LOCAL MENTION.

Souvenir Spoons Free to Ladies,

Monday, Nov. 27. 1115 F st. n.w. We Want You to Try

our White House Peanut Butter. On Wedsday and Thursday you will be presented with a trial jar with every purchase of "White House" or other brands of butter. Washington Dairy Co., Glass and Marble

Bicycles ridden by Frank Logan of 5121/2 M street northeast and W. H. Washington, colored, living at 1642 4th street northwest collided in front of Chase's Theater yester day afternoon. The riders of the wheels were forced to dismount in a hurry and managed to escape injury. The wheel be-longing to Washington was slightly dam-

Only \$1.75, \$2.20, \$2.75 will purchase a useful and ornamental pres-ent in a Gas Portable, all complete with

decorated flowered shade. 616 12th. C. A. Muddiman & Co. 1204 G. John R. Kelly, Center Market.

New York roast beef, corned beef a specialty.

"Going South."

Merchants and Miners' Trans. Co., Savan nah Line, from Baltimore to Savannah. A man Line, from Saltimore to Savannan. A most delightful route to Georgia, Florida, Alabama and Southern points. Low fares, excellent service. Send for Booklet. Tickets on sale B. & O. R. R. offices. W. P. Turner, G. P. A., Baltimore, Md, "FINEST COASTWