"Berry's for Clothes."

The Point Is--Hustle!

"What's de use ob takin' chances wid de rabbit feet,
W'en de way am clear 't hustle down de line."

From old uncle Eph's words of advice we make up the following:

"What's the use of taking chances with quick-selling prices when these elegant Men's Summer Suits in our store are just "aching" to get on the outside of some real, genuine bargain seeker."

Our Remodelling Sale

makes the way clear for every article in our store to "hustle down de line."

Here are Summer Suits of the popular fabrics and popular styles —regular "cracker jacks"—that were $22, $20, and $18—going for

$11.50

The $15.00 and $12.50 sorts—neat, natty, stylish and well-fitting suits—single and double-breasted sacks and cutaways—each

$8.50

FANCY NEGLIGEES—75c and 85c kind, now 45c; $1 50 sort, 95c; $1.00 and $1.25 fancy bosom, stiff shirts, 79c; $1.00 and $1.25 white, stiff bosom shirts, 79c; and pretty Manhattan Negligees, 95c.

All UNDERWEAR at "snatching" prices. The sorts that were 35c, 50c and $1.00 are selling now for 23c, 35c, and 75c.

In NECKWEAR—Imperials and Derby Four-in-Hands—the 50c kind, 33⅓c. All 50c Bat Wings, Tecks, Four-in-Hands and Shields, 23c.

BOYS' and CHILDREN'S GOODS were not skipped by the Remodelling Sale price-cutter. 25 to 40 per cent. is sliced off their former price.

O. H. BERRY & CO.,

Men's and Boys' Outfitters.

DR. DOTY, MALARIA AND MOSQUITOES

Interesting Statement From Former About Connection Between Latter.

(By Associated Press.)

NEW YORK, Aug. 12.—Dr. Alvah H. Doty, health officer of this port, who has of late been carrying on a warfare against mosquitoes, beginning his operations on Staten Island, to-day issued a statement concerning these operations which have been prosecuted with a view to determining definitely, if possible, whether the malarial fever parasite is transmitted from one person to another by the female of the anapheles species of mosquito.

Dr. Doty, at the New York quarantine laboratory, has been carrying on his investigations for a year past. He first selected a low lying district in which were many stagnant pools, and on which were hundreds of small houses. Inspection showed that at least 30 per cent. of the inhabitants were suffering with acute or chronic forms of malaria. Samples of water from the pools and cisterns, cesspools and barrels disclosed larvae of the mosquito. Large glass tubes were distributed among the houses for the purposes of securing the most of mosquitoes which infested the neighborhood, and among those collected were found the anapheles or malarial mosquitoes. In one of the houses a little girl seven years old was found suffering from acute malaria. Dr. Doty was allowed by the mother to secure a drop of blood from the lobe of the ear. A bacteriological examination of this was made in the laboratory and the parasite found.

In the meantime some of the anapheles will be dissected to discover, if possible, the presence of the parasite. Dr. Doty next describes the apparatus he used in spreading the oil, the latter being forced to the bottom of the ponds from which it rose to the top, bringing with it quantities of the larvae.

Dr. Doty sums up by saying: "The result of this investigation, from a scientific point, has been of great interest; first, because it has shown the intimate relation between the mosquito and malarial fevers; second, because it has revealed to those who have been identified with this investigation the true breeding places of the mosquito, which I am quite sure are not generally known; third, it has shown that petroleum oil will surely and promptly destroy mosquito larvae, and, so far as careful experiments indicate, it is the only agent which can be depended upon for that purpose."

NATIONAL LEAGUE.

St. Louis Won from Cincinnati by Bunching Hits in Two Innings.

Scores Yesterday.

St. Louis, 8; Cincinnati, 5.
New York-Philadelphia (rain).
Boston-Brooklyn (rain).

Scores Sunday.

Pittsburg, 5; Chicago, 1.
St. Louis, 3; Cincinnati, 2.

Standing of the Clubs.

Clubs.	W.	L.	P.C.
Pittsburg	54	35	.607
Philadelphia	54	37	.593
St. Louis	55	41	.573
Brooklyn	48	44	.522
Boston	43	46	.483
New York	37	47	.440
Cincinnati	37	54	.407
Chicago	37	61	.378

Where They Play To-Day.

Philadelphia at Brooklyn.
Boston at New York.

St. Louis, 8; Cincinnati, 5.

(By Associated Press.)

ST. LOUIS, Aug. 12.—St. Louis won from Cincinnati to-day by bunching hits in the fourth and eighth innings. Sudhoff allowed the visitors but eight safe hits. Attendance, 3,000.

Score by innings: R. H. E.
St. Louis. . . . . . .1 0 0 4 0 1 0 2 *—8 1 2
Cincinnati. . . . . . .0 0 0 0 1 2 0 2 0—5 8 3

Batteries: Sudhoff and Schriver; Hahn and Peitz. Time, 1:45. Umpires, O'Day and Brown.

American League.

Milwaukee, 6; Detroit, 4.
Boston, 6-1; Philadelphia, 0-7.
Chicago, 17; Cleveland, 2.
Baltimore-Washington—Rain.

Charlotte, 4; Raleigh, 1.

CHARLOTTE, N. C., Aug. 12.—The Score: R. H. E.
Charlotte . . . . 3 0 0 0 1 0 0 0 x—4 9 1
Raleigh . . . . 0 0 0 1 0 0 0 0 0—1 5 2

Batteries: Hooker and Gates; Stockdale and Curran.

Tarboro, 10; Wilmington, 2.

(By Associated Press.)

WILMINGTON, N. C., Aug. 12.—

Score by innings: R.H.E.
Tarboro. . . . . .1 0 0 4 0 0 4 0 1—10 12 3
Wilmington. . . . .1 0 0 0 0 0 0 0 1— 2 3 8

Batteries: Bush and Lehman; Stewart and Thackara.

CUP CHALLENGER HERE.

Given a Deafening Ovation by Saluting Whistles on Arrival at New York.

