BIG NEW STATION READY

Pennsylvania Begins Service to West and South To-morrow.

BUSY WITH DUMMY TRAINS

Regular Schedules Being Kept Up Now for Training of Crews in New Work.

At 12:02 o'clock to-night, or, more exactly, to-morrow morning, the Perth Amboy local will carry its first consignment of belated theatregoers out of the new Pennsylvania Station, at Seventh avenue and 32d street, Manhattan.

It will be the first passenger train to leave the new station in other than the Long Island direction, and it will be followed in twenty-eight minutes by the Southern Express, the first through train to carry passengers out of New York for the South and West over the Pennsylvania lines. To the Washington Express, due here at 12:30 a. m., will go the honor of being the first Southern train to arrive in the new station.

These incidents will mark the fulfillment of the Pennsylvania Railroad's long standing ambition to land its passengers in the very midst of the nearly six million people that live within a twenty-mile radius of the City Hall, and the completion of the station that it has built for this purpose, marks a no less important era in the history of New York.

The immense structure covers eight acres, thus occupying more ground than any other building ever before constructed at one time in the history of the world. It is 784 feet long and 430 feet wide. The average height above the street is 69 feet, while the maximum is 153 feet. It takes about 500 electric arcs and 20,000 incandescents to light the building.

Though to-morrow will be the first opportunity that the public will have to make use of this great improvement, dummy trains have been running through the tunnels for the last three or four days on regular schedule for the purpose of familiarizing the employes with the new system.

Not all of these trains, however, have been entirely dummy. One of them pulled out yesterday afternoon with a small crowd of newspaper men stowed away on the back platform, under the direction of the stationmaster, W. W. Eagan.

They saw things, these newspaper men. Every so often through the long length of the tube signal lights flashed by them. If an engineer attempts to run by one of these signals when it is set, his train is stopped automatically by the shutting off of his current.

At each signal is a telephone, to which the conductor has the key, that connects with the main signal station. Only when the signal station has released the train may it proceed upon its way.

Fifteen minutes brought the party to Harrison, N. J., where the almost dummy train went through the process of changing locomotives. It took about two minutes to uncouple the electric machine and put on the steam engine. The distance to Harrison is nine miles. The officials say they can do it in nine minutes if a train is late.

Forty powerful motors will operate the trains over the electrified system. Each one is twice as strong as a steam locomotive and costs over three times as much. They were built at the Altoona shops of the railroad and equipped with Westinghouse motors for the sum of $50,000 apiece.

Back in the station the favored few marvelled at the hidden wonders of the place. The arrival and departure of trains are made known to employes in nine different parts of the building through the medium of the telautograph. The two tracks that run under the river increase in number to twenty-one before the station is reached. These deposit their passengers on eleven platforms, from each of which an elevator and two stairways lead to the grand concourse.

Coincident with the formal opening of the Pennsylvania service the Southern Railway will gladden the hearts of those annually migrating to warmer climes by running its electrically lighted, all-steel express trains direct from the metropolis to all important Southern points without ferry transfer or change of cars.

DALBY GUILTY OF ASSAULT

Musician, Who Shot Actress Wife, Faces Ten Years' Imprisonment.

Alfred R. Dalby, who shot his wife on July 22 in front of No. 242 West 45th street because she refused to live with him, was found guilty of assault in the first degree yesterday in General Sessions. Dalby had been on trial for four days. Mrs. Dalby is an actress whose stage name is "Teddy Hudson." Dalby said his mind had been unbalanced by stories of his wife's actions with other men.

The jury was out less than three hours, coming in only once to say they had agreed on a verdict, but that some of the jurors desired to recommend mercy.

Judge Crain explained that while custom permitted juries to recommend mercy, they had no legal right in that respect. The jury then went back to the juryroom and returned ten minutes later with the verdict of assault in the first degree, for which the penalty is not less than ten years in state prison.

Dalby is well known in theatrical circles, having been musical director of several theatrical productions.

INTERIOR VIEWS OF THE GREAT PENNSYLVANIA R. R. STATION.

