

THE GOVERNMENT MACHINERY AND THOSE WHO OPERATE IT

Decision in Littlejohn & Parsons Sago Flour Case Adverse to the Government—Accident to Revenue Cutter Bear—Exploration of Mount McKinley—Applications for Aid in Tree Planting.

TREASURY DEPARTMENT.

Secretary Shaw notified the collector of customs at New York yesterday that a decision in the case of the United States vs. Littlejohn & Parsons, otherwise known as the Sago flour case, adverse to the United States had been reached. The customs officials held the flour for duty at 1.5 cents per pound under the provision of the tariff act of July 24, 1897, "as a preparation for use as starch." The importers protested that the flour was "sago, crude," and free from duty or dutiable at 20 per centum ad valorem as an unmanufactured manufactured article. The Attorney General advises that there be no further proceedings and that the tax be refunded.

A telegram to the department yesterday said that the revenue cutter Bear had her boats smashed and her spar deck carried away by a heavy sea on her way from Alaska to Seattle. Though the weather was very rough, she sustained no other damage. Capt. Francis Tuttle was in command.

The offices of the Life-Saving Service will be removed from the Treasury Building to the Builders' Exchange on Thirtieth Street, next Monday. Later in the week the Bureau of Navigation will be moved to the same building.

Room 242, hitherto used as the newsroom, has been assigned to the Internal Revenue division. The news files have been removed to the department library, on the fourth floor.

Special Agent Chance received information yesterday in regard to the capture of 651 pounds of smuggled Sumatra tobacco at the Jersey City ferry. Joseph von Demme, one of the owners of the tobacco, was arrested, together with the driver of the wagon, Frank Deegan. The duty on Sumatra tobacco is \$1.85 per pound. The tobacco came from the steamship Empire, from Antwerp. Employees on the ships from that port smuggle large quantities of Sumatra tobacco, being well paid for the risk because the duty is so high. Most of this smuggling is done at Jersey City, Philadelphia, and Newport News.

Supervising Inspector General Dumont, of the Steamboat Inspection Service, is in New York examining the work of the offices in that city. He will return to Washington on Monday.

Paper currency outstanding, according to the monthly statement of the Treasurer, amounts to \$1,501,722,069. Of this sum \$347,681,016 is in United States notes, \$384,155,514 in national bank notes, \$378,355,569 in gold certificates, \$467,824,000 in silver certificates, and \$25,954,000 in Treasury notes of 1890.

DEPARTMENT OF JUSTICE.

Attorney General Knox was indisposed yesterday, and did not attend his office.

GEOLOGICAL SURVEY.

Mount McKinley, the highest mountain on the North American Continent, was explored by white men for the first time last summer. Alfred H. Brooks and his party, of which D. L. Reardon was topographer, reached the snow line on the mountain. It is a dome shaped mountain, formed of intrusive rock, towering to an elevation of 20,000 feet. Alfred Brooks is preparing a description of the country, giving routes by which the mountains may be reached.

Frank Tweedy, topographer, has completed a map of the district around Boulder, Col. The map is in two sheets, and includes the towns of Ward, Boulder, and Longmont. This section includes the Ward mining district, where there are extensive gold mines, and the new oil fields, where oil of a high grade has been found.

DEPARTMENT OF AGRICULTURE.

At the close of the last fiscal year 262 applications for aid in planting had been received by the Agricultural Department. Nearly 200,000 acres had been examined, and 224 planting plans, covering about 4,000 acres, had been made. Of these fifty-one plans for about 3,400 acres were made during the last year, and \$2,597 acres examined. The success of economic tree planting in the many scarcely timbered treeless regions is now assured. In New England particular attention has been given to the possibility of profitably planting cheap land with white pine.

POSTOFFICE DEPARTMENT.

Receipts of the Postoffice Department during the last year amounted to \$122,660,000. The expenditures were nearly \$125,000,000, leaving a deficiency of \$2,340,000. Ten years ago there was a deficiency of \$6,000,000, and the receipts being \$71,000,000, and the expenditure \$77,000,000.