(By Associated Press.)

NEW YORK, August 12.—The new America's cup challenger Shamrock II. lay at anchor off Sandy Hook Lightship last night and early this morning and was towed up the bay to Tompkinsville, Staten Island. She will be taken at once to Erie Basin, where she will be stripped and her racing mast stepped. Her spars are ready and there will be no delay in getting her into racing trim.

The challenger of 1901 received a lively and enthusiastic welcome from every craft in the harbor as she came up the bay in tow of the tug Robert Haddon. The grace and beauty of the lines of her slender body were marred by her cumbruos cruising rig and the litter and confusion on her deck as her crew were preparing to weigh anchor. But one glance was sufficient to convince the experts that Watson had built a much handsomer boat than the old Shamrock. She looks the fastest boat ever turned out in British waters.

She raised anchor and took the towline from the Haddon at 5:30. She flew Sir Thomas' private signal, a green shamrock in yellow field, from her masthead, while her consort, the Erin, carried the same pennant at her main peak, the American flag at her fore and the British naval reserve flag, in which were worked the colors of the Royal Ulster Yacht Club, at her stern.

As she passed Forts Wadsworth and Hamilton at the Narrows, Shamrock II courteously dipped her ensign three times. After leaving quarantine the din of saluting whistles became deafening. The Staten Island Yacht Club added the roar of guns to its welcome. Hardly had her anchor hit the bottom of Tompkinsville before throngs appeared on hill and pierhead to study her lines with their glasses. A driving, pelting rain did not seem to dampen the ardor of those who desired an early glimpse of the new challenger.

After Dinner

To assist digestion, relieve distress after eating or drinking too heartily, to prevent constipation, take

Hood's Pills

Sold everywhere. 25 cents.

FINISH WAS CLOSE.

Columbia Won Race on Time Allowance by About Thirty Seconds.

(By Associated Press.)

NEWPORT, R. I., Aug. 12.—The Constitution covered the triangular course of thirty miles to-day in 33 seconds less time than the Columbia. The champion of '99, however, wins the race on time allowance by about thirty seconds .No corrected time can be given as the boats have not yet been remeasured as required.

In previous races the Constitution had allowed the Columbia one minute and seventeen seconds. What changes in measurement the new rig of the constitution has made is not known, but it is estimated that she allows the old boat only a few seconds less time, if any. The finish to-day was the noteworthy and only exciting feature of the contest. When within a mile of the line the Constitution made a short tack that undoubtedly lost her the race. Captain Rhodes put the Constitution about on the port tack, crossed the Columbia's bow and immediately tacked again. While the new boat's sails were twice shaking in stays, the Columbia with a good full, still on the starboard tack, was bowling along at good speed, headed only a few hundred yards to the lee of the line.

The short time that the Constitution was gathering headway after the last tack, the Columbia reached through her and went ahead, though still slightly in the lee of the new boat. It was an exciting finish and every eye was strained to watch what promised to be a finish full of sensation. Constitution put about and made for the line; Columbia followed at once, but the new boat, having a better speed at the time, was quicker in stays and was well away while the old boat was tacking. She luffed under the bow of the committee boat exactly one minute ahead of Columbia, but she had started 27 seconds ahead, and thus in actual time only beat the old boat 33 seconds.

Saratoga Races.

(By Associated Press.)

SARATOGA, N. Y., August 12.—The attendance at the races was large and the track fast to-day. The stake feature was the Ballston Hunters' Steeplechase, which resulted in a hollow win for the second choice, Hack'et, who won, pulled up, by twenty lengths, the favorite, Lost Chord, being second, a like distance in front of Bacchanal. John E. Madden's Futurity candidate, Yankee, again won his race with the greatest ease, beating Chilton and several other promising two-year-olds. Summaries:

First race, five and a half furlongs, for maidens and geldings, two-year-olds—Key Note (12 to 1) first, Destitute (15 to 1) second, Rockwater (3 to 1) third. Time, 1:76 3-5.

Second race, six furlongs, for three-year-olds, selling—Sarnor (5 to 1) first, Satyre (2 to 1) second, Apple of My Eye (7 to 2) third. Time, 1:13 4 5.

Third race, steeplechase about two and a half miles—Hacklet (7 to 1) first, Lost Chord (8 to 5) second, Bacchanal (9 to 2) third. Time, 6:22.

Fourth race, five and a half furlongs—Yankee (6 to 5) first, Chilton (5 to 1) second, Dixie Line (15 to 1) third. Time, 1:0: 2-5.

Fifth race, one mile and a sixteenth, handicap for three-year-olds and upward—Decanter (7 to 2) first, Terminus (3 to 1) second, The Amazon (9 to 2) third. Time, 1:46 2-5.

SOUTH AMERICAN SQUABBLE.

Our Charge Authorized to Look After Colom.. bian-Venezuelan Interests.

(By Associated Press.)

WASHINGTON, D. C., Aug. 12.—Mr. Russell, the American Charge d'Affaires at Caracas, Venezuela, has been authorized by the State Department to use his good offices as the representative of Colombia in case the Colombian minister should withdraw from Venezuela. This is in response to Mr. Russell's request for instructions.

The Navy Department has decided to make use of the battleship Iowa, instead of the Wisconsin, for use on the Pacific side of the Isthmus in case affairs become serious there. This was due to the fact that no word has been heard from the Wisconsin, while the Iowa had reported at Bremerton.

The gunboat Machias has reported her arrival at Norfolk and probably will sail for Colon to-night or to-morrow morning.

PROTOCOL AGREED ON.

Tariff of Five Per Cent. Ad Valorem Will Be Put in Force.

(By Associated Press.)

WASHINGTON, Aug. 12.—The State Department has received a cablegram from Mr. Rockhill at Pekin, reporting that the draft of the final protocol has been agreed upon. A tariff of 5 per cent. ad valorem, effective, will be put in force two months after the signing of the final protocol, excepting on goods shipped within ten days after signing, and will continue until the conversion to specific rates has been effected by the expert commission.