A part of the concourse, from which passengers descend to the train level.

ONE CORNER OF THE WAITING ROOM.

TEXAS CO.'S NEW DIRECTOR

Chicago Banker Associated with John W. Gates.

John J. Mitchell, of Chicago, president of the Illinois Trust and Savings Bank, has been elected a director and member of the executive committee of the Texas Company, the big oil company in which John W. Gates is the leading interest. Mr. Gates used to be one of the most daring operators in the stock market, and Wall Street still remembers his coup in getting control of the Louisville & Nashville in 1902, a control which J. P. Morgan had him transfer to the Atlantic Coast Line because, as Mr. Morgan testified before the Interstate Commerce Commission, he did not consider Mr. Gates "a proper man to be in control of that railway."

But since the dissolution of the firm of Charles G. Gates & Co., of which John W. Gates was a special partner, about four years ago, the latter has devoted most of his attention to the development of his oil properties in Texas. Apart from John F. Harris, practically none of the directors of the Texas Company is well known in Wall Street, and the entrance of Mr. Mitchell into the board is taken by the Street to indicate that Mr. Gates has now become persona grata to the Morgan-First National Bank interests.

OVERTRAINING KILLS ATHLETE

Former Y. M. C. A. Champion of Massachusetts Dies Near Boston.

Boston, Nov. 25.—Broken down by overtraining, James J. Cody, jr., twenty-six years old, a well known all around athlete, died at his home in Newton late to-day. He first gained notice as a high jumper and shotputter while carrying the colors of the Cambridgeport Gymnasium, and for three years was the Young Men's Christian Association state champion. He was picked to represent Massachusetts at the national championships at Chicago last summer, and while training for that meet his health gave way.

BIG BOND ISSUE PLANNED

Scheme Embraces Harriman Properties in Pacific Northwest.

The Oregon-Washington Railroad and Navigation Company, which was incorporated in Oregon on Wednesday to take over the Oregon Railroad and Navigation Company and other Harriman properties in the Pacific Northwest, will before long, it is learned, authorize a large bond issue, probably $100,000,000, and possibly as much as $150,000,000.

It is understood that none of the bonds will be sold in the near future. Part of them will go into the treasury of the Union Pacific Railroad Company and the Oregon Short Line Railroad Company, which will also hold the $50,000,000 capital stock of the new corporation, these bonds being delivered in payment for advances made for construction work by the various subsidiary companies in the far Northwestern states.

Another part of the projected issue will be used in retiring outstanding bonds of the Oregon Railroad and Navigation Company, it is understood, and the remaining portion will be reserved for issuance in the future as occasion may require for extensions and other corporate purposes.

Judge R. S. Lovett, president of the Union Pacific Railroad, gave out the following statement concerning the plan:

The Oregon Railroad and Navigation Company mortgage, which limited the bonds issuable under it to $24,000,000, made no adequate provision for new lines. Consequently branches and other extensions have been constructed from time to time by separate corporations, so that the system in Oregon and Washington, while operated as a unit, is really owned by several different companies, whose stock is held by the Union Pacific.

The purpose now is to vest the title to these several pieces of road in a single corporation and provide for further construction and expansion to keep pace with the rapid development of the Northwest by an issue of bonds under a mortgage that will cover an entire and compact system.

No arrangements have been made for the issue of such bonds. We are merely getting ready to deal promptly with conditions as they arise. We are taking similar action, and for the same reasons, with respect to the Oregon Short Line system in Utah, Idaho and Montana.

ILLINOIS CENTRAL INDICTMENTS

Grand Jury Returns Bills Against F. B. Harriman and Three Others.

Chicago, Nov. 25.—Frank B. Harriman, John M. Taylor and C. L. Ewing, former officers and employes of the Illinois Central Railroad, and Joseph E. Buker were indicted to-day by the Cook County Grand Jury for conspiracy in connection with frauds said to have been practised against the railroad.

