:40, 6:15, 6:50, 7:15, 7:45, 10:00, 10:40, 11:35 P. M., and 12:10 night. On Sundays, 5:30, 7:00, 7:50, 7:57, 8:10, 9:00, 9:05, 10:25, 10:50, 11:00 A. M., 12:15, 1:15, 2:01, 3:15, 3:30 (4:00 Limited), 4:10, 4:20, 4:50, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00, 10:40 P. M., and 12:10 night.
For Pope's Creek Line, 7:45 A. M. and 4:33 P. M. week-days. Sundays, 9:05 A. M.
For Annapolis, 7:50 A. M., 12:15 and 4:20 P. M. week-days. Sundays, 9:00 A. M. and 5:40 P. M.
Ticket offices, corner Fifteenth and G Streets, and at the station, Sixth and B Streets, where orders can be left for the checking of baggage to destination from hotels and residences.
Telephone call "1640" for Pennsylvania Railroad Cab Service.
J. B. HUTCHINSON, General Manager. J. R. WOOD, General Passenger Agent.

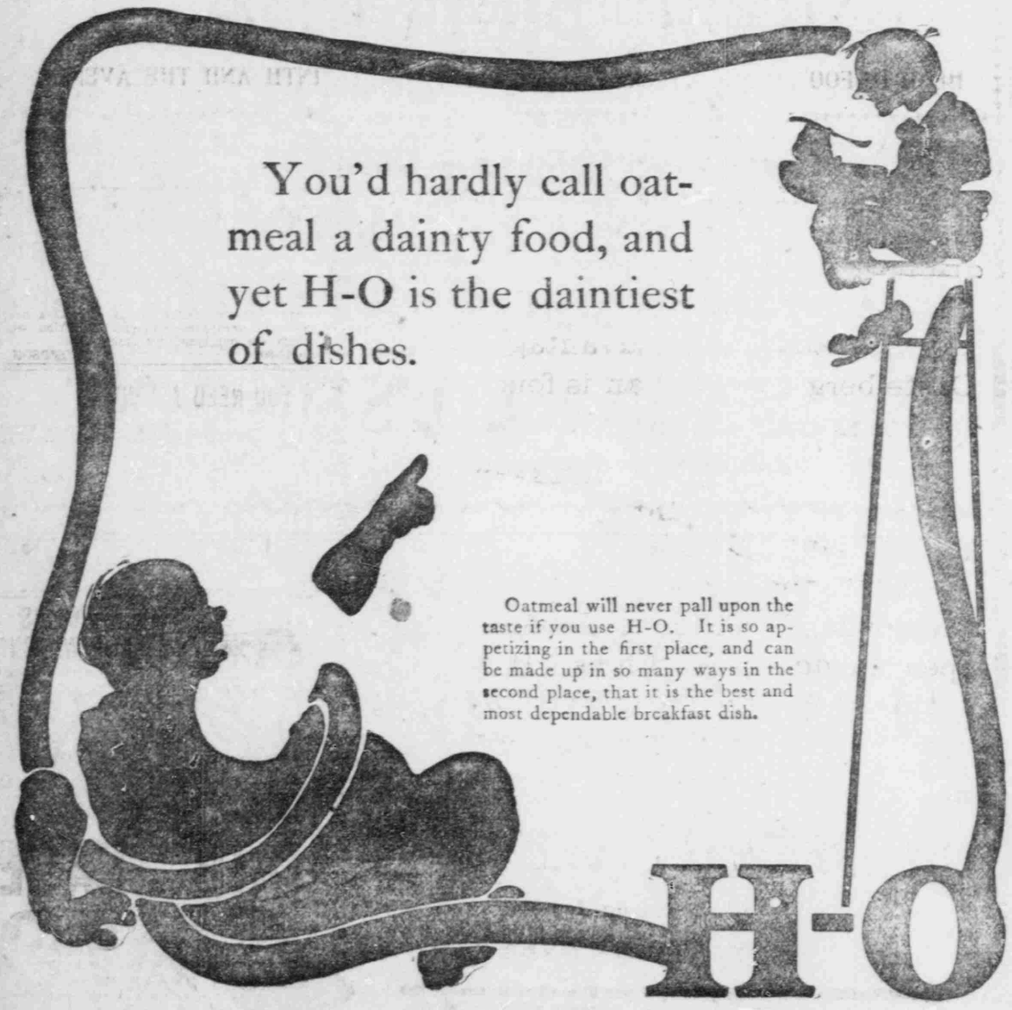
CHESAPEAKE AND OHIO RY.
Schedule Effective October 19, 1902.
Trains Leave Pennsylvania Station.
2:00 P. M. Daily—CINCINNATI AND LOUISVILLE EXPRESS. Solid vestibule train for Cincinnati. Reaches Cincinnati 7:35 a. m., Louisville 10:30 a. m., St. Louis 6:45 p. m., Chicago 5:30 p. m. Pullman Sleepers to Cincinnati and Louisville Dining Car.
6:40 P. M. Daily—CHICAGO AND ST. LOUIS SPECIAL. A new solid vestibuled electric-lighted train, arriving Cincinnati 11:45 a. m., Indianapolis 3:25 p. m., St. Louis 9:45 p. m. Chicago 8:40 p. m. daily. Pullman Sleepers to Cincinnati, Indianapolis, St. Louis and Chicago without change. Dining car.
11:10 P. M. Daily—F. F. V. LIMITED. Solid train for Cincinnati. Pullman Sleepers to Cincinnati, Lexington, and Louisville without change. Compartment Sleeper to Virginia Hot Springs daily except Sunday. Sleepers Cincinnati to Chicago and St. Louis. Dining Car.
Reservations and tickets at Chesapeake and Ohio office, 513 Pennsylvania avenue; 609 Fourteenth street, near F, and at the station. Telephone call 1640 for Pennsylvania R. R. Cab Service.
H. W. FULLER, General Passenger Agent.
Telephone Main 1066.