The Chinese free list will include foreign cereals, rice, flour, gold and silver bullion and coin. The inclusion of flour on the free list is of much importance particularly to Pacific coast shippers. The American shipments of rice and the other articles mentioned are not very large and the inclusion of rice in the free list is chiefly due to China's needs of this staple food.

TYPOGRAPHICAL UNION.

Their Convention Extended Sympathy and Moral Support to Steel Strikers.

(By Associated Press.)

BIRMINGHAM, ALA., Aug. 12.—The forty-eighth annual convention of the International Typographical Union met in this city to-day. President Lynch was in the chair. The report of Secretary Bramwood, of Indianapolis, giving the list of credentials, was adopted.

President Lynch then announced the standing committees. Delegate Goven of New York, offered a resolution to consider the relation of taxation to wages, which was referred. The sympathy and moral support of the union was extended to the Amalgamated Association of Iron, Tin and Steel Workers in their difficulty with the United States Steel Corporation by a rising vote. The convention then adjourned for the day.

CUTS NO FIGURE.

Admiral Sampson Will Have No Counsel in Court of Inquiry.

(By Associated Press.)

WASHINGTON, Aug. 12.—Speculation has been indulged in at the Navy Department as to whether Admiral Sampson will be represented by counsel in the forthcoming Schley court of inquiry, and whether Judge Advocate-General Lemly will call upon the Government for legal assistance in handling the case. Examination of the law in the premises elicits the fact that Admiral Sampson is not entitled to legal representation at the hearings of the court.

From official view point, Admiral Sampson does not figure in the inquiry at all. It is improbable also that Captain Lemly, judge-advocate of the proposed court of inquiry, will ask the Government for assistance in handling the case.

To Succeed Sampson.

(By Associated Press.)

WASHINGTON, Aug. 12.—The Navy Department has selected Rear-Admiral Mortimer L. Johnson, now in command at the Port Royal Naval Station, to succeed Admiral Sampson in command of the Boston Navy Yard when the latter officer shall retire.

The formal appointment has not been made, as it is not known how soon Admiral Sampson may wish to be relieved, or whether he will wait until his retirement from the service next February.

Death List of a Day.

(By Associated Press.)

LAREDO, TEXAS, Aug. 12.—Governor Gaudeloupe Maydreno, of the State of Tamaulipas, Mexico, died Saturday in Victoria, capital of the State.

EXZEMA: NO CURE NO PAY.

Your druggist will refund your money if PAZO OINTMENT fails to cure Ringworm, Tetter, Old Ulcers and Sores, Pimples and Blackheads on the face, Itching Humors, Dandruff and all Skin Diseases, no matter of how long standing. Price 50c. If your druggist should fail to have it send us 50c. in postage stamps and we will forward same by mail, and at any time you notify us that the cure was not satisfactory we will promptly return your money. Your druggist will tell you that we are reliable, as our LAXATIVE BROMO-QUININE Tablets, which have a national reputation for colds, are handled by all druggists. Address PARIS MEDICINE CO., St. Louis, Mo.

ALABAMA CONSTITUTION.

Articles on Judiciary and Taxation Adopted Finally Yesterday.

(By Associated Press.)

MONTGOMERY, ALA. Aug. 12.—The Constitutional Convention to-day adopted a provision that Alabama sheriffs may succeed themseves for one term. Under the present law sheriffs can only serve one term of four years.

The convention also refused to repeal an ordinance heretofore adopted providing that the Governor may suspend a sheriff, pending impeachment proceedings for permitting a prisoner to be taken from him and lynched. The articles on impeachment were completed to-day and articles on judiciary and taxation were read a third time and adopted finally.

Mr. Burns, of Dallas, to-day introduced an ordinance which seeks to disfranchise persons of illegitimate birth. He also introduced a resolution providing for adjourning Friday next until August 27, but it was defeated.

MORE TREASURE FOUND.

Two Hundred Thousand Dollars of Missing $280,000 Has Been Recovered.

(By Associated Press.)

SAN FRANCISCO, CALA., Aug. 12.—It was stated at the office of the Selby Smelting Company at noon that a force of divers under the management of the Pinkertons had to-day taken $65,000 worth of gold from the spot where it was hidden by Winters, making $200,000 already recovered. It is said that the remainder of the stolen treasure, amounting to $28,000, will be recovered inside of twenty-four hours.

Winters is still detained, but has not been charged with the crime. This fact lends additional weight to the belief that he will be leniently dealt with for confessing the crime.

BOATS IN COLLISION.

Belle Horton Had Her Bow Stove in by Tug Joseph M. Clarke.

(Special Dispatch to The Times.)

NORFOLK, VA., Aug. 12.—The passenger steamer Belle Horton, plying between Sewell's Point and Newport News, and the tug Joseph M. Clark, now running between Sewell's Point and Old Point in the stead of the burned steamer Norfolk-on-the-Roads, were in collision at a late hour to-night.

As both vessels left their Sewell's Point pier, simultaneously the Horton's bow was stove in and both vessels immediately returned to their pier.

The railway people say that there was no panic and no one was injured. This is believed to be true.

GOOD WORK.

Marines Tumble Out of Hammocks and Make Landing in Fifty Minutes.

(By Associated Press.)

NANTUCKET, MASS., August 12.—Aroused by the news that their comrades in camp were in need of reinforcements, being attacked by night, 500 marines and blue-jackets on board the ships of the North Atlantic Squadron tumbled out of their hammocks, took to the boats and reached land in fifty minutes early to-day.

The manoeuvre was pronounced most successful by the commanding officers, especially in view of the fact that those on board of the ships were utterly ignorant that anything of the kind was to be undertaken.

FOUGHT OVER GIRL.

Young Man Killed While Escorting Her to Church.

(By Associated Press.)

JACKSON, MISS., August 12.—In the Bowman neighborhood Frederick Westbrook and Robert Groin, two young men who had been paying attention to a young lady, met on the public road while Westbrook was taking the young lady to a church. A duel followed, in which Westbrook was killed.

