JIM CROW BILL LOOKS A WINNER

The Maryland Senate Passes Separate Car Measure.

FOR BAY DISTRICT ONLY

House of Delegates Has One Which Would Apply to the Entire State.

ANNAPOLIS, Md., March 2.—Senator Brewington's bill to compel companies controlling public conveyances to furnish separate compartments for white and negro passengers, commonly known as the "Jim Crow" bill, has passed its final reading in the senate by a strict party vote, the Democrats supporting it.

The bill applies to all the counties of the Eastern Shore and to Anne Arundel, Charles, Calvert, and St. Mary counties, all on Chesapeake Bay. These are the sections of the State in which the negro population is largest.

In the house of delegates two bills on the same subject passed their second reading. One applies to the same counties as the senate bill, and the other is for the whole State.

All of the bills apply only to local trains, and not to interstate commerce.

GREAT FALLS RAILWAY AND PROPERTY VALUES

Expectations That It Will Improve Prices Across River and in Certain City Sections.

The energy with which grading operations are pushed on the Great Falls and Old Dominion Railway line augurs well for the completion of that enterprise by the time set by its sponsors. It is believed that the late summer or perhaps the early fall will see the line finished and cars running. Those best informed seem to entertain no doubt that the operation of this road will prove of great advantage to that section of Virginia which lies immediately along the river from the Aqueduct Bridge up to Great Falls.

It is also thought that more immediate benefit will be derived from this new artery of suburban travel by such localities as Fort Myer Heights and the adjacent villages. From residents in that section it is learned that there has been a good deal of interested inquiry concerning property over there, and several deals have recently been concluded, while others are in process of negotiation. A number of clerks in the Government departments who purchased ground in Fort Myer Heights some two or three years ago have since then erected substantial stone and brick buildings, and several of them have recently expressed their intention of taking up their residence there.

In another direction, also, the construction of this railway line is likely to prove of much benefit to real estate. If its plans for a crosstown line meet with favorable consideration at the hands of Congress a large section of the city now almost entirely deprived of street railway conveniences will be benefited and property along the line of the road cannot fail to increase in value.

A permit has been issued to John Miller for twelve two-story brick dwelling, 1201 to 1223 Sixth Street southwest, the aggregate cost of which is given at $20,000.

The Center Market Company has decided to provide additional cold storage facilities, and to this end a new floor is to be constructed in the B Street wing.

REAL ESTATE TRANSFERS.

Fairview Heights—Jennie F. Clark to Charles C. Glover, lot 2, block 5, $10.

Columbia Heights—Kennedy & Davis Company to Simon N. Meyer, lot 44, block 26, $10.

Thirteenth Street and Pennsylvania Avenue northwest—William Gibson to Margaret P. Gibson, undivided one-third interest in part lot 4, square 292, $10.

Rhode Island Avenue northwest, between Fourteenth and Fifteenth Streets—Same to same, part lot 13, square 21, $10.

Pennsylvania Avenue northwest, between Twenty-seventh and Twenty-eighth Streets—Maude T. Porter to the Church of the Covenant, part lots 7 and 8, square 1194, $5,000.

1834 Vermont Avenue northwest—James Cotter et ux. to John A. Cotter, lot 3, square north of 334, $10.

E Street northwest, between Eighteenth and Nineteenth Streets—John Hay et ux. to United States of America, original lot 4, square 143, $11,533.26.

Thirtieth Street northwest, between L and M Streets—Samuel Southgate to Horatio Rohy, part lot 25, square 1197, $10.

Ninth Street northwest, between L and M—Albanus S. T. Johnson to Edith Y. Johnson, part lots 19 and 20, square 369, $10.

Georgia Avenue southeast, between Thirteenth and Fourteenth Streets, Harry Wardman to Margaret C. Lohr, lot 40, square 1045, $10.

Bloomingdale—Joseph Paul et ux. to Francis A. Blundon, lot 6, block 14, $10.

Langdon Park—Ira J. Baker et ux. to Thomas A. Rhodes, lot 3, block 12, $10.

14 New York Avenue northeast—Frank H. Mann et ux. to Joseph V. Gonzales, lot 32, square 670, $10.

Seventeenth Street northwest, between T and U Streets—Margaret L. Sands et vir. Lawrence, to A. Walton Fleming, north half lot 161, square 151, $10.