Two counts in the blanket indictment also charge operation of a confidence game. Each defendant's bond was fixed at $20,000. A total of $4,825,650, it is charged, was illegally taken from the Illinois Central by the four men named, in company with the Osterman Manufacturing Company, the Blue Island Car and Equipment Company, the Memphis Car Company and the American Car and Equipment Company, which are also mentioned in the indictment. The loss by alleged fraudulent deals estimated by the present railroad officials was $1,500,000, but the whole amount of transactions with the car repair companies since 1906 (when the alleged illegal conspiracy is declared to have been conceived) is named in the indictment.

CHARLES J. KNAPP EXONERATED

Not Guilty of Receiving Deposits Knowing Banks Were Insolvent.

Oneonta, N. Y., Nov. 25.—Charles J. Knapp, former president of the Binghamton Trust Company and member of the firm of Knapp Brothers, whose private banking institutions at Deposit and Callcoon failed in April, 1909, on trial at Cooperstown this week on an indictment charging him with receiving deposits knowing the banks to be insolvent, was freed to-day. When the evidence of the people had all been submitted Judge Gladding directed the jury to bring in a verdict of acquittal on motion of the defendant's attorney.

Charles P. Knapp, who was in active charge of the Deposit Bank, was convicted in June last on a similar charge, and is now serving a term at Auburn prison. The banks in which the Knapp brothers were interested were involved in the failure of the Outing Publishing Company, of Deposit.

WINTER COUGHS, COLDS,

ASTHMA, BRONCHITIS AND CATARRH SUFFERERS!

WRITE FOR THE BOOK OF CURE

10,000 Copies Will Be Given Away FREE.

This book deals with most diseases of the Nose, Throat, Bronchial Tubes and Lungs. It tells you how to cure yourself quickly and permanently in your own home without medicine. It also fully describes a remarkable scientific discovery made by

SIR HIRAM MAXIM

(The world-renowned Inventor of the famous Maxim Gun.)

Great Inventions

The Pipe of Peace and Maxim Inhaler

For the Relief of all Affections of the Nose, Throat, Bronchial Tubes and Lungs.

No Medicine Simple Home Treatment.

Welcomed by Eminent Specialists.

The principles embodied in Sir Hiram Maxim's Pipe of Peace and Inhaler have the very best Medical Sanction, and his invention has been warmly welcomed by the specialists to whom it has been submitted. It aims not only at the relief of symptoms, troublesome, painful, and sometimes in themselves dangerous, but also at the eradication of Nose, Throat, Bronchial and Lung Troubles.

Nothing can be more economical or effectual than the Maxim System of Treatment—Direct Inhalation—which conveys the vapor direct to the spot where it is needed. It is, in fact, nature's cure carried by a clever device to the very part affected, thereby enabling all sufferers to obtain immediate relief.

The Book describing this remarkable new Home Treatment is written in a plain-spoken manner, and should be in the possession of all sufferers. Write at once for your free copy to:

SIR HIRAM MAXIM'S SOLE LICENCEES (Dept. C), 46 Tribune Building, New York.

Reproduced from Photo by Langfier L'd

SIR HIRAM MAXIM writes: "I would not attach my name to any invention which I had not thoroughly tested and proved, and especially have I concerned myself in reference to these instruments for inhalation."

WORLD SEARCH FOR LEWIS

Man Wanted for Trunk Murder in South Africa, Friends Think.

POLICE GET OUT CIRCULARS

Hope to Find Callier's Brother and Disclose D'Anarc's Part in Disposing of Body.

Circulars bearing photographs of William Lewis, who left with his friend Philip Meagher, eight years ago, a trunk containing the body of a man, and of Albert Callier, who is believed to have been the man in the trunk, will be sent by the police this morning to all parts of the world, and particularly to France, where it is hoped they will fall into the hands of relatives of Callier, and South Africa, to which country, it is believed, Lewis went nearly four years ago.

Lewis had friends in South Africa with whom he corresponded regularly, according to Thomas Critchley and Patrick Reagan, of No. 15 Catharine street. For the several years that Reagan and Critchley knew Lewis, prior to 1905, they said yesterday, he wrote often to his South African friends, and often showed them letters that came from that country.