A special canvas bag is used by the Postoffice department to transport honey bees. The bag is made like any other mail bag, but has ventilating holes in the sides. Though it is not generally known, thousands of bees are sent to foreign countries by mail every year. The biggest bee trade is with Australia. Before the bee bag was invented the shippers of the bees used to cut slits in the leather mail bags to give the bees air. As it is a violation of the law to deface mail bags the officials found it necessary to provide airy quarters for the winged travelers.

INDIAN OFFICE.

It is the continued policy of the Interior Department not to authorize Indians to be in control of engaged or taken for show or exhibition purposes. But few requests for such permissions have been received by Commissioner Jones, and in all of these cases the office has declined to consider them favorably. In a number of instances officials in charge of annual State and county fairs

or festivals have asked that Indians from various agencies be allowed to participate as an attraction, and all such requests, with one exception, have been refused by the department. The exception was in the case of the annual Dawson county fair, held at Glendora, Mont., during the week beginning September 25, 1907. Then the Indians were not on exhibition in "Wild West" style.

PATENT OFFICE.

Commissioner Allen reports that in the past year there has been a very gratifying reduction in the number of complaints of losses of money in the office. From September 1, 1906, to June 30, 1907, the claims of losses aggregated \$656,13, while during the corresponding ten months of the past fiscal year the aggregate of losses claimed was \$2,35. In each case these losses include claims for money lost in the mail. The claimed losses of money during the past fiscal year can be charged entirely, it is believed, to losses in the mails and claims erroneously made.

The work of classification of patents, under the charge of F. C. Skinner, has progressed most satisfactorily during the past year. A large number of additional classes have been reclassified. The work would have progressed more rapidly if it had not been necessary to retain the available force to aid the examination divisions.

Examiner C. C. Stauffer is still issuing patents on golf appliances at a great rate. His latest is a "tee-forming device," the first claim of which is as follows: "A tee-forming appliance, comprising a body having a mold portion and a slender tubular shaft or handle projecting from the closed end or top of the mold portion, said shaft being formed to be grasped between two fingers and having an enlargement at its upper end to prevent it from slipping downward between the fingers, and an ejector located in said cavity and having a stem extending through said shaft and movable longitudinally therein, said stem having a thumb-piece at its outer end." There is one more claim in this patent.

On March 31, 1844, the Patent Office received from Richard McFarlan, Halifax, Nova Scotia, lengthy application papers for a patent on a perpetual motion machine. McFarlan said, in part: "Fellow-men: Be ye immediately aroused to the importance of this great improvement. I, this day, make my personal motion, principle free to the world, until the 1st day of January, 1847. If I had a sufficient sum of money at my command to pay expenses, and retained health, strength, reason, and faculties, through the assistance of Divine Providence, I could soon get perpetual motion in operation."

His device was supposed to be operated by buckets of quicksilver, but whether it ever did operate or not the office is not advised.

The total number of applications awaiting action by the office is 11,429. Of this number 671 are in the room of C. A. Mason, examiner in charge of household furniture, etc.

Commissioner Allen recently gave a decision in an ex parte case, holding that two different constructions of fastening calks to horseshoes constitute independent inventions, although both might be used on one shoe. The Commissioner's decision in full is as follows: "This is a petition from the action of a primary examiner requiring division between claims 1 and 4, and claims 2 and 3."

"The applicant discloses a horseshoe provided with a toe-calk and heel-calk, but the petitioners do not claim to have invented the combination of such calks upon a shoe. They claim the specific means for fastening those calks to the shoe. They show one means for fastening the toe-calk and set it forth in claims 2 and 3, and a different means for fastening the heel-calks and set it forth in claims 1 and 4. Neither means is dependent in any sense upon the other. They may both be used upon one horseshoe; but they are independent in structure and operation, and the presence or absence of one does not effect the other in any way. It must be held that the fastening means constitute two independent inventions. The petition is denied."

Charles F. Fitts, examiner of interferences, has 806 to 1,600 cases yearly before his little court of equity. Of this number about one-fifth are contested and go before the Court of Appeals for a final hearing. The printed testimony in some of these cases often occupies as many as 2,500 pages. Most of them are very hotly contested, and often they have millions of dollars of business interests involved in them.