1134 Seventh Street northeast—Rosina G. O'B. Rueth to John D. Stanton, lot 217, square 855, $10.

Twenty-first Street northwest, between R and S Streets—George S. Cooper et ux. to Elizabeth Coudert, lot 52, square 92, $10.

Montello—Francis Holland et ux. to Real Estate and Improvement Company, lot 113, block 5, $450.

Northern addition to Cleveland Park—Charles M. Towson et ux. to John A. Smith, part, $10.

MARRIAGE LICENSES.

George W. Thomas, 42, and Mary Brown, 29.

Sylvester M. Ennis, 24, and Magnolia B. Terrell, 25, both of Alexandria, Va.

Sidney Parhen, 32, Norfolk, Va., and Margaret Henson, 27, District of Columbia.

Otto F. Hanbe, 40, and Pauline M. Straub, 23.

John Brown, 23, and Dolly Cooper, 22.

William Francis Boyd, 46, Norfolk, Va., and Daisy E. Holland, 23, Manchester, Va.

Charles A. Neil, 23, and William Dorsey, 21.

C. Edward Crump, 21, Alexandria, Va., and Mary M. Murray, 19, District of Columbia.

Sutton's Fleet of Tugs Averts Peril of Flood

Harbormaster Less Uneasy About Conditions Up River---Working Steadily in Ice Field. The Channel Clear to Three Sisters.

"I do not feel so uneasy about the condition of the ice in the river as I did several days ago."

Harbormaster Sutton expressed this opinion today to a Times' reporter. He explained that the good work done yesterday by the tugs in attacking the ice field and gorge just above the Three Sisters had obviated to a great extent any imminent danger of a flood, except in the case of an unusually heavy rain.

There is, however, an urgent necessity that he keep his ice-fighting tugs at work, so that ice coming down the river from points higher up may not be allowed to gorge any more than has already occurred. The "commodore," by being economical, expects to make the $3,000 appropriated yesterday by Congress last for a good while in attacking the ice.

Tugs Avert Danger.

The work that has already been done by the tugs has been of vast importance in averting the danger of a flood. The tugs W. M. Mohler, Edith Goddard Winship, Minerva, and Commodore Sutton's Vigilant have broken off solid sheets of ice, and freed the channel of this incumbrance from the Three Sisters to above the reservoir, a distance of nearly half a a mile.

This clearing of the river so far above the bridges is thought to have done away with the danger of the ice coming down against the Long Bridge and damming up the stream. This is so because now the ice will have a long distance to float before striking the bridge, and will thus be given an opportunity to break itself to pieces. Heretofore, the great menace has consisted in the principal gorge being so far down the stream.

In the Ice Fields.

No praise is too great for the generalship shown by the "commodore" and the tireless work of his assistants. This morning the tugs grappled with the ice field up the stream and are still fighting it, lessening every instant the danger that has menaced the city for the past week or ten days.

Again and again the little craft plunge their steel noses into the solid ice, and withdraw for another attack, while the splitting of the ice and the thumping of the solid blocks of snow and ice against their sides show what a difficult work they are doing.

ALEXANDRIA NEWS NOTES

ALEXANDRIA, Va., March 2.—William Whalen, a brakeman on the Southern Railway, was injured last night by falling from the top of a box car in the yards of that company here. Mr. Whalen was walking over the top of the cars when he slipped and fell to the ground. He was picked up by his fellow-employes and taken to his home, where he was attended by Dr. O'Brien, the company physician. He is reported to be resting comfortably this morning.

WHEATLEY'S FERRY OPEN.

After being closed by the ice in the river since before Christmas, Capt. William Wheatley yesterday reopened his ferry from this city across to the Maryland shore of the Potomac. This ferry was the first movement of civilization in this section of the country, and over 160 years ago carried the little travel which then took place between North and South from what is now Shepherds to Fishtown. This ferry route has been conducted in all the methods known to navigation, first by row boats and flats towed by row boats, then by the old-fashioned horse boats, and later by steam ferries. The Union, which blew up and killed the captain's wife; the Alice Fox and the Virginia, in turn, connected Alexandria with the south end of the District of Columbia at Fox's Tavern. Owing to the trade of Prince George county almost all going to Washington, across the Navy Yard Bridge, the ferry has fallen into desuetude, except as the enterprise of Captain Wheatley still accommodates passengers from Alexandria across the river.