They understood from Lewis, they said, that he had friends in this country who were interested in South African affairs. In the early part of 1907 a cargo of mules went from this port to South Africa for use in the Kimberley diamond mines. These mules were sent by Lewis's friends, and they understood at the time that Lewis went on the ship.

"We didn't look into it at that time," Critchley said yesterday, "because we were so angry with Lewis for fooling Miss Enright, who is a fine young woman. I don't know where to find the man now who sold the mules. It was a long time ago, you see, and I didn't pay any attention to it at the time."

"I'll bet you they will find Lewis in South Africa, if they find him anywhere," said Reagan.

The interest that Callier had aroused in Lewis in Africa is another reason for thinking that Lewis might be in that part of the world. The artist had many tales of his experience on the Dark Continent with which he regaled his friends, and Lewis was particularly interested in them. It was one of the things that drew the three men, Lewis, Callier and d'Anarc, together.

"Lewis talked a great deal about Callier," Critchley said yesterday, "but I heard little of the other man. He was not really very talkative, and Callier was the only one of his friends that he often spoke of, though he would say occasionally that he was going to dine with his artists friends or that he was going to visit the artists.

"I may have heard him speak of this other Frenchman, but I wouldn't want to be sure of it. I know that he never spoke of him by his last name, but I have heard of Henry."

One of the detectives working on the case yesterday said that the man who disposed of the body in the trunk must have known something about the way undertakers sealed up bodies in metallic coffins.

"Either he knew or some one told him," said the detective. "Lewis has been investigated thoroughly, and there is little to be discovered about his life up to the time of the death of Callier. From what we know, we don't believe that Lewis would have known how to do that job without advice.

"Well, that leaves the other fellow," the detective added. "Maybe he knew about it. Maybe he had worked for an undertaker. You never can tell what those fellows will have to do for a living when they come over here expecting to find gold in the streets. If he ever worked for an undertaker in this city the police will find out about it."

A search of the larger undertaking establishments last night failed to reveal any one who had ever employed d'Anarc.

Besides sending out the circulars with the descriptions of Lewis and Callier, the police are trying to find out who cashed the draft for $12,000 that Callier received in 1902. They are endeavoring also to get in communication with Callier's brother in Sierra Leone.

Neighbors of Lewis in the West 63d street house in 1900 and 1901 say that he was known to them as "Cissy" Lewis, and that they never considered him a brave man.

"One day in 1902 we saw him on his knees in the Catholic church praying," said Miss Horton, "and then we said, 'Cissy' Lewis is a brave man.' He had a private entrance to his room, and he brought several men there to visit him, but because of the private entrance we could not keep very close track of him."

LINERS IN A 65-MILE GALE

Heavy Weather Marks Voyage from Mediterranean Ports.

The first news of heavy winter weather, which usually begins in the middle of December, was brought to port yesterday by the White Star liner Romanic and the König Albert, of the North German Lloyd Line. Both steamships came over the same track from the Mediterranean and encountered the same terrific blow.

The Romanic, which was behind the German liner, was the more severely hit. On Wednesday she got into a sixty-five-mile gale from the northwest, and it kicked up a terrific sea. Captain David reduced his speed and kept the Romanic head on to the combers. He was a match for the oncoming sea mountains until 6 p. m., when a great wall of water fooled him and hit the Romanic hard.

It was one of those cumulative waves which increase in power as they roll, and it hit the Romanic a jolt on the starboard side forward of amidships. The two-inch glass in all the portholes where the wave hit cracked into fragments and the sea poured in. The big liner careened to port and went so far over that many of the passengers not familiar with steamship construction were confident that she would never right herself. Unlike the big Jeffries, however, the Romanic "came back," as did the passengers who were bowled over in cabins and saloon when the wave hit her.

Robert Beckhouse, a steward, was near a porthole when the wave came and the water and broken glass hit him and hurled him to the floor. His face was badly lacerated.