Principal Examiner George C. Dean, of the division of telegraphy and telephony, says that the business of examining applications and granting patents covering the various improvements in wireless telegraphy is just at present on a boom, and is absorbing most of his attention. Because he occupies a confidential relation with respect to inventors, he is necessarily reticent with regard to the

particulars of applications for patents now pending before him. He does not hesitate to say, however, that substantially all of the various theoretical ways of telegraphing without wires already have been thoroughly worked out by some of the best experts in high frequency alternating current work. The principles involved include the phenomena of electrical tuning in its various forms and the radiation laterally from the wire itself arranged sending wire of long electro-magnetic waves, which, except for their length, are in all respects identical with light waves. A number of different characteristic ways of radiating signals bearing energy at the sending station and picking it up or absorbing it at the receiving station have been worked out, but the greatest originality is found in the instruments devised for detecting the waves at the receiving station and picking it up or absorbing it in an intelligible, audible or recorded signal.

Of the latter class of devices the coherer is the first and most widely known, but there are several others of equal if not of greater efficiency, including a magnetic receiver described in a recent publication by Marconi, and the heated filament or lamp, for which patents have been recently granted to Prof. Fechen.

The United States Weather Bureau has secured the right to use the latter device, which is likely to be of popular interest because it is nothing more or less than an electric incandescent lamp made on the smallest possible scale. The filament is a few hundredths of an inch in length and only a six hundred-thousandths of an inch in diameter. This lamp is so small that it is heated up by the almost infinitesimal energy that can reach it from a minute spark of fifty miles or more away.

Mr. Dean says that enough is now known of the principles of wireless telegraphy absolutely to assure its success in trans-Atlantic work within such short time as may be necessary to perfect the details of the necessary apparatus. The problem of telegraphy without mutual interference of signals is as good as solved, he says, and the one doubtful question is as to how far the wireless system will be found useful of inland communication.

As to which of the numerous systems developed abroad or in this country shows greatest promise of success, and as to what might be the probable scope and effect of patents owned by the several interests, Mr. Dean declines to express an opinion.

INTERIOR DEPARTMENT.

According to an agreement between the Choctaw and Chickasaw nations, Indian Territory, and the United States Government, the coal and asphalt deposits and lands in these nations, not exceeding a half million acres, are to be segregated by Secretary Hitchcock, and, at the expiration of two years or before, sold at public auction by a commission appointed by President Roosevelt. These coal and asphalt deposits and lands are to be located and segregated from allotment to the Indians by March 25, 1909. Joseph A. Tapp, geologist of the United States Geological Survey, has been detailed by the Secretary of the Interior to give the Dawes Commission expert advice in the selection of coal and asphalt lands.

PATENT OFFICE.

Examiner G. D. Seely, in charge of electricity and electric railways, has 572 applicants for patents under consideration. The next greatest number in one room is 528, in charge of Examiner L. B. Wynne, for patenting and thrashing appliances, etc.

GEOLOGICAL SURVEY.

S. F. Emmons has recently made a tour of the important mining regions of the West. The purpose of his trip was the examination of work in progress and the preparation of plans for more extended investigation in the future. Mr. Emmons was assisted by Dr. J. D. Irving in the examination of the ore deposits in the Leadville mining district.

DISTRICT GOVERNMENT.

William W. Fickling has been appointed chairman in the sewer division of the Engineer Department, to take effect when he reports for duty. Mr. Fickling was placed on the per diem list at \$2.25 a day.

Major Richard Sylvester, Superintendent of Police, hopes to secure from Congress an appropriation of \$25,000 for remodeling the old cells in several of the precinct stationhouses. Speaking of the matter recently he said that humane treatment of prisoners makes it necessary to provide sanitary cells for their confinement. They at present, in use, in his opinion, are not only insanitary, but unfit for the purpose. They were erected years ago, and are devoid of proper light and ventilation. In other respects, he said, they are far from being in keeping with those of other departments, and of the District reformatories. Major Sylvester hopes to have several members of the House and Senate Appropriations Committee visit the stationhouses and see for themselves the condition of the cells. In that case, he feels sure that the money for the desired improvement will be forthcoming.