BALTIMORE AND OHIO R. R.
Schedule in effect May 18, 1902.
Leave Washington, New Jersey Ave. and C St.
Chicago and Northwest, *10.50 a. m., *6:20 p. m.
Cincinnati, St. Louis, and Louisville, *10:05 a. m., *4:15 p. m., *1:10 night.
Pittsburg and Cleveland, *10:50 a. m., *8:45 p. m., and *1:00 night.
Columbus and Wheeling, *6:20 p. m.
Winchester, ||8:35 a. m., ||4:15 and ||5:30 p. m.
Luray, Riverton, Front Royal, Elkton, *4:15 p. m.
Annapolis, ||7:20, **8:30, ||11:50 a. m., ||4:30, **5:25 p. m.
Frederick, ||8:35, **9:00, ||10:50 a. m., **1:15, ||4:30, and ||6:20 p. m.
Hagerstown, ||10:05 a. m. and ||5:30 p. m.
Boyd and way points, ||6:35, **9:00 a. m., **1:15, ||4:30, ||5:30, **10:15, ||11:30 p. m.
Gaithersburg and way points, ||8:35, **9:00 a. m., ||12:50, **1:15, ||3:30, ||4:30, *5:00, ||5:30, ||7:05, **7:20, **10:15, ||11:30 p. m.
Washington Junction and way points, ||8:35, **9:00 a. m., **1:15, ||4:30, ||5:30 p. m.
Baltimore, week days, x3:00, 5:00, 6:30, x7:05, 7:30, x8:30, 8:35, x9:20, x10:00, 11:50 a. m., x12:50 noon, x1:35, x3:00, x4:00, x4:30, 4:55, x5:05, 5:25, x6:20, 6:30, x8:00, x10:00, x11:30, 11:35 p. m. Sundays, x3:00, x7:05, 7:30, x8:30, x9:00 a. m., x12:20, 1:15, x3:00, x3:30, x5:05, 6:30, x8:00, x10:00, x11:30, 11:35 p. m.
ROYAL BLUE LINE.
All trains illuminated with Pintsch light.
Baltimore, Philadelphia, New York, Boston, and the East, *3:00, *7:05 (Diner), ||8:30 (Buffet), **9:00 (Diner), ||10:00 (Diner) a. m., *12:30 (Diner), *3:00 ("Royal Limited," Diner), ||4:00 (Philadelphia only), *5:05 (Diner), *8:00 and *11:30 p. m. (Sleeping Car open at 10:00 o'clock).
Atlantic City, ||7:05, ||10:00 a. m., ||12:30 noon, *3:00 p. m.
*Daily. ||Except Sunday. **Sunday only. xExpress trains.
Baggage called for and checked from hotels and residences by Union Transfer Co. on orders left at ticket offices, 619 Pennsylvania Avenue northwest, New York Avenue and Fifteenth Street, and at station.

SEABOARD AIR LINE RAILWAY
Leave Washington, Penna. R. R. Station.
10:41 a. m. Daily. SEABOARD FAST MAIL—Through Pullman Sleepers to Jacksonville, connecting at Hamlet with Pullman Sleeper to Atlanta.
7 p. m. Daily. FLA. AND METROPOLITAN LIMITED—Solid train to Jacksonville and Tampa, with Pullman, Drawing Room, Sleeping Car and Cafe Dining Car. Pullman Sleeper to Atlanta.
These trains offer excellent schedules and service to Petersburg, Raleigh, Southern Pines (Pinehurst), Camden, Columbia, Savannah, Jacksonville, St. Augustine, Palm Beach, Tampa, Key West, and Florida points; also Cuba, Charlotte, Athens, Atlanta, New Orleans, Chattanooga, Nashville, Memphis, points West and Southwest.
4:30 a.m. Daily. LOCAL—To Petersburg, Raleigh, Southern Pines (Pinehurst), Hamlet, and intermediate points.
Office, 1421 Penna. Ave.
C. B. RYAN, General Pass. Agent. WALTER G. COLEMAN, C. T. P. A.

WASHINGTON SOUTHERN RAILWAY.
For Richmond, Va., and points South, via Alexandria and Fredericksburg. Leave station, 4th and B streets, 4:30 a. m., 3:45 p. m., daily (dining car) for Richmond and points on Atlantic Coast Line and Florida; 10:41 a. m., 7:00 p. m. daily (Florida and Metropolitan Limited), for Richmond and points on Seaboard Air Line and Florida; 10:41 a. m. train connects at Richmond with C. & O. Ry. for Newport News, Old Point Comfort, etc., 7:40 a. m. week days, 4:45 p. m. daily, for Richmond only. Pullman or parlor cars on all above trains. Accommodation for Quantico, 7:40 a. m., Sunday only; 4:25 p. m. week days; 8:00 p. m., except Saturday.
E. T. D. MYERS, President. W. D. DUKE, General Mgr., W. P. TAYLOR, Traffic Mgr. Richmond, Va.

"This is tiptop eating."—Oliver.



You'd hardly call oatmeal a dainty food, and yet H-O is the daintiest of dishes.

Oatmeal will never pall upon the taste if you use H-O. It is so appetizing in the first place, and can be made up in so many ways in the second place, that it is the best and most dependable breakfast dish.

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When will be presented one of the most elaborately illustrated and most interesting newspapers ever given the Washington public.
Among the most striking features of the paper will be
"THE ROMANCE OF DU BARRY"
By MRS. LESLIE CARTER.
Another feature that will claim your attention is
THE FORTHCOMING EXHIBIT OF THE CAPITAL CAMERA CLUB.
A special section devoted to the industrial progress of our city, which should interest every resident.
Besides these special features there will be
ALL THE NEWS.
ALL THE SPORTS.
THE SUNDAY TIMES