Passengers on the König Albert also were bowled about on Wednesday. J. J. Lambert was playing solitaire in the smoking room when a wave hit the steamer. He clutched the table to support himself, when his chair was seized suddenly by William C. Garland and the two men were sent rolling pell mell around the room. Mr. Lambert's ankle was sprained, but no bones were broken.

GAS KILLS THREE IN ONE ROOM

Greek Peddlers Dead Several Hours When Apartment Was Opened.

When Christopher Coclis, who lives in an apartment at No. 3418 Third avenue, opened the door of the rear room, next to the kitchen, yesterday morning, he was met by an outpouring of gas which almost overpowered him. Coclis rented the room to three Greek peddlers, William Karakapas, James Trovolas and William Maranges.

It was evident that the last of the peddlers, when he returned home on Thursday night, had either blown out the gas or turned it on again mistakenly after turning it off, and then gone to bed. Coclis called in Patrolman Elterich, of the Morrisania station. An ambulance surgeon from Lebanon Hospital said the men had been dead for several hours.

SAYS STUDENT TOOK BILLS

Italian Insists N. Y. U. Freshman Picked His Pocket on Car.

MISTAKE, PRISONER ASSERTS

Shows Father's Bank Book and Protests Innocence—Stands Well Up in His Class.

On the complaint of Aniello Tucsiano, of No. 212 Stone avenue, Brownsville, East New York, Magistrate Butts, in the Essex Market police court, yesterday afternoon held Joseph Danziger, a member of the freshman class at New York University, in $1,000 bail for examination this morning on a charge of picking Tucsiano's pocket.

The Italian told the court he had seen Danziger take two $5 bills from his trousers pocket. The prisoner protested against his arraignment and insisted he was innocent. He showed a bankbook on the Manufacturers' National Bank, of Brooklyn, saying that he had just deposited $750 to the credit of his father, Max Danziger, a milk dealer in Middle Village, near Jamaica.

Danziger says he approached Patrolman Wagner, of the Delancey street station, in Delancey street, yesterday afternoon and asked to be directed to Harrison street. Wagner told him to take a Spring street crosstown car. While waiting for the car the complainant, accompanied by another Italian, also went up to the patrolman and asked to be directed to Lafayette street. They were told to wait for the same car that young Danziger was about to board.

While the two Italians and Danziger were getting on the rear platform with a number of other persons Tucsiano lost his money. He grabbed the student after the car had gone seventy-five yards or so and told him to return his money. Patrolman Wagner, riding on the front platform of the horsecar, was told that there was some trouble in the rear, so he went around. The Italian insisted that Danziger be placed under arrest.

According to the student, two men jumped off the rear platform of the car soon after it started. He was sure that they were responsible for the loss of the money, but Tucsiano could not be persuaded to withdraw his charge. Danziger was sent to a cell.

At New York University it was learned last night that Danziger stood well up in his class and was well thought of by his professors. He is a graduate of the Boys' High School, in Brooklyn.

GALLAGHER IS INDICTED

Mayor's Assailant to Face Trial on Three Separate Counts.

James Gallagher, who shot Mayor Gaynor on a steamship in Hoboken on August 9, was indicted yesterday by the Hudson County (N. J.) Grand Jury at its session at the Courthouse, Jersey City. Two indictments were for assault with intent to kill Mayor Gaynor and William Edwards, Street Cleaning Commissioner, and the third indictment was for carrying concealed weapons.

The examination before the grand jury was conducted by Assistant Prosecutor Vickers, and the witnesses were Robert Adamson, secretary to Mayor Gaynor; Commissioner Edwards and Detective Sergeant Daniel Kelley, of Hoboken, who arrested Gallagher. The grand jury will hand the indictments into court on Tuesday, and an early date will be fixed for the trial of Gallagher.