CLOSING SERVICE OF DR. MORGAN'S MISSION

Eminent Divine Will Speak at Mass Meeting Sunday.

The closing service of the series conducted by the Rev. G. Campbell Morgan was held in the New York Avenue Presbyterian Church last night. The congregation completely filled the edifice, necessitating the closing of the doors.

In some respects the meetings have been among the most remarkable ever held in Washington. Dr. Morgan, who resigned his pastorate of a Congregational church in London to work for the Northfield Extension, is a man of remarkable force and striking personality. He has profoundly struck a large number of Washingtonians, and the people who have filled the auditoriums of the churches are of the class accustomed to hold their religious emotions well in hand. His sermons appeal to the intellectual; he is not a preacher for the masses. Yet the interest in what he had to say increased at each service.

Dr. Morgan will leave Washington Monday. Sunday afternoon he will address the men's mass meeting, under the auspices of the Y. M. C. A.

YOUNG MAN ACCUSED OF PLOTTING AGAINST CZAR

ST. PETERSBURG, Dec. 6.—Several young men have been arrested at Livadia for alleged complicity in a plot against Czar Nicholas.

INDIANAPOLIS BUILT ON GOLD-BEARING SAND

Asserted State Will Lead World in Precious Metal.

INDIANAPOLIS, Ind., Dec. 6.—R. L. Royce, a well-known gold prospector, says that the streets of this city stand on a bed of gold-bearing sand. To improve the contention he panned out gold from gravel thrown up by workmen who are digging a sewer.

While the results have not been officially tested, Royce stated that he found the finest gold in the world in his pan, which ran 99 1/2 per cent pure and would sell at \$19 an ounce, while Alaska gold runs from \$11 to \$18.

Royce further prophesied that Indiana would prove to be the greatest gold-bearing State in the Union, not in the amount of gold produced to the cubic foot, but in the extent of its deposits.

WOULD BE SUICIDE RECOVERERS.

Paul Williams, twenty-six years old, attempted suicide in his room at 212 Fourth-and-a-half Street northwest, yesterday afternoon. The man locked the door, plugged the keyhole, and turned on the gas. Detecting the odor of escaping gas, Jesse F. Hall and George Swan broke down the door. Williams was hurried to the Emergency Hospital, where he was restored to consciousness. He said he had been able to earn but \$3.50 a week, and had become despondent.



Save Your Health
Sweeten Your Temper
Prolong Your Life

YOU CAN EAT MALTA-VITA WARM.

By eating the thoroughly cooked, malted and toasted whole wheat flakes—

Malta-Vita

—The Perfect Food.

Wheat contains all the elements necessary to sustain life and is recognized the world over as the chief food for mankind —the Proverbs say "The Staff of Life."

Malta-Vita —Original Flaked Food.

Pure, Wholesome, Delicious.

A delightful winter breakfast—Served with warm milk or cream.

ALL CROGERS.

YOU SHOULD ADVERTISE YOUR WANTS IN THE COLUMNS OF THE TIMES

Under these Classified Headings:

HELP WANTED—MALE.	SITUATIONS WANTED—MALE.
HELP WANTED—FEMALE.	SITUATIONS WANTED—FEMALE.
WANTED—AGENTS.	MALE.
WANTED—ROOMS.	ROOMS AND BOARD.
WANTED—ROOMS AND BOARD.	FOR RENT—FLATS.
FOR RENT—Furnished Rooms.	FOR RENT—HOUSES.
FOR RENT—HOUSES.	FOR RENT—Unfurnished Rooms.
FOR SALE—HOUSES.	FOR RENT—OFFICE ROOMS.
FOR SALE—Suburban Property.	WALL PAPER.
WANTED—BICYCLES.	WANTED—Horses and Vehicles.
BIRDS, DOGS, ETC.	STORAGE.
WANTED—MISCELLANEOUS.	FOR SALE—MISCELLANEOUS.
LOST.	BUSINESS CHANCES.
FOR SALE—Horses and Vehicles.	FOUND.