Groin afterward committed suicide.

The Grand Circuit.

(By Associated Press.)

GLEN FALLS, N. Y., Aug. 12.—Lowering skies, giving promise of rain, reduced the attendance at the opening day of the Grand Circuit Meet of the Northern New York Trotting Horse Breeders' Association. Summary:

2:10 pace—Armeret won first, sixth and seventh heats and race; Balmy L. second winning fourth and fifth heats; Jack Harting third, winning third heat. Diovolo won second heat. Best time, 2:11 3-4.

2:24 pace—New Richmond won three straight heats and race; John H. second; Tommy Mc. third. Best time, 2:11 1-2.

2:15 trot—Melton won two straight heats and race; Hawthorne second. Best time, 2:23 1-2.

Collapse almost Total.

(By Associated Press.)

TAMPA, FLA., Aug. 12.—The Resistencia Cegarmakers' Union, now on strike here, showed evidences of almost total collapse to-day. Two of its soup houses closed because they could not buy food and one was on half rations all day. Delegates approached the International Union with overtures to-day, it is said, but the latter union declined to take them.

Two thousand strikers registered their desire to leave the city and an agent was sent to Havana to secure a vessel. The boat was to have been here Saturday, but has not yet arrived. An indignation meeting is being held by them to-night on the supposition that they have been faked by new leaders.

No Violence Indulged In.

(By Associated Press.)

SAVANNAH, GA., Aug. 12.—The striking motormen and conductors of the Savannah, Thunderbolt and Isle of Hope Railway, the consolidated system of street railway lines in Savannah, have made no riotous demonstrations since their strike was inaugurated last Saturday. There is talk of violence, but it has not materialized.

The police seem to have the situation well in hand. The company claims that it is in no way inconvenienced by the strike.

Company Officers Elected.

(Special Dispatch to The Times.)

ROANOKE, VA., Aug. 12.— The Roanoke Light Infantry to-night elected First Lieutenant T. W. Spindle, Jr., captain to succeed John Brizzie, resigned, and Second Lieutenant W. W. Colvin was promoted to the first lieutenancy.

The selection of second lieutenant was postponed.

Will Resist the Increase.

(By Associated Press.)

LONDON, Aug. 12.—A meeting of grain shippers and importers has been summoned for Tuesday to organize resistance to the determination of the London and Indian Docks Company to raise the charges from 1s to 1s 6d per ton on January 1st. It is said that river moorings will be sought by the leading ship owners and a regular system of overside loading and direct delivery by barges will be organized.

Wanted Yeast Cakes Delivered.

It was 11 A. M. on a very hot day and a customer was languidly making some purchases at a large fancy grocery on Charles Street below the Monument, when a resident of the suburbs entered.

She was evidently a woman of wealth, and the owner of the establishment advanced and asked pleasantly how he could serve her. She replied blandly that she wanted one compressed yeast cake and would lik it sent to the depot in time for the 4:15 train.

The startled man replied that the firm never delivered so small an order, but he would do the cake up securely and she could slip it in her satchel. She responded that she did not want to carry it around all day and she could not see why he could not send one yeast cake as well as a larger order.

The argument finally ended by the grocer tying the cake in three layers of paper and suspending it from a string to her finger. She departed in an offended mood warning him that if the yeast fermented on her way home she would notify him and expect hi mto replace it.

This he gravely promised to do.—Baltimore Sun.

SOUTH ATLANTIC'S MANAGER.

He is Spoken of as One of the Best Insurance Men in the South.

The Atlanta Constitution, referring to the election of Mr. W. R. Harper, of that city, as third vice-president and general manager of the South Atlantic Life Insurance Company, of this city, says:

Mr. Harper has been in correspondence with the officials of the South Atlantic for some time, but only yesterday succeeded in getting a release from his contract with the Aetna, whereupon he immediately closed with the South Atlantic. The management of the Aetna's business in this State under the joint direction of Mr. Harper and Mr. Green has been highly successful. During the first six months of 1901 this agency produced more business than any other of the company's forty-five agencies in the United States and Canada. This success has in a large measure been due to the efforts of Mr. Harper, and Mr. Green as well, as the home office officials of the Aetna were very unwilling to give him up.

Mr. Harper's career as an insurance man has been phenomenal. He has been in the business only four years, all of this time having been spent in the service of the Aetna. For several years he was a student at the Georgia School of Technology, being a member of the class of 1893. After leaving school he was associated with John M. Green in the fertilizer business prior to his entering the insurance field. While in college he took a prominent stand in all lines and this record he has well sustained in his after life. As third vice-president and general manager of the South Atlantic he will have entire charge of the operating or business getting department of this rising young company and will find a wide opportunity for the display of the business talents and executive ability which he has shown in his present connection with the Aetna.

Mr. Harper was seen yesterday morning by a representative of the Constitution and expressed himself as being highly pleased with the compliment which has been paid him in putting him at the head of the operating department of this strong and aggressive company. "While, of course, I shall hate to leave Atlanta, which I consider the best town on earth. I cannot afford to miss the opportunity which is offered me in this appointment. My associations with Mr. Green and with the Aetna Life Insurance have always been of the most satisfactory character, and it is with sincere regret that I shall terminate relations which have been so uniformly pleasant. However, as I see it, it is to my interest to accept the position offered me by the South Atlantic and I shall act accordingly," said Mr. Harper.

Robert L. Foreman, manager of the Equitable for Georgia, who at the time of the formation of the South Atlantic was elected to the position now offered to Mr. Harper, was seen yesterday afternoon, and when told of the election of Mr. Harper, said: "I am glad to hear it. I know of no better man for the place and I congratulate both the company and Mr. Harper. The South Atlantic has a future which is indeed bright. It is financiered by some of the most prominent capitalists of the South and has met with great success so far, having written over a million of business during its first year. Because I saw it to my interest to return to Atlanta and accept the position which I now hold I trust that no one will think that I have anything but the highest confidence in the South Atlantic. Mr. Harper has proved his ability as an insurance man and I shall look for continued success for the South Atlantic under his management."