Gallagher's counsel gave out yesterday the following account of Gallagher's Thanksgiving Day in the Hudson County jail, written by the prisoner:

Thanksgivin is over and I had a very good and plesant time under the Circumstances. the Warden as has been his custom. has never tired in doing anything for me to make it good and comfortable. The dinner was as good as could be got up in the Hotel Astor. and in fact all the prisoners were delighted. and I am sure that there were. for the shord it by them Singing in the Evening, it was more like a Consert than a Jail. Everybody forgot their troubles. and it was a real Thanksgivin in the proper since of the word. I was more than delighted that there was no cause for Sorrow or anything but Thanksgivin in the family of Mayor Gaynor, as I hope that God will shower down his Blessings on us for all the time, to the next Thanksgivin Comes around. as there will be Many changes take place before that time comes around. I made the Warden feel good and laugh when I told him that he would be the next Scheriff. and that only for his hard work Woodrow Wilson could not be elected Governor.

CELEBRATED EVACUATION DAY

Old Guard Assembles at Battery Park and Observes Anniversary.

The Old Guard celebrated yesterday the 127th anniversary of the evacuation of New York City by the British forces. They gathered about eighty strong in Battery Park, and stood at present arms while the Stars and Stripes were raised on the flagpole by Captains Homan and Winn, and twenty-one guns were fired by men from the Third Battery, commanded by Lieutenant J. B. Stokes. The Old Guard Band played "The Star Spangled Banner."

In their heavy winter uniforms the Old Guard assembled at their headquarters, No. 229 West 51st street, at noon, under the command of Major F. Ellis Briggs. Arriving at the City Hall by subway train, they marched down Broadway to Wall street, through Wall to Broad, then to Beaver, and finally down Whitehall street to Battery Park. The Old Guard ball for 1911 will be held in Madison Square Garden on the evening of January 26.

HOLDS COURT IN HIS HOME

Judge Dike, Sick, Sends for Prisoners to Sentence Them.

Still suffering from his recent attack of appendicitis, for which he was operated on three weeks ago, Judge Norman S. Dike, of the County Court, Kings, passed sentence yesterday on two prisoners, whom he caused to be taken to the library of his home, No. 194 Columbia Heights, Brooklyn, for that purpose. The prisoners were Ida Brilliant, nineteen years old, and Andrea Galasso. The girl had pleaded guilty to grand larceny in the second degree, and the man had been convicted of arson in the second degree before the judge was taken sick, and since then they have been in the Raymond street jail awaiting sentence.

The judge is now able to leave his bed for a few hours a day. He wished to dispose of the cases, and sent word to the court officers to bring the couple before him. The arrival of the patrol wagon with the prisoners caused a stir in the staid and aristocratic Heights section.

The judge came downstairs looking pale and weak, and took his seat at a table. Then, with the aid of Chief Clerk Charles S. Devoy of the County Court and a number of attaches, the prisoners were formally arraigned and sentences were passed. The woman was sent to the Bedford Reformatory and the man to Sing Sing.

SPECIAL EXHIBITION OF
Artistic Bookbinding
ON VIEW
From Saturday, Nov. 26th, to Saturday, December 3d, at
Bonaventure's Galleries
5 EAST 35th ST. Opposite Altman's

ODELL CALLS AT CITY HALL.

Ex-Governor Benjamin B. Odell, jr., was a caller at the City Hall yesterday afternoon. He said he came simply to pay his respects to Mayor Gaynor. The Mayor was not there, having gone to St. James late on Thursday afternoon. He will not be in the city again before Monday. The ex-Governor said he was entirely out of politics and that political considerations were now the least of his worries.

PENNSYLVANIA RAILROAD

SPECIAL ANNOUNCEMENT

THROUGH TRAINS

FROM

PENNSYLVANIA STATION

Beginning to-morrow, November 27, through trains will leave the new Pennsylvania Station, 7th Avenue and 32d Street, as follows:

TO THE WEST

Daily.

8.04 A. M. CHICAGO SPECIAL, through sleeping cars to Chicago.

10.56 A. M. THE PENNSYLVANIA LIMITED, through Pullman train to Chicago.

11.04 A. M. ST. LOUIS LIMITED, through Pullman train to St. Louis with through sleeping car to Cincinnati.

2.04 P. M. CHICAGO AND ST. LOUIS EXPRESS, through sleeping cars to Chicago, St. Louis and Nashville.

4.00 P. M. PENNSYLVANIA SPECIAL, through Pullman train to Chicago (17 hours, 55 minutes).

5.04 P. M. CHICAGO LIMITED, through Pullman train to Chicago with through sleeping car to Cleveland.

6.04 P. M. WESTERN EXPRESS, through sleeping cars to Chicago and Wheeling.

6.30 P. M. THE 24-HOUR ST. LOUIS, through Pullman train to St. Louis with through sleeping cars to Cincinnati and Cleveland.