Situations, or Help Wanted Ads. - - - - - 1c per word
All other Classified Liners (one day) - - - - - 2c per word
All other Classified Liners, three or more days (consecutively) - - - - - 1c per word

Jack London's Novel
A Daughter of the Snows

"To create a new character is to be credited only to Kipling, Barrie, and a few of the very first rank. In his 'A Daughter of the Snows,' London has reached this high level of distinction. It is of fascinating interest."—Philadelphia Telegraph.

Illustrated with drawings in color by F. C. YOHN
Bound in crimson cloth. Decorated

Publishers—J. B. LIPPINCOTT COMPANY—Philadelphia

Jack London's Novel "A Daughter of the Snows"

CO-OPERATIVE PLAN FOR BIG ROLLING MILLS

May Affect, Eventually, 20,000 Workmen.

TOLEDO, Ohio, Dec. 6.—The Republic Iron and Steel Company, which owns the rolling mill on the East Side, will shortly announce a plan by which all employees will become shareholders, or will be permitted to become stockholders in that company.

James Noyes, of the labor bureau of the company, and Noah Kent, formerly manager of the plant at Youngstown, are at work on the plan.

The corporation employs about 20,000 men, and it will be the biggest move of the kind ever made. The local plant gives employment to about 500.

RAILROADS.

SOUTHERN RAILWAY.

Schedule effective November 30, 1907. Trains leave from Pennsylvania Station, 8:10 a. m. Daily. Local for Harrisonburg, Warrenton, Charlottesville, and Washington. First-class coaches and drawing-room sleeper to Jacksonville, Fla. Dining car service. 10:15 a. m. Daily. United States Fast Mail. First-class coaches and drawing-room sleeper to New Orleans. Dining car service. 11:30 p. m. Week Days. Local for Harrisonburg and way stations on Massachusetts branch. 4:30 p. m. Daily. Local for Warrenton and Charlottesville. 10:00 p. m. Daily. New York and Atlanta Express. First-class coach and sleeper to Atlanta; Mondays, Wednesdays, and Fridays. Sunset Express. First-class coaches and drawing-room sleeper to Jacksonville, Fla. Dining car service. 10:00 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. 10:45 p. m. Daily. Washington and Southwestern 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, 8:50 a. m. and 4:40 p. m. Daily. Week days, 1:00 p. m., 4:35 p. m., and 6:25 p. m. Later for leaving only.

Through trains from the South arrive Washington 6:45 a. m., 8:25 a. m., 7:40 p. m., 9:45 a. m., 2:00 p. m., 9:15 p. m., and 9:50 p. m. Daily. Local trains from Harrisonburg, 11:30 a. m. Week days, 8:45 p. m., Saturdays, 6:30 p. m., Charlottesville, 8:25 a. m. and 9:50 p. m. daily.

Tickets, sleeping car reservations, and detailed information to be had at ticket offices.

705 15th St., 511 Pennsylvania Ave., and Pennsylvania Station. Baggage checked through from hotels and residences.

AMERICAN LINE.

NEW YORK—SOUTHAMPTON—LONDON. Philadelphia, Dec. 10, 1907. St. Paul, Dec. 17, 1907. (Phil's) Dec. 31, 1907. RED STAR LINE.

NEW YORK—ANTWERP—PARIS. Finland, Dec. 13, 1907. Kronof, Dec. 27, 1907. Red Star Line.

STEAMBOATS.

NORFOLK & WASHINGTON STEAMBOAT COMPANY.

Every day in the year from foot of 7th St. at Ft. Monroe, Norfolk, Newport News, and all points south, by the company's powerful steel-hulled steamers "Newport News," "Norfolk," and "Washington." Lv. Washington 6:30 pm. Lv. Portsmouth 5:00 pm. Lv. Alexandria 7:30 pm. Lv. Norfolk 6:00 pm. At Ft. Monroe 7:00 am. Lv. Ft. Monroe 7:00 am. At Norfolk, 8:00 am. At Newport News, 6:30 am. At Portsmouth 8:15 am. (At Washington 7:00 am.) Steamship connections made at Norfolk with steamers of Old Dominion Steamship Co. for New York, and Merchants and Miners' Steamships for Boston.