DEATH OF MRS. FOARD.

Mrs. Joseph Foard, long a respected resident of this city, mother of Norval E. Foard, one of the editors of the "Baltimore Sun," died in Baltimore yesterday, and her remains will be brought to this city tomorrow and interred in the family burying ground here.

NEW ALEXANDRIA BANK.

The fixtures for the new Alexandria National Bank have arrived and are being placed in position. The bank will open for business about the 7th instant.

SODALITY ELECTS OFFICERS.

At the meeting of the Young Men's Sodality Lyceum, held last night, Charles T. Hellmuth was elected president, to succeed Francis T. Quinn, resigned. Mr. Hellmuth has the distinction of being at the head of three of Alexandria's most prosperous organizations. He is the regent of Alexandria Council, Royal Arcanum; the grand knight of Fitzgerald Council, Knights of Columbus, and the president of the Young Men's Sodality Lyceum.

CASE DISMISSED.

In the police court, Justice Harry B. Caton presiding, Thomas Mitchell, charged with assaulting Charles Haynes with a stone, was dismissed this morning.

PERSONAL MENTION.

R. R. Woolf, formerly of this city, has removed to Concord, N. C., to take charge of an office of the Metropolitan Life Insurance Company there.

James Dodd, of the rural free delivery system, has recovered from an attack of grip and is again upon his route.

M. L. Dinwiddie, of the Southern Railway Company, has returned from New York, where he went on business for the company.

Mrs. Catherine Carr and children, of East Capitol Street, Washington, who have been visiting Mrs. Entwisle in this city, have returned home.

IN CORPORATION COURT.

In the corporation court, Judge Louis C. Barley presiding, the following business was transacted yesterday.

Naturalization papers were taken out by Garvin Whitton, a native of England.

Dr. W. R. Purvis, E. B. Taylor, and C. W. Moore were appointed jail inspectors by the court.

MARRIAGE LICENSES.

The clerk of the corporation court issued in the month of February 37 marriage licenses, 30 to white and 7 to negro couples. He has also recorded 28 deeds during the past month.

CORPORATION ELECTIONS.

The stockholders of the Woodley Apartment House Company met in this city and elected the following directors: S. W. Woodward, G. S. Parker, T. T. Schneider, W. W. W. Parker, and P. C. Hawn.

The Virginia Apartment House Company has elected the following officers: Alexander M. Gorman, president; Leonard Bergmark, vice president; William A. Easterday, secretary and treasurer; Marie L. Gorman and M. W. Easterday, directors.

HYATTSVILLE NOTES.

HYATTEVILLE, Md., March 2.—The eighth anniversary of the marriage of the Rev. and Mrs. S. Ward Righter was the occasion of an enthusiastic reception tendered them by the congregation of the Presbyterian Church and their many their friends. The large lecture room of the church was crowded. Mrs. Righter wore her wedding gown and was assisted in receiving by Miss Tise. Piano recitals by Mrs. Jones, vocal selections by the Righter quintet, and accompaniments by Mrs. McNeil were the musical treats. Misses Helen Rowe, Jennie Webster, and Blanche Wilsie, George S. Britt, and Thomas Ladson made up the quintet and under the direction of Miss Rowe it has attained a high degree of excellence. The pleasantest incident of the evening was the presentation by Mr. Britt of a well-filled purse of gold. Mr. Righter's pastorate here has been a successful one and his and Mrs. Righter's warm friends are co-extensive with the boundaries of Hyattsville.

Judge and Mrs. Arthur Carr and their daughter, Mrs. J. B. Shallenberger, left here this morning for a three weeks' stay in Atlantic City, in the hope of a more speedy recovery of the judge from a long and severe attack of grip.

A. H. Wells has begun the erection of a dwelling in Spencer Street.

VAUGHN CLASS BANQUET.

The thirteenth annual banquet of the Vaughn Class of Calvary Baptist Sunday school, which takes place Friday evening, promises to be of unusual interest. The speakers are as follows: The Hon. Hannis Taylor, Prof. Mitchell Carroll, of Columbian University; the Hon. H. St. George Tucker, dean of Columbian Law School; the Rev. Curtis Lee Laws, D. D., of Baltimore; L. S. Tenney, W. C. Franklin, John H. Thomas, the Rev. Samuel H. Greene, and F. W. Vaughn.