6.34 P. M. ST. LOUIS EXPRESS, through sleeping cars to St. Louis and Cincinnati.

8.34 P. M. CLEVELAND, CINCINNATI AND CHICAGO EXPRESS, through sleeping cars to Chicago, Nashville and Cleveland.

THROUGH TRAINS TO PITTSBURGH ONLY leave as follows: 10.04 A. M. Pittsburgh Day Express, 11.34 P. M. Iron City Express, and 8.04 P. M. Pacific Express.

TO BALTIMORE, WASHINGTON AND THE SOUTH

8.08 A. M. Parlor cars and Club car to Washington (week-days).

8.30 A. M. Parlor Cars to Washington (daily).

10.08 A. M. Parlor Cars to Washington (week-days).

10.16 A. M. Sleeping Cars to Port Tampa, Miami, Jacksonville, Augusta and Birmingham (daily).

11.08 A. M. Parlor Cars and Club Car to Washington (daily).

12.38 P. M. Sleeping Cars to Jacksonville and Augusta (daily).

1.08 P. M. Parlor Cars and Club Car to Washington (daily).

1.38 P. M. Parlor Car to Washington; Sleeping Cars to Memphis, Tampa, Miami and Birmingham (daily).

2.08 P. M. Parlor Car to Washington (week-days).

3.34 P. M. CONGRESSIONAL LIMITED, through Pullman train to Washington (daily).

3.38 P. M. Sleeping Cars to New Orleans, Chattanooga, St. Petersburg and Charleston (daily).

4.38 P. M. Sleeping Cars to New Orleans, Macon, Charlotte and Asheville (daily).

5.08 P. M. Parlor Car to Washington; Sleeping Cars to Cincinnati, Louisville and Hot Springs, Va. (daily).

6.00 P. M. Parlor Cars and Club Car to Washington (daily).

9.30 P. M. Sleeping Cars to Washington, Jacksonville, Richmond, Memphis and Nashville (daily).

12.30 Mdt. Sleeping Cars to Baltimore, Washington, Jacksonville, Atlanta, Birmingham and New Orleans (open 10.00 P. M. daily).

PHILADELPHIA

Two-Hour trains to Philadelphia will leave Pennsylvania Station every hour at the hour from 7.00 A. M. to 7.00 P. M., with additional trains at other hours, and at 1.00 A. M., midnight, week-days. Fast express trains at convenient hours on Sundays.

For detailed information consult new time tables.

THE CORN EXCHANGE BANK

PENNSYLVANIA STATION BRANCH

Seventh Avenue and 33rd Street

will open their new Safe Deposit Vaults on

MONDAY, NOVEMBER 28th, 1910

Inspection Invited.

ART EXHIBITIONS AND SALES. | ART EXHIBITIONS AND SALES.

THIS AFTERNOON AT 3 O'CLOCK (CONCLUDING SESSION)

THE GREAT FUR SALE

In the Fifth Avenue Art Galleries

546 Fifth Ave. (45th St.)

Mr. James P. Silo will sell at unrestricted auction,

By Order of a Well Known Importer

A MAGNIFICENT COLLECTION OF

Coats, Neck Pieces, Muffs, **HIGH GRADE FURS** Fur Lined Coats, Auto Apparel.

A LARGE ASSORTMENT OF GENTLEMEN'S FUR COATS.

Tigers, Polars, Wolves, **ANIMAL RUGS AND ROBES** Leopards and Bears.

Also Fur Garments, made from Sable, Sealskin, Broadtail, Persian, Chinchilla, Ermine and other Russian Furs in their latest style.