MEDICAL.

DR. SHADE,

31 YEARS' PRACTICE.

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Special attention given to brain and nervous diseases, throat, lung, and ear, nasal affections, rheumatism, neuralgia, stomach, rectum, piles, bladder, kidney, female diseases, all skin and blood diseases cured without mercury or potash. No matter what your trouble may be (mental or physical) consult Dr. Shade free of charge. Both sexes strictly confidential. Corner 12th and G Sts.

Do You Lack Vitality?

If you have a sensation of weariness, or suffer from dizziness, fainting spells, or numbness in the extremities; if your back aches, or your liver or kidneys are working improperly, or if you are afflicted with any form of bladder trouble, or any disease of a private nature, which is sapping your vitality, you need prompt medical attention.

Dr. Reed, specialist, can be thoroughly relied upon in all such cases.

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RAILROADS.

PENNSYLVANIA RAILROAD.

STATION CORNER OF SIXTH AND B STS. 7:30 A. M. DAILY, PITTSBURGH EXPRESS—Parlor and Dining Car and Buffet Parlor. 10:30 A. M. DAILY, PENNSYLVANIA LIMITED—Pullman Sleeping, Dining, Smoking, and Observation Cars Harrisburg to Chicago, Cincinnati, Indianapolis, Louisville, Cleveland, Toledo, and Detroit. Buffet Parlor Car to Harrisburg. 10:30 A. M. DAILY, FAST LINE—Pullman Buffet Parlor Car to Harrisburg. Buffet Parlor Car Harrisburg to Pittsburgh. 10:30 P. M. DAILY, WESTERN EXPRESS—Pullman Sleeping Car Washington to St. Louis, and Sleeping and Dining Cars Harrisburg to Indianapolis, St. Louis, Louisville (via Cincinnati) and Chicago. 7:15 P. M. DAILY, ST. LOUIS EXPRESS—Pullman Sleeping Car Harrisburg to St. Louis. 7:45 P. M. DAILY, WESTERN EXPRESS—Pullman Sleeping Car to Pittsburgh and Chicago. Dining Car to Chicago.

CHESAPEAKE AND OHIO RY.

Schedule Effective November 25, 1907. Trains leave from Pennsylvania Station. 8:00 P. M. Daily—CLACANNAH AND LOUISVILLE EXPRESS. Solid vestibule train for Cincinnati, Roanoke, Chattanooga, Philadelphia, Louisville 10:30 a. m., St. Louis 6:45 a. m., Chicago 5:30 p. m. Pullman Sleepers to Cincinnati, Roanoke, Chattanooga, Philadelphia, Louisville, Cincinnati to St. Louis and Chicago. Dining Car. 6:30 P. M. Daily—CHICAGO AND ST. LOUIS SPECIAL. A solid vestibule electric-lighted train, arriving Cincinnati 11:45 a. m., Indianapolis 3:25 p. m., St. Louis 5:45 p. m., Chicago 5:30 p. m. Pullman Sleepers to Cincinnati, Roanoke, Chattanooga, Philadelphia, Louisville, Cincinnati to St. Louis and Chicago. Dining Car. 11:10 P. M. Daily—F. V. LIMITED. Solid train for Cincinnati. Pullman Sleepers to Cincinnati, Roanoke, Chattanooga, Philadelphia, Louisville, Cincinnati to Chicago and St. Louis. Dining Car. Reservations and tickets at Chesapeake and Ohio office, 1000 Pennsylvania Ave., N. W., or at the station, 10th and B Streets, where orders can be left for checking of baggage to destination. Telephone call "100" for Pennsylvania Railroad car service.

BALTIMORE AND OHIO R. R.