Dr. Agnew's Catarrhal Powder

Is a Catarrh Cure that Cures Colds and Catarrh.

Actually, positively, indisputably, irrefutably, Cures Colds and Catarrh!
Not always with first application, although even that invariably brings relief in 10 minutes.
But it Cures, it Cures Colds and Catarrh!

Dr. Agnew's Liver Pills Cure Liver Ills.
40 Doses 10 Cents. 10

EMERGENCY FUND IS CALLED UPON

Will Draw on It to Keep Public Schools Open.

REPAIR HEATING APPARATUS

Long and Cold Winter Has Put Exceptional Drafts Upon Stoves and Furnaces.

In order to prevent the closing of the public schools, the District Commissioners ordered today that the "Emergency Fund" be used to defray the expenses incidental to the necessary repairs for the heating apparatus of the schools in the District. The fact that the appropriation used for this purpose was exhausted was made known to the District authorities a day or two ago by a communication from G. B. Coleman, superintendent of repairs for the District.

Deficiency Item.

In notifying Mr. Coleman that he could use the emergency fund for keeping the school children warm, Colonel Biddle, the Engineer Commissioner, explained that the Commissioners have requested that items be put in the deficiency appropriation bill giving $3,000 for repairs to the heating and ventilating apparatus in the public schools.

"The necessity for this appropriation," says Colonel Biddle, "is due to the fact that the exceptionally long and cold winter has caused considerable damage to the building and heating apparatus, more than can be taken care of by the present appropriation." He concludes his remarks on the subject by saying:

"As these repairs form a case of emergency, in order to preserve Government material and appliances and to prevent the closing of the public schools, I move that such funds as may be necessary be allotted from the appropriation known as the emergency fund."

SIXTY-SIX "FLUNKED," AND PRINCETON MOURNS

PRINCETON, N. J., March 2.—That Princeton is fairly easy to enter is pretty well known in all college circles, but how hard it is to remain in college after the entrance examinations have been passed is not so widely known.

Sixty-six men, one-half of them freshmen, have been "flunked" out of the New Jersey college as a result of failure to pass the midyear examinations just finished. The reports which have just come out show that there has been an increase of sixteen men dismissed over last year's number.

Twelve went from the academic and fifty-four from the scientific. The great increase in the number of failures in the scientific department this year is due to President Wilson's policy in making the scientific examination more difficult.

PHENOMENAL SHIPMENT OF TOBACCO.

For the first time in the history of the tobacco business a shipment has been made in one order, to one concern, of a solid train of Manufactured Smoking Tobacco.

On March 1, the Norfolk and Western Railroad started from Durham, N. C., a train consisting of thirty cars, all loaded with "Duke's Mixture," the entire lot of tobacco being a purchase made by Messrs. Sprague, Warner & Co., wholesale grocers, of Chicago, Ill.

Durham, where this tobacco is manufactured, is the famous tobacco town situated in the Golden Tobacco Belt of North Carolina. "Duke's Mixture" was named many years ago for Mr. J. B. Duke, the famous tobacco man, and the greatest care is exercised in its manufacture.

This shipment contains 2,880,000 single packages of tobacco, and would furnish each male adult in the United States with five smokes each, or one package to each of the soldiers of the standing armies of the United States, England, France, Germany, Italy, Austria and Russia.

This train has gone direct from Durham, N. C., to Chicago, Ill., and has attracted much attention en route, and will arrive in Chicago March 6.

MERCHANTS FAVOR A NEW PAVEMENT

(Continued from First Page.)

preciate its efforts. Other business streets have been looked after, and I hope something will come of the agitation on the part of The Times."

Working for Years.

CHARLES KRAEMER, wholesale liquor dealer, 735 Seventh Street: "I have been working for seven years to get an asphalt pavement for Seventh Street. I got a petition signed by every property owner on Seventh Street from Pennsylvania Avenue to K Street, and presented it to the Commissioners of the District, who sent it to Congress; but nothing came of it. In summer, when we are using the telephone, we have to ask those with whom we are talking to wait for wagons to pass before we can hear them. More horses fall on the corner of H Street, after they get off the asphalt, than in any part of the city.

"I am heartily in favor of what The Times is doing, and feel that every merchant on Seventh Street is of the same mind."