The South Atlantic was organized only a little more than a year ago and since the nhas done a profitable business. Its success is said to be due, in a large measure, to the wise direction of its financial officers. The officers of the company are men of prominence and of practical experience in the life insurance business, while the board of directors includes such men as Samuel T. Morgan, president of the Virginia-Carolina Chemical Company, president of the new oil trust which is absorbing all the cotton oil mills of the South, and Joseph Bryan, proprietor of The Richmond Times, president of the Richmond Locomotive and Machine Works and prominently connected with the Southern Railway and other large corporations.

Mr. Harper's worth as as insurance man was recently recognized by his election as vice-president of the Georgia Association of Life Underwriters. To-night a supper will be tendered Mr. Harper at the Aragon by a number of his friends who are greatly pleased at his success.

Pan-American Doing Well.

The average daily attendance at the Pan-American Exposition from May 1 to July 1, was 28,640. The average daily attendance at former fairs for their full terms was as follows:

Chicago, World's Columbian Exposition, 6 months	153,112
California, Midwinter Fair	13,928
Atlanta, Cotton States Exposition	13,030
Omaha, Transmississippi Expo.	17,082
Philadelphia, International Export Exposition	19,233

The comparison is highly encouraging to the Pan-American Exposition. The first two months of fairs are usually the poorest in point of attendance, owing principally to the almost general belief that the exhibitions are not completed until July. The Pan-American has passed this point and the attendance is growing daily. By the first of August the increase in the average daily attendance will show a very large increase, with the mest months still to come. The Pan-American is now complete and to see the exterior of the buildings is alone worth a long trip. The illumination with 500,000 lamps is also a wondrous sight. Admission to all buildings and games in the Stadium is free.

How They Didn't Pay Carfare.

They were three exceedingly pretty debutantes of last year—two sisters and a friend. They wanted to go shopping at a leading dry-goods store, where all had half-yearly accounts. The first sister to descend the stairs before starting called back: "One of you girls bring car-fare—I have none!" The friend, being in like poverty-stricken case, hastened after and in her turn called out: "Mab, you bring car fare—we haven't any, and the car is coming!"

The unhappy Mab, who had unlimited credit, but not a copper, glanced wildly around and spied on the mantel a dime savings bank. It was an automatic bank that opened only when $5 had been deposited, but at least it contained money. Seizing it she hastened after her companions and fairly fell into the car.

The other girls waved the conductor haughtily aside, and, not knowing the circumstances, the passengers were convulsed at seeing the debutante, crimson with embarrassment, timidly offer the con-

To the Ladies of Richmond:

J. Schireff, Ladies' Tailor, 416 E. Grace St. I respectfully call your attention to the fact that I will close my Ladies' Tailoring Establishment Monday, August 12th, as I am going North for the latest styles in tailor-made suits, and will reopen September 16th, with a full line of the very latest samples and fashions.

Respectfully,

J. SCHIREFF.

RAILROADS.

CHESAPEAKE AND OHIO RAILWAY.

C&O ROUTE

LEAVE BROAD STREET STATION EASTBOUND

9.00 A. M., Daily. Local to Norfolk, Old Point, &c.

3.45 P. M., Daily. Local to Norfolk, Old Point, &c. Pullman to Old Point.

4.45 P. M., "Atlantic Limited," to Norfolk, except Sunday, with Parlor Car to Old Point. Connects at Old Point with Washington, Cape Charles, Baltimore and New York (Old Dominion) steamers.

WESTBOUND.

8.30 A. M., Daily, to Charlottesville and, except Sunday, to Clifton Forge.

1.30 P. M., Daily. Solid Vestibuled Dining-Car trains for mountain resorts—Parlor Car and Pullman Sleepers. Connects through to Louisville, Cincinnati, Chicago and St. Louis. Five to eight hours quickest line West.

5.30 P. M., Gordonsville Accommodation. Except Sunday. On Saturdays this train will run through to Waynesboro.

10 30 P. M., Daily, with Pullman, for mountain resorts. Pullman to Cincinnati, Louisville and West. All meals in dining car.

LEAVE EIGHTH STREET STATION.

10.30 A. M., Daily, for Lynchburg, Lexington, Va., New Castle, and Clifton Forge. Except Sunday for Rosney and Alberene. Parlor Car.

5.15 P. M., Except Sunday for Lynchburg, with reclining Chair Car, arriving at Lynchburg 10.30 P. M.

ARRIVE BROAD STREET STATION.

8.30 A. M. and **3.25** P. M., Daily, from Cincinnati.

9.45 A. M., except Sunday from Gordonsville. On Mondays will run from Waynesboro.

12.40 P. M., Except Sunday, from Norfolk.

10.15 A. M., and **7.20** P. M., Daily, from Norfolk.

8.15 P. M., Daily, from Charlottesville and except Sunday, from Clifton Forge.

ARRIVE EIGHTH STREET STATION.

8.40 A. M., Except Sunday from Lynchburg and Alberene, with reclining Chair Car from Lynchburg.

6.25 P. M., Daily, from Clifton Forge and Lynchburg and except Sunday from New Castle, Lexington, Va. and Rosney.

Apply at 809 East Main Street, 903 East Main Street and Murphy's Hotel for further information.

H. W. FULLER, G. P. A.
JNO. D. POTTS, A. G. P. A.

S. A. L. Railway.

"CAPITAL CITY ROUTE."

Short Line to Principal Cities of the South and Southwest, Florida, Cuba, Texas, California and Mexico, reaching the Capitals of six States.

Schedule in Effect May 26, 1901.