Leave Washington, New Jersey Ave. and C St. Chicago and Northwest, 7:00 a. m., 7:30 p. m. Cincinnati, St. Louis, and Louisville, 7:00 a. m., 7:30 p. m., and 11:00 night. Columbus and Wheeling, 7:30 p. m. Wheeling, 7:30 a. m., 11:45 and 11:30 p. m. Luray, 7:15 p. m. Knoxville, 7:30 a. m., 11:50 a. m., 11:30 p. m. Frederick, 8:25 a. m., 11:50 a. m., 11:15 a. m., and 11:30 p. m. Hagerstown, 10:00 a. m. and 11:30 p. m. Boyd and way points, 11:35 a. m., 7:00 p. m., 11:45 a. m., 11:30 p. m. Gaithersburg and way points, 11:35 a. m., 7:00 p. m., 11:15 a. m., 11:30 p. m. Washington Junction and way points, 11:35 a. m., 7:00 p. m., 11:15 a. m., 11:30 p. m. Baltimore, week days, 7:20 a. m., 7:30 a. m., 7:50 a. m., 8:00 a. m., 8:20 a. m., 8:30 a. m., 8:40 a. m., 8:50 a. m., 9:00 a. m., 9:10 a. m., 9:20 a. m., 9:30 a. m., 9:40 a. m., 9:50 a. m., 10:00 a. m., 10:10 a. m., 10:20 a. m., 10:30 a. m., 10:40 a. m., 10:50 a. m., 11:00 a. m., 11:10 a. m., 11:20 a. m., 11:30 a. m., 11:40 a. m., 11:50 a. m., 12:00 p. m., 12:10 p. m., 12:20 p. m., 12:30 p. m., 12:40 p. m., 12:50 p. m., 1:00 p. m., 1:10 p. m., 1:20 p. m., 1:30 p. m., 1:40 p. m., 1:50 p. m., 2:00 p. m., 2:10 p. m., 2:20 p. m., 2:30 p. m., 2:40 p. m., 2:50 p. m., 3:00 p. m., 3:10 p. m., 3:20 p. m., 3:30 p. m., 3:40 p. m., 3:50 p. m., 4:00 p. m., 4:10 p. m., 4:20 p. m., 4:30 p. m., 4:40 p. m., 4:50 p. m., 5:00 p. m., 5:10 p. m., 5:20 p. m., 5:30 p. m., 5:40 p. m., 5:50 p. m., 6:00 p. m., 6:10 p. m., 6:20 p. m., 6:30 p. m., 6:40 p. m., 6:50 p. m., 7:00 p. m., 7:10 p. m., 7:20 p. m., 7:30 p. m., 7:40 p. m., 7:50 p. m., 8:00 p. m., 8:10 p. m., 8:20 p. m., 8:30 p. m., 8:40 p. m., 8:50 p. m., 9:00 p. m., 9:10 p. m., 9:20 p. m., 9:30 p. m., 9:40 p. m., 9:50 p. m., 10:00 p. m., 10:10 p. m., 10:20 p. m., 10:30 p. m., 10:40 p. m., 10:50 p. m., 11:00 p. m., 11:10 p. m., 11:20 p. m., 11:30 p. m., 11:40 p. m., 11:50 p. m., 12:00 p. m., 12:10 p. m., 12:20 p. m., 12:30 p. m., 12:40 p. m., 12:50 p. m., 1:00 p. m., 1:10 p. m., 1:20 p. m., 1:30 p. m., 1:40 p. m., 1:50 p. m., 2:00 p. m., 2:10 p. m., 2:20 p. m., 2:30 p. m., 2:40 p. m., 2:50 p. m., 3:00 p. m., 3:10 p. m., 3:20 p. m., 3:30 p. m., 3:40 p. m., 3:50 p. m., 4:00 p. m., 4:10 p. m., 4:20 p. m., 4:30 p. m., 4:40 p. m., 4:50 p. m., 5:00 p. m., 5:10 p. m., 5:20 p. m., 5:30 p. m., 5:40 p. m., 5:50 p. m., 6:00 p. m., 6:10 p. m., 6:20 p. m., 6:30 p. m., 6:40 p. m., 6:50 p. m., 7:00 p. m., 7:10 p. m., 7:20 p. m., 7:30 p. m., 7:40 p. m., 7:50 p. m.,