A. F. EBERLY, of A. Eberly's Sons, stove dealers: "I approve heartily of the attitude of The Times on the Seventh Street pavement. The Patent Office is surrounded by asphalt pavement one square below us, because the noise of the cobblestone pavement annoyed the clerks, and yet the taxpayers have to endure it. Our firm has always been active in the movement to have a better pavement, and I wish The Times success in its efforts to get it for us."

A. C. JOY, confectioner, 714 Seventh Street: "There is nothing that would be so beneficial to the merchants of Seventh Street as the replacement of the present stone pavement with one of asphalt. In the summer the dust and noise are terrible. We hire men to water the street, and even then we are compelled to clean off our cases four or five times a day. I hope The Times will succeed in having something done."

Wood Pavement.

DR. JOHN R. MAJOR, druggist, corner of Seventh and G Streets: "I was very glad to see the editorial in The Times, for asphalt pavement is certainly needed badly on Seventh Street. Some years ago I was in London and saw that one of the business streets was paved with wood. I asked merchants whose business houses were on this street the reason for this and I was told that originally macadamized it had been paved with stones. The stone pavement drove away the carriage trade of that section. Wood was then used in place of stone and the carriage trade returned. There is no doubt that thousands of dollars are lost to Seventh Street merchants because of the stone pavement. In summer the noise is intolerable. We have been trying for thirteen years to get asphalt pavement and I hope the efforts of The Times to that end will be successful."

R. HARRIS, of R. Harris & Co., Seventh and D Streets, says: "The vibrations from heavy wagons passing our door along D Street and Seventh Street have frequently jarred articles off our shelves; in summer time, when the doors are kept open, the noise is so great that we cannot hear ourselves talk; carriage customers have frequently told us that they have refrained from coming here because of the inconvenience in driving to our store. The Government has admitted the inconvenience and annoyance suffered from the stone pavements by having asphalt put around the Land and Patent Offices. We have tried employing counsel to represent us at the Capitol, but all we got was promises that have never materialized."

Served on Committee.

GEORGE F. MUTH, dealer in painters' and artists' materials, 418 Seventh Street, says: "I was a member of two committees that appeared before the District committees of Congress two years ago to ask relief from the conditions which prevail in regard to this pavement. In winter it is slippery and nasty, and in summer there is so much noise and dust it is impossible to conduct our business. My awning poles are bent because heavy wagons cannot be controlled when they are backed up to my door.

"I heartily indorse what The Times has to say on the subject, and earnestly hope its efforts in this direction will meet with success."

S. HART, manager of Lansburgh & Bro., dry goods merchants, 426-426 Seventh Street, says: "We have been advocating this pavement question for about seven years, but have always met with failure. What we want is a pavement of asphalt block instead of Belgian block, as we now have.

"Under present conditions our carriage trade is seriously affected. Customers who use carriages tell us that the driving is so unpleasant that they hate to come this way. Their horses slip and frighten those who drive in this section. I indorse with pleasure the position of The Times, and wish it success."

Absolutely True.

CARTER BALLANTYNE, of William Ballantyne & Son, booksellers, 428 Seventh Street, says: "Everything in The Times' editorial of yesterday is absolutely true. We have been 'turned down' for several years in our efforts to have the pavement improved. The stones are worn and horses frequently fall. Persons do not like to come up Seventh Street because of these conditions, and we hope something may be done to relieve the situation."

L. EISEMAN, of Eiseman Bros., clothiers, corner Seventh and E Streets; "The Times is right on this proposition, and I sincerely hope success will follow its efforts to procure better pavement for Seventh Street. Our carriage trade suffers because of the condition of the street. If we had an asphalt pavement it would undoubtedly bring better business."

HENRY FRANC, of Henry Franc & Sons, haberdashers, corner of Seventh and D Streets: "Such a self-evident proposition as that advanced by The Times needs no comment from Seventh Street merchants. The pavements as they are at present, are a decided inconvenience, and asphalt would be a great improvement. I wish The Times all success."

HOTEL PROPRIETORS WIN OUT IN COURT

Vehicles May Be Stationed in Front of Their Hostelries.

The Court of Appeals has decided that the proprietors of hotels are legally entitled to keep vehicles stationed in front of their premises for the accommodation and use of their guests and patrons. The decision is a final settlement of the controversy between the Hack Drivers' Association and hotel proprietors, which for a long time has been a subject of litigation in the local courts.