	No. 27.	No. 31.
Lv. Richmond	2:40 p m	10:40 p m
Lv. Petersburg	3:27 p m	11:20 p m
Lv. Raleigh	7:40 p m	4:10 a m
Ar. Hamlet	10:35 p m	7:00 a m
Ar. Atlanta	9:06 a m	4:55 p m
Lv. Hamlet	10:50 p m	7:20 a m
Ar. Columbia (East'n time)	2:00 a m	10:35 a m
Lv. Columbia (Cent'l time)	1:05 a m	9:40 a m
Ar. Savannah	4:52 a m	1:47 p m
Ar. Fernandina	9:30 a m	6:00 p m
Ar. Jacksonville	9:15 a m	6:10 p m
Ar. Tallahassee	3:15 p m	6:30 a m
Ar. Ocala	1:48 p m	1:00 a m
Ar. Orlando	5:10 p m	7:20 a m
Ar. Tampa	5:40 p m	6:15 a m
Ar. Port Tampa	10:30 p m	8:30 a m
Ar. Miami	9:45 p m	....

Train No. 41 leaves Richmond 9:30 a. m., daily, for Petersburg, Norlina, N. C., and all intermediate points. Connections at Norlina with train arriving Henderson 2:18 p. m. and Raleigh 3:50 p. m. daily, and Durham 4:15 p. m. daily except Sunday.

Trains leave Richmond for Washington, New York and the East daily. No. 44 at 6:40 a. m. and No. 66 at 3:35 p. m.

Connections at Jacksonville and Tampa for all Florida East Coast points, and Cuba and Porto Rico. At New Orleans for all points in Texas, Mexico and California.

TRAINS ARRIVE AT RICHMOND DAILY:

6:32 a. m., No. 34 } From all points South and
3:31 p. m., No. 66 } Southwest.
5:46 p. m., No. 36—From Norlina, N. C., Petersburg and local points.

SLEEPING-CAR SERVICE.

Nos. 31 and 34—Florida and Metropolitan Limited. Drawing Room and Sleeping Cars and Through Day Coaches between New York and Tampa. Through Drawing-Room Buffet Sleeping Cars between New York and Atlanta.

Nos. 27 and 66—Florida and Atlanta Fast Mail. Through Drawing-Room Buffet Sleeping Cars between New York and Tampa, connecting at Hamlet with Sleeping Car to and from Atlanta, in connection with which Through Pullman Tickets are sold. Finest Day Coaches.

Z. P. SMITH, District Pass. Agent.
836 East Main Street. 'Phone 403.
J. M. BARR, 1st V. P. & Gen'l Mang'r.
R. E. L. BUNCH, Gen'l Pass. Agent.
Portsmouth, Va.

Old Dominion Steamship Co

Daily Line for New York, the North and East

FROM RICHMOND.

PASSENGERS can leave DAILY, except Sunday, by Chesapeake and Ohio Railway at 9:00 A. M. via Norfolk 3:45 P. M. and 4:45 P. M. via Old Point Comfort, or 9:00 A. M. and 3:15 P. M. by N. & W. Ry. via Norfolk, both lines connecting with direct steamers sailing same day.

Steerage passengers can leave by auxiliary steamer Monday, Wednesday and Friday, sailing from Rocketts at 5 P. M., and changing to main-line ship at Norfolk.

FREIGHT for all northern, eastern and foreign ports received and forwarded daily, except Sunday, at company's wharf, Rocketts.

FROM NEW YORK

PASSENGERS can leave DAILY, except Sunday, from company's pier, No. 26 North River, at 3:00 P. M., for Old Point Comfort and Norfolk, connecting with C. & O. and N. & W. trains for Richmond.

FREIGHT received and forwarded daily, except Sunday.

Tickets on sale at company's office, 1212 East Main Street; Richmond Transfer Company, 903 East Main Street; Murphy's Hotel, C. & O. and R. & P. depots, Richmond. Baggage checked through to all points.

For further information apply to
JOHN F. MAYER, Agent,
1212 East Main Street, Richmond, Va.

General offices: 81 Beach Street, corner West Street, New York, N. Y.

J. J. BROWN, Gen. Pass. Agt.
H. B. WALKER, Traffic Manager.

CLYDE STEAMSHIP CO.'S PHILADELPHIA RICHMOND AND NORFOLK STEAMSHIP LINE.

Appointed sailing days: Every TUESDAY, FRIDAY and SUNDAY at daylight.

Freight received daily till 5 P. M.

For further information apply to
J. W. M'CARRICK,
Gen. Southern Agt.; office, Rocketts.
W. P. CLYDE & CO.

$3.50 FROM $3.50

Richmond to Baltimore

Take C. and O. Railway train, daily except Sunday, at 4:45 P. M. for Baltimore via Old Point Comfort, connecting at Old Point with one of the superb steamers of the Old Bay Line, leaving at 7:15 for Baltimore. Arrive in Baltimore at 6:30 A. M. in time to make connections with all trains north, east and west. Short rail ride and all night on one of the finest steamers in southern waters.

For tickets and general information apply at ticket offices C. and O. Railway.

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ductor the bank, with the explanation that it contained all he money they had, and perhaps he could open it. From sheer astonishment the man took the bank and soon the whole car became absorbed in his futile efforts to open it.

Would-be passengers, unseen by the motorman, were left wildly signaling with hats and umbrellas on curbstones. Hairpins and pen-knives were fruitlessly offered, and it is probable that they would be trying yet if one of the girls had not suddenly espied their destination and fled from the car. The second girl followed suit.

"Oh, please—please give me my bank," entreated the third (who afterward confessed her heart was in her throat lest he should not return it) of the now thoroughly irate conductor. With the exclamation "Here, take the old thing!" the aggravated man flung the offending bank into her outstretched hand, violently pulled the strap, and the car sped on.—Baltimore Sun.

RAILROAD

SOUTHERN RAILWAY.

SCHEDULE EFFECTIVE JUNE 6, 1901.

TRAINS LEAVE RICHMOND, VA.

9:20 A. M.—No. 15, daily, for Durham, N. C., and all stations between Keysville and Durham, connecting at Burkeville for Farmville and Lynchburg; at Jeffress for Buffalo Lithia Springs and local stations on Norfolk Division to Danville; at Oxford for Henderson; at Durham for Raleigh, Goldsboro and all North Carolina points.

