

A BUSINESS MAN Testifies to Dr. Young's Extraordinary Ability to Master Disease.

Cured of a Lingered Ailment After Many Doctors Had Failed. Suffered for Years, But Now Hale and Healthy.

"I have been afflicted for years," said Mr. Charles E. Winters, proprietor of the dairy lunch and dining room, No. 231 Pennsylvania avenue, "with an aggravated case of catarrh of the bladder, urinary troubles and stomach. When I went to Dr. Young a month ago I had but little hope of ever being well again, for I was a complete wreck. I had tried many physicians and every advertised remedy with absolutely no result, and naturally had but little faith in medicine. Besides my catarrhal affliction I suffered from all the well-known symptoms of nervous exhaustion and general debility. My first visit to Dr. Young's office was just three months ago, and today I am well and healthy. I feel it my duty to make this statement for the benefit of suffering humanity."

Dr. Young Treats with remarkable proficiency Catarrh, Asthma, Bronchitis, and all cases of the Eye, Ear, Nose, Throat, Lungs, Kidneys, Bladder, and Stomach. A never-failing cure for Rheumatism, Gout, and Hydrocele. No pain. No cutting. No dangerous medicines. No loss of time. Specific Blood Purifier for life without mercury or potash.

Dr. Young employs no substitutes, but sees each patient personally at his private Sanitarium.

Cor. 12th and F Sts. Office hours—Daily 10 to 5; every Thursday evening, 7 to 8; Sunday, 10 to 12.

Charges Low, Especially to the Poor. All Medicines Furnished Free. CONSULTATION IN PERSON OR BY LETTER.

GLOVES FOR XMAS GIFTS.

The grandest gathering of Gloves ever shown by any concern in the city of Washington. Here are gloves to suit every fancy—every occasion—every purse—and mind—you—they are supplied you direct by the manufacturer and importer—OURSELVES.

For Ladies 2-4-button-2-3-4-clasp Gloves—\$5 to \$12.50. Fourchettes—Lacing and Hook Gloves—\$5 to \$12.50.

And we show styles to be found nowhere else.

DIAMOND CLASP, SILK LINED, RUCHING TOP and PERFUMED.

BOYS' Gloves in Kid and Dog-skin—from 75c to \$2.

MISSIE'S Gloves in 4-button 2 and 3-clasp—and ranging from 85c up to \$1.50.

For men

We have gloves to fit every occasion that gloves are proper for—in

French Kid 95c to \$2.00. Dogskin 95c to \$2.50. Suede \$1.50 to \$2.00. Mocha \$1.00 to \$2.50. Reindeer \$1.00 to \$2.50. Castor \$1.00 to \$2.50. Buckskin

LINED and UNLINED in Silk | new style

Fleece Wool Chamois.

Handsome glove box free to patrons.

LOUVRE GLOVE CO.

919 F ST.

SPECIAL Rates for Holiday Photographs.

B. F. COTTWALS, 931 Pa. Ave.

SUBMIT VIADUCT PLANS Views of the Commissioners on Senate Bill No. 2809.

SUGGEST SUNDRY CHANGES Construction Should Begin Within One Year and Be Completed Within Four Years—Single Viaduct Instead of Two Recommended on Delaware Avenue.

The Commissioners returned to Congress yesterday Senate bill 2809, introduced at the first session of the Fifty-fourth Congress, and which provides for the elevation of the tracks of the Baltimore and Ohio Railroad in the city of Washington. The bill, as amended, is reported in favor of a single viaduct, as noted in the Evening Times.

The bill contemplates among other things, that the track elevations be made upon the existing route of the company's lateral or Washington branch for that branch, and upon a route for its Metropolitan branch changed from First street to Delaware avenue, the two viaducts for the track elevation intersecting at Delaware avenue and H street.

It may be noticed, the Commissioners say, that provision is made in the bill for the abolition of grade crossings outside of the city of Washington. Experience shows that more accidents occur at such crossings than at grade crossings in the city, and it is believed that the bill should require the speedy abolition of county grade crossings, either by depression or elevation, and upon plans subject to the approval of the Commissioners.

It is further judged proper that changes of grades of intersecting city streets, intended to be authorized by the bill, or any substitute for it, should be under the control of the Commissioners, and that the plans of the city should be regulated accordingly.

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length of viaduct in Washington on the new line is 4,500 feet less than on the route proposed by the bill.

The profile of the new line is drawn to give fairly easy grades for the tracks and to avoid any grade crossing of a city or suburban street or country road existing or proposed.

The present tracks of the Washington branch, eastward of the Institute grounds, are for a considerable distance at a level and substantially at the natural surface of the ground, beyond the level surface the tracks enter a cut, deep enough for overhead streets, and on a down grade until the district line is passed.

The profile of the new line is drawn for a lowering of the tracks of ten feet along the level stretch, and it is expected that intersecting streets will pass over the tracks by bridges raised ten feet.

By the company's plan the passenger station remaining at its present site, the elevated tracks at the station will necessarily be eighteen feet above the curb opposite the entrance. The train shed lies diagonally across North Capitol street, and will both up some eighty feet above the street, and its rear city streets will be raised to the level of the freight yard.

The passenger station by the Commissioners' plan is located on square 683, being east of the present station, and north of the freight depot. The tracks at the station would be three feet higher than the curb at the entrance. No tracks would cross North Capitol street; all parts of the terminals would lie between that street and Delaware avenue, and no street need be closed. By this change of site of passenger station the viaduct would be shortened 210 feet.

Square 683 is in large part unimproved. It is of the same size as square 632 belonging to the company, and which by the new plans would be released from railroad use.

THE COMMISSIONERS BELIEVE THAT THE PLAN HEREIN RECOMMENDED BY THEM IS MUCH MORE ADVANTAGEOUS FOR THE PUBLIC INTEREST, AND NOT INCONVENIENT OR UNDESIRABLE FOR THE RAILROAD COMPANY, IF GRADE CROSSINGS ARE TO BE ABOLISHED AT ALL.

THE COMMISSIONERS URGE A MODIFICATION OF THE BILL FOR CONFORMITY WITH THE VIEWS EXPRESSED HEREIN.

It may be remarked that present laws seem to authorize the municipal authorities to close streets, and that the bill should require the speedy abolition of county grade crossings, either by depression or elevation, and upon plans subject to the approval of the Commissioners.

It is further judged proper that changes of grades of intersecting city streets, intended to be authorized by the bill, or any substitute for it, should be under the control of the Commissioners, and that the plans of the city should be regulated accordingly.

The time of completion of construction, six years, is deemed unnecessarily long. Four years is thought to be ample, and it is urged that the construction should begin within one year.

The laying and operation of temporary tracks on other streets during construction to a greater or less extent will be necessary for execution of the plans proposed in the bill, and will result not only in damage to public and private properties and inconvenience to the public, especially if the viaduct construction continues during four years.

AGAINST CLOSING STREETS. The closing of D and E streets and Delaware avenue at N street is thought to be unnecessary, and that the street should be permitted. North Capitol street, which would be closed at both D and E streets by the bill, ought to be kept open and not lowered any at the cross streets named.

The elevation of tracks for head-room at cross streets, intended by the bill and required by the public, would result in giving sufficient head-room at D, E and N streets. North Capitol street will also be raised from grade from C to H, in fact, the steepest grade of streets in Washington, and made so by the lowering of the street level by the District to accommodate the surface tracks.

To close D and E streets would transfer the Capitol from its line to the hill at C street or Massachusetts avenue, for eastward traffic, or along F street, a residential street in the northeast. The proximity of these streets to the depots causes more or less hauling upon them.

The railroad company's model of terminal structure, patterned in conformity with the provisions of the bill, shows a closing of Delaware avenue from the east curb to the west building line, between D and E streets, at a point near G street, a length of 1,400 feet.

This grand avenue and North Capitol street, radiating from the Capitol, should be retained, at least, in part, for general street traffic, and for preserving the views from the Capitol from their squares, unless the blockading of these highways or the erection of barriers across their vistas is absolutely unavoidable, which is not the case here, as exhibited by plan on plate 3.