The matter came up on appeal from the Police Court, in two classes of cases. In one, the District authorities made the Willard Hotel Company the defendant and in the other William Clements and other members of the Hack Drivers' Association were defendants.

The question was taken to the Court of Appeals from the Police Court on writ of error. In disposing of the matter it was held by the higher court that the testimony offered in the Police Court against the defendants was not sufficient to sustain the charges against them, and that the conviction was therefore improper. In the case of a merchant who keeps a wagon in front of his place of business, his right to do so would not be questioned. There is no difference between a hotel keeper, the court held, and a private person in this respect.

INDORSED FOR OTHERS FOR OVER HALF A MILLION

PITTSBURG, Pa., March 2.—In the United States district court, a petition in bankruptcy has been filed by Samuel G. Maxwell, a farmer of Titusville, whose liabilities are given as $545,395.25, with assets of only $5,250.

Of the liabilities over $510,000 is placed in the summary under the head of "Notes and bills which ought to be paid by other parties thereto." This amount is on notes which Farmer Maxwell indorsed for a large number of concerns.

SMOKING SLEEPERS.

Superb and Awful Horror of the Havoc Wrought.

The spectacle of a glorious future being swept from the possible heights of fame, and the throb of a hopeful heart being flung to the depths of sorrow, would turn the world aghast, were it not that "Cupidene" the wonderful system cleanser and renovator, sold at Stevens' Pharmacy, 9th and Pa. Ave., is so speedy and thorough in restoring the broken constitution. They send new grace to depleted manhood, restore weak nerves and bring happiness to barren homes. One dollar a box, or six boxes for $5, is the price they have been sold for 25 years.

UNIVERSITY WILL HAVE $50,000,000

Rockefeller's Will Be Richest Institution.

PLANS ARE BEING MATURED

Inauguration of Movement for New Divinity Building Marks Second Building Epoch.

CHICAGO, March 2.—The richest university in the world is what the University of Chicago is to be when the plans of John D. Rockefeller and President Harper are matured.

This statement was made in an address by Prof. Shaler Mathews in outlining plans for a new divinity school. He said:

"The inauguration of a movement toward the erection of this divinity building marks the commencement of the second 'building epoch' in the university's growth. The dedication of the new building in April will mark the completion of the first.

"When it is ended the university will have a 'capital,' including in that term endowment and equipment, of $50,000,000, and will be the richest educational institution in the world."

FOREIGN MAILS.

WASHINGTON, D. C., POSTOFFICE NOTICE.

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

FOREIGN MAILS are dispatched 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 March 5, 1904, the last connecting closes will be made from the MAIN OFFICE as follows:

Trans-Atlantic Mails.

WEDNESDAY—(c) At 10:30 p.m. for FRANCE, SWITZERLAND, ITALY, SPAIN, PORTUGAL, TURKEY, EGYPT, GREECE, and BRITISH INDIA, per s.s. La Champagne, from New York, via Havre. Mail for other parts of EUROPE must be directed "Per s.s. La Champagne."

(c) At 11:45 p. m. for ITALY, per s.s Citta di Torino, from New York. Mail must be directed "Per s.s. Citta di Torino."

FRIDAY—(a) At 7:15 p.m. for IRELAND, per s.s. Etruria, from New York, via Queenstown. Mail for other parts of EUROPE must be directed "Per s.s. Etruria."

(a) At 7:15 p.m. for EUROPE, per s.s. St. Louis, from New York, via Plymouth and Cherbourg. Mail for GERMANY must be directed "Per s.s. St. Louis."

(a) At 7:15 p.m. for EUROPE, per s.s. Kaiser Wilhelm der Grosse, from New York, via Plymouth, Cherbourg, and Bremen.

(c) At 11:45 p.m. for BELGIUM direct, per s.s. Finland, from New York. Mail must be directed "Per s.s. Finland."

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

WEDNESDAY—(c) At 11:45 p.m. for MEXICO, per s.s. Monterey, from New York, via Progreso, Campeche, and Vera Cruz. Mail must be directed "Per s.s. Monterey."

(c) At 11:45 p.m. for MEXICO, per s.s. Jason, from New York, via Tampico. Mail must be directed "Per s.s. Jason."

(c) At 11:45 p.m. for MARTINIQUE and GUADELOUPE, per s.s. Etruria, from New York. Mail for BARBADOS, TRINIDAD, and DUTCH GUIANA must be directed "Per s.s. Etruria."

THURSDAY—(c) At 11:45 p.m. for ARGENTINE, URUGUAY, and PARAGUAY, per s.s. Egyptian Prince, from New York.

(c) At 11:45 p.m. for the BAHAMAS, per s.s. Orizaba, from New York. Mail for the PROVINCE OF SANTIAGO, CUBA, must be directed "Per s.s. Orizaba."

(c) At 11:45 p.m. for BARBADOS and NORTHERN BRAZIL, per s.s. Cametense, from New York, via Para, Maranham, and Ceara.

(c) At 11:45 p.m. for TURKS ISLAND and DOMINICAN REPUBLIC, per s.s. New York, from New York.

FRIDAY—(c) At 11:45 p.m. for BRAZIL, per s.s. Byron, from New York, via Pernambuco, Bahia, Rio Janeiro, and Santos. Mail for NORTHERN BRAZIL, ARGENTINE, URUGUAY, and PARAGUAY must be directed "Per s.s. Byron."

(c)—At 11:45 p.m. for PORTO RICO, CURACAO, and VENZUELA, per s.s. Caracas, from New York. Mail for SAVANILLA and CARTAGENA must be directed "Per s.s. Caracas."

(c) At 11:45 p.m. for FORTUNE ISLAND, JAMAICA, SAVANILLA, CARTAGENA, and GREYTOWN, per s.s. Altai, from New York. Mail for COSTA RICA must be directed "Per s.s. Altai."

(c) At 11:45 p.m. for INAGUA, CAPE HAITI, PORT DE PAIX, and SANTA MARTA, per s.s. Athos, from New York. Mail for other parts of HAITI must be directed "Per s.s. Athos."

(c) At 11:45 p.m. for ST. THOMAS, ST. CROIX, LEEWARD AND WINDWARD ISLANDS, BRITISH, DUTCH, AND FRENCH GUIANA, per s.s. Manoa, from New York. Mail for GRENADA and TRINIDAD must be directed "Per s.s. Manoa."

(c) At 11:45 p.m. for HAITI, per s.s. Prins der Nederlanden, from New York. Mail for CURACAO, VENEZUELA, TRINIDAD, BRITISH AND DUTCH GUIANA must be directed "Per s.s. Prins der Nederlanden."

CUBA MAILS close here at 3 p.m. daily, except Sundays and Mondays, via Port Tampa, Fla., the connecting closes being on Wednesdays and Saturdays.

MEXICO overland, unless specially addressed for dispatch by steamers sailing from New York, close here daily at 10 a.m. (f), and 10 p.m. (h)

NEWFOUNDLAND, by rail to North Sydney, and thence via steamer, close here daily, except Sundays, at 12 m. (d), and on Sundays at 11:30 a.m. (k), the connecting closes being on Mondays, Wednesdays, and Saturdays.

JAMAICA, by rail to Boston, and thence via steamer, close here every Friday at 12 m. (d); also by rail to Philadelphia, mails closing every Sunday at 11:45 p.m. (k)

MIQUELON, by rail to Boston, and thence via steamer, close here daily, except Sundays, at 12 m. (d), and on Sundays at 11:30 a.m. (k)

BELIZE, PUERTO CORTEZ, and GUATEMALA, by rail to New Orleans, and thence by steamer, close here daily at 10:05 a.m. (f), and 10 p.m. (h), the connecting closes being on Mondays.

COSTA RICA, by rail to New Orleans, and thence via steamer, close here daily at 10:05 a.m. (f), and 10 p.m. (h), the connecting closes being on Tuesdays.

Trans-Pacific Mails.

HAWAII, via San Francisco, close here daily at 6:30 p.m. up to March 7, inclusive, for dispatch per s.s. Alameda. (o)

TAHITI and MARQUESAS ISLANDS, via San Francisco, close here daily at 6:30 p.m. up to March 13, inclusive, for dispatch per s.s. Mariposa. (o)

CHINA and JAPAN, via Vancouver and Victoria, B. C., close here daily at 6:30 p.m. up to March 15, inclusive, for dispatch per s.s. Empress of India. Merchandise for the U. S. Postal Agency at Shanghai, China, cannot be forwarded via Canada. (o)

CHINA, JAPAN, HAWAII, and PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 p.m. up to March 18, inclusive, for dispatch per s.s. Siberia. (o)