12.01 P. M.—No. 7, solid train daily for Charlotte, N. C., connects at Moseley with Farmville and Powhatan Railroad; at Greensboro for Durham, Raleigh and Winston-Salem; at Danville with No. 35, United States fast mail, solid train, daily for New Orleans and points South, which carries sleepers to New Orleans and Jacksonville, connecting for Nassau and Havana. Buffet drawing-room sleeper Richmond to Atlanta and Birmingham. Through sleeper Salisbury to Memphis.

11:30 P. M.—No. 11, Southern Express daily for Atlanta, Augusta, Jacksonville and points South. Sleeper for Danville, Greensboro, Salisbury and Charlotte, open at Richmond 9.30 P. M. Connection with New York and Florida Express and Southwestern Limited, which carries through sleepers to Augusta, Savannah, Jacksonville, Tampa, Nashville, Memphis, Atlanta, New Orleans, &c. Complete dining-car service; also, Pullman Tourist sleeper Mondays, Wednesdays and Fridays Washington to San Francisco without change, with connections for all points in Texas, Mexico and California.

6:00 P. M.—No. 17, Local, daily except Sunday, for Keysville and intermediate points.

TRAINS ARRIVE AT RICHMOND.

6:40 P. M. and **6.00** A. M.—From Atlanta, Augusta and Asheville and all points South.

8:40 A. M.—From Keysville and local stations.

3:12 P. M.—From Durham, Oxford and intermediate stations.

LOCAL FREIGHT TRAINS.

Nos. 61 and 62, between Manchester and Neapolis

YORK RIVER LINE VIA WEST POINT, THE FAVORITE ROUTE NORTH, LEAVES RICHMOND.

4:30 P. M.—No. 16, Baltimore Limited, daily except Sundays, connecting at West Point with steamer for Baltimore and York River Landings. Stops only at stations between Quinton and West Point.

2:30 P. M.—No. 10, Local Express, daily, except Sundays, for West Point and intermediate stations. Connects with stage at Lester Manor for Walkerton and Tappahannock.

5:00 A. M.—No. 74, Local Mixed. Leaves daily, except Sunday, for West Point and intermediate stations, connecting with stage at Lester Manor for Walkerton and Tappahannock.

TRAINS ARRIVE IN RICHMOND.

9:15 A. M.—Daily from West Point, with connection from Baltimore, except Mondays.

10:45 A. M.—Except Sundays and Mondays.

5:15 P. M.—Daily, except Sunday, from West Point and intermediate stations.

Steamers leave West Point daily, except Sundays, **3:30** P. M., arriving Baltimore **8:30** A. M.

Steamers call at Almonds and Yorktown Tuesdays, Thursdays and Saturdays; Clay Bank and Gloucester, Mondays, Wednesdays and Fridays.

C. W. WESTBURY, Dist. Pass. Agt.,
No. 920 E. Main St., Richmond, Va.
S. H. HARDWICK, Gen. Pass. Agt.
F. S. GANNON, 3d Vice-Prest. and Gen. Mangr.,
Washington, D. C.

Richmond, Fredericksburg and Potomac Railroad.

SCHEDULE IN EFFECT MAY 26, 1901. LEAVE BYRD-STREET STATION.

3:30 A. M., Daily, for Washington and points North. Stops at Milford, Fredericksburg and Quantico. Sleepers to Washington and New York.

8:20 A. M., Sunday only, for Washington and points North. Stops at Elba, Glen Allen and local stations, Ashland to Quantico inclusive. Buffet Parlor Car.

8:30 A. M., Daily, except Sunday, for Washington and points North. Stops at Elba, Glen Allen and local stations, Ashland to Quantico inclusive. Buffet Parlor Car.

12:00 M., Daily, except Sunday, for Washington and points North. Stops at Elba, Glen Allen, Ashland, Doswell, Milford, Fredericksburg, and Quantico. Buffet Parlor Car. Connects with Congressional Limited at Washington.

7:42 P. M., Daily, for Washington and points North. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, Widewater and Quantico. Stops other stations Sundays. Sleepers Richmond to New York and Washington to Philadelphia.

ARRIVE BYRD-STREET STATION.

8:40 A. M., Daily. Stops at Widewater, Brooke, Fredericksburg, Milford, Doswell, Ashland and Elba. Stops other stations Sundays. Sleeper New York to Richmond.

12:54 P. M. Daily, except Sunday. Stops at local stations, Quantico to Ashland inclusive, Glen Allen and Elba. Buffet Parlor car.

2:42 P. M. Daily, stops at Fredericksburg, Milford, Doswell, Ashland and Elba.

6:37 P. M., Daily. Stops at Fredericksburg, Doswell, Ashland and Elba. Pullman cars from New York and Washington.

8:40 P. M., Daily. Stops at local stations, Quantico to Ashland inclusive, Glen Allen and Elba. Buffet Parlor Car.

ACCOMMODATION TRAINS.

(Daily, except Sunday.)

7:15 A. M. Leaves ELBA for Ashland.

4:00 P. M. Leaves BYRD-STREET Station for Fredericksburg.

6:30 P. M. Leaves ELBA for Ashland.

6:40 A. M. Arrives ELBA from Ashland.

8:25 A. M. Arrives BYRD-STREET Station from Fredericksburg.

5:32 P. M. Arrives ELBA from Ashland.

S. A. L. THROUGH TRAINS VIA S. A. L. JUNCTION AND R., F. & P. R. R., LEAVE S. A. L. BROAD-STREET STATION.

6:40 A. M., Daily, for Washington and points North. Stops at Fredericksburg and Quantico. Sleepers to New York.

3:35 P. M., Daily, for Washington and points North. Stops at Doswell, Fredericksburg and Quantico. Sleeper to New York.

ARRIVE S. A. L. BROAD-STREET STATION.

2:35 P. M., Daily. Stops at Fredericksburg, Milford, Doswell and Ashland. Sleeper from New York.