FOUR TRACKS SUGGESTED. A viaduct for four tracks will measure about fifty-five feet in width over all, or less, depending upon the width of the roadway. To permit sidings in addition to the four main tracks, as proposed in the bill, will substantially turn Delaware avenue over exclusively for railroad purposes and damage all properties fronting it except as used as railroad yards, warehouses, etc., for which there is no likelihood, it is judged, of such extensive need.

The freight and passenger stations, being on the west side of the avenue, the viaduct should be located on that side, leaving the whole of the roadway and east side and ten feet for sidewalk on the west side free for other use. That would give the railroad company a strip seventy feet in width next to the west building line. The provision in the bill for the purchase or condemnation of private ground should include a requirement for the extinguishment by similar means of the frontage on the west side of the avenue. Tracks now running into private premises, some of which are on the east side, have been suffered to be established, it is believed, without warrant of law and in fact contrary to the statutes.

The advantage to the city of a single viaduct over two viaducts from the same depot is evident. The Commissioners propose a route and plan for a single viaduct, which they believe to be practicable and not unduly inconvenient nor of additional cost to the railroad company.

It is laid along Delaware avenue to a point beyond the city, and for the Washington branch, then curves to the line of P street and follows it, passing by a deep cut through the northern grounds of the Deaf and Dumb Institute to a junction with the present branch eastward of the Institute.

The route for the Metropolitan branch is a prolongation of Delaware avenue until it intersects the tracks of that branch.

The new line is 870 feet longer than the existing line, or at 3 train speed, thirty miles per hour 19.14 seconds longer. The

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THE QUEER WHEELMEN. They Decide to Give a New Year's Eve Social.

The Queer Wheelmen held a well-attended meeting Thursday night at their clubhouse, there being over forty members present. The resignation of Capt. George E. Boyd was accepted, and Mr. J. M. Monday was unanimously elected to that office.

At this meeting Mr. R. Brooke Clarke, as chairman of the amusement committee, informed the members that the committee had decided to give another social event in the clubhouse next week, in the form of a watch meeting and dance.

These events are becoming very popular with the members, and are looked forward to with great pleasure by the boys and their ladies. The program for the evening will be a musical and dramatic entertainment from 8:30 to 10, with dancing and refreshments until the New Year comes in.

Capt. Monday has called a run for Cycle College for today, leaving the clubhouse at 2 p. m.

A Happy Christmas Scene. Travelers up Seventh street stop in crowds to see the artistic window display of Messrs. Eisenman Bros., corner of Seventh and K streets.

The display is a most artistic winter scene, showing the holiday spirit in all its glory. The window is a perfect picture of a winter day, with snow-covered roofs, bare trees, and a bright sun shining through the clouds.

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GOLDENBERG'S GIFTS. A few suggestions of what to give and how much less you'll pay for them.

Bare facts and plain figures now. And here they are. How well "Goldenberg's" have searched—the results of their wonderful purchasing power which we enjoy—are plainly visible from the price-marks.

For the next four days reductions will take command of the Holiday stock. We shall grind down prices to the lowest notch, until it will be doubly profitable for you to shop here. You will buy more gifts than you expected, because you will pay less, and you'll be the merrier and will completely clear the counters of gift things.

A clever purchase of dolls, china clocks, handkerchiefs, art needlework, and fancy goods at a third under price will make buying more interesting.

Handkerchiefs. 300 Handkerchiefs—hand-embroidered in white—reduced to 25c—go to 1.25 each. 100 Handkerchiefs—hand-embroidered in white—reduced to 25c—go to 1.25 each.

China Clocks. Clocks—Clocks—Clocks—Never so cheap. Never bought them for so little in wholesale market.

Aprons. Large well-made aprons of the finest materials—reduced to 15c each. Large white lawn aprons, with deep hem and tucks and fine large satin-trimmed aprons—reduced to 25c each.

Art Needlework. One of the purchases made Friday noon—an entire line came to us for a third under price—reduced to 25c—go to 1.25 each.

Fancy Celluloid Sets. Prices that are really ridiculous considering their value. We have 4 sets reduced our profits so much as the importer has his.

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