CHINA and JAPAN, via Seattle (specially addressed mail only), close here daily at 6:30 p.m. up to March 4, inclusive, for dispatch per s.s Hyades. (o)

AUSTRALIA (except West Australia mails), NEW ZEALAND, NEW CALEDONIA, FIJI, SAMOA, and HAWAII, via San Francisco, close here daily at 6:30 p.m. up to March 19, inclusive, for dispatch per s.s. Sonoma. (o)

AUSTRALIA (except West Australia mails), FIJI ISLANDS, and NEW CALEDONIA, via Vancouver and Victoria, B. C., close here daily at 6:30 p.m. up to March 26, inclusive, for dispatch per s.s. Moana. (o)

PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 p.m. up to March 27, inclusive, for dispatch per U. S. Transport. (o)

NOTE—Mails for COCHIN CHINA are dispatched to New York, N. Y., for connection with European steamers.

Unless otherwise addressed, WEST AUSTRALIA mails will be dispatched via Europe, and those for NEW ZEALAND and the PHILIPPINE ISLANDS via San Francisco, Cal.—the quickest routes. Mails for the PHILIPPINE ISLANDS, specially addressed "Via Europe," or "Via Canada," must be prepaid at the foreign rate of postage. Mails for HAWAII are dispatched via San Francisco, Cal., exclusively.

REGISTERED MAILS close at the MAIN OFFICE as follows: (a) At 6:30 p.m. same day; (b) at 1:45 p.m. same day; (c) at 9:45 p.m. same day; (d) at 5:30 a.m. same day; (e) at 5:45 p.m. same day; (f) at 9:35 a.m. same day, (h) at 1:15 p.m. same day; (k) at 8:45 p.m. previous day; (o) at 2:30 a.m. same day.

JOHN A. MERRITT, Postmaster.

EDMONSTON'S-- Home of the Original "FOOT FORM" Boots ..... For Men, Women and Children .....

An End of Season Sale of Women's Shoes and Slippers.

One-Third, One-Quarter and One-Half Off Regular Prices.

We shall devote the next ten days to a strenuous effort to close out all Women's Winter Shoes. The shoes have got to go because it is an iron-clad rule of the house never to carry stock from one season to another. That's why the reductions are so sweeping—one-third, one-quarter, and even one-half being deducted from regular prices during this sale.

Women's Shoes.

Women's $5 Black Russia Lace Shoes—the flexible sole kind—one-third off $3.34

Women's $5 Black Russia Button Shoes—the flexible sole kind—one-third off $3.34

Women's $5 Kid Button Shoes, tip of same, flexible soles—one-quarter off $3.75

Women's $4 Kid Patent Tip Lace Boots—at one-quarter off $3.00

Women's $4 Kid, tip of same, Button Boots—one-quarter off $3.00

Women's $3 Box Calf Lace Boots—one-half off $1.50

Women's $3 Glazed Kid, patent tip, Lace Boots—one-half off $1.50

Women's $3 Glazed Kid, tip of same, Button Boots—one-half off $1.50

Children's Shoes.

Children's "Iron Clad" Shoes, 8½ to 10, at 95c.

Children's "Iron Clad" Shoes, 11 to 2, at $1.30.

Children's "Iron Clad" Shoes, 2½ to 5, at $1.65.

Women's Oxfords

At Special Introductory Prices.

Every spring we make it a rule to introduce the new styles in Oxfords by means of special prices. The time for Oxfords is close at hand, and this opportunity is too tempting for you to ignore. The new styles are specially priced in this way:

Women's $5.00 Oxfords, $4.35
Women's $4.00 Oxfords, $3.65
Women's $3.50 Oxfords, $3.20
Women's $3.00 Oxfords, $2.70
Women's $2.50 Oxfords, $2.15

Women's Slippers.

Women's $4 Slippers, beaded vamp, Louis XV heel—one-quarter off $3.00

Women's $3.50 Slippers, beaded vamp—one-quarter off $2.63

Women's $2.00 House and Evening Slippers—one-third off $1.34

Women's $2.50 Slippers, beaded vamp, 1-strap slippers—one-half off $1.25

Women's $1 Boudoir Slippers, all colors—one-quarter off 75c

EDMONSTON'S, 1334 F St. Phone M. 4114 Y.