10:30 P. M., Daily. Stops at Fredericksburg, Doswell and Ashland. Sleepers from New York.

E. T. D. MYERS, Pres. W. P. TAYLOR, Traf. Mgr.

N. & W. RY. Norfolk and Western

Schedule in Effect

JUNE 30, 1901.

LEAVE RICHMOND (DAILY), BYRD-STREET STATION.

9.00 A. M.—NORFOLK LIMITED. Arrive at Norfolk 11.20 A. M. Stops only at Petersburg, Waverly and Suffolk.

9.05 A. M.—THE CHICAGO EXPRESS. For Lynchburg, Roanoke, Columbus and Chicago. Buffet Parlor Car Petersburg to Roanoke. Pullman Sleeper Roanoke to Columbus, also for Bristol, Knoxville and Chattanooga. Pullman Sleeper Roanoke to Knoxville.

3.15 P. M.—OCEAN-SHORE LIMITED. Arrive Norfolk 5.35 P. M. Stops only at Petersburg, Waverly and Suffolk. Connects at Norfolk with steamers to Boston, Providence, New York, Baltimore and Washington.

6.57 P. M.—For Suffolk, Norfolk and intermediate stations. Arrives at Norfolk at 10.40 P. M.

9.10 P. M.—For Lynchburg and Roanoke. Connects at Lynchburg with Washington and Chattanooga Limited. Pullman Sleepers Lynchburg to Memphis and New Orleans. Cafe, Parlor and Observation Car Radford to Attalla, Ala. Pullman Sleeper between Richmond and Lynchburg. Berths ready for occupancy at 9.30 P. M. Also, Pullman Sleeper Petersburg and Roanoke.

Trains arrive Richmond from Lynchburg and the West daily at 7.35 A. M. and 8.58 P. M.; from Norfolk and the East at 11.10 A. M., 11.42 A. M. and 6.50 P. M.

Office—No. 838 Main Street.

JNO. E. WAGNER, City Pass. and Ticket Agt.
C. H. BOSLEY, District Passenger Agent.
W. B. BEVILL, General Passenger Agent.

Atlantic-Coast Line

SCHEDULE EFFECTIVE JUNE 30, 1901.

TRAINS LEAVE RICHMOND—BYRD-STREET STATION.

9.00 A. M., NORFOLK LIMITED, Daily. Arrives Petersburg 9:31 A. M., Norfolk 11:20 A. M. Stops only at Petersburg, Waverly and Suffolk.

9.05 A. M., Daily. Arrives Petersburg 9:48 A. M., Weldon 11:50 A. M., Fayetteville 4:25 P. M., Charleston 10:55 P. M., Savannah 2:55 A. M., Jacksonville 8:30 A. M., Port Tampa 7:10 P. M. Connects at Wilson with No. 47, arriving Goldsboro 3:25 P. M., Wilmington 6:00 P. M. Pullman Sleeper New York to Jacksonville.

11:55 A. M., Daily, except Sunday. Arrive Petersburg 12:35 P. M. Stops Manchester, Drewry's Bluff, Centralia and Chester on signal.

3:15 P. M., OCEAN SHORE LIMITED, Daily. Arrive Petersburg 3:47 P. M., Norfolk 5:35 P. M. Stops only at Petersburg, Waverly and Suffolk.

4:30 P. M., Daily, except Sunday. Arrives Petersburg 5:20 P. M., Weldon 7:37 P. M., and Rocky Mount 8:55 P. M. Makes all intermediate stops.

5:47 P. M., Daily, Local. Arrives Petersburg 6:45 P. M. Makes all stops.

6:37 P. M., FLORIDA AND WEST INDIA LIMITED, Daily. Arrives Petersburg 7:37 P. M. Connects with Norfolk and Western for Norfolk and intermediate points; Emporia 8:42 P. M. (connects with A. and D. for stations between Emporia and Lawrenceville), Weldon 9:13 P. M., Fayetteville 12:32 A. M., Charleston 5:23 A. M., Savannah 7:50 A. M., Jacksonville 12:15 P. M., Port Tampa 11:30 P. M.

NEW LINE TO MIDDLE GEORGIA POINTS—Arriving Augusta 7:55 A. M., Macon 11:15 A. M., Atlanta 12:35 P. M., Thomasville 2:25 P. M. Pullman Sleepers New York to Wilmington, Charleston, Jacksonville, Port Tampa, Augusta and Macon.

9.10 P. M., Daily. Arriving Petersburg 9.53 P. M. Connect at Petersburg with Norfolk and Western Railway, arriving Lynchburg 2.30 A. M., Roanoke 5 A. M., Bristol 10.40 A. M. Pullman Sleeper Richmond to Lynchburg.

11.30 P. M., Daily. Arrives Petersburg 12.10 A. M.

TRAINS ARRIVE RICHMOND.

3.20 A. M., Daily, from Jacksonville, Savannah, Charleston, Atlanta, Macon, Augusta and all points South.

7.35 A. M., Daily, from Petersburg, Lynchburg and the West.

8.45 A. M., Daily, except Sunday, Petersburg local.

11.10 A. M., Daily, except Sunday, from Goldsboro and intermediate stations, Norfolk and Suffolk.

11.05 A. M., Sunday only, from Norfolk, Suffolk and Petersburg.

11.42 A. M., Daily, from Norfolk, Suffolk and Petersburg.

2.15 P. M., Daily, except Sunday, from Petersburg.

6.50 P. M., Daily, from Norfolk, Suffolk and Petersburg.

7.22 P. M., Daily, from Miami, Port Tampa, Jacksonville, Savannah, Charleston, Wilmington, Goldsboro and all points South.

8.56 P. M., Daily, from Petersburg, Lynchburg and the West.

T. M. EMERSON, Traffic Manager.
J. R. KENLY, General Manager.
H. M. EMERSON, General Passenger Agent.
C. S. CAMPBELL, Division Passenger Agent,
224 East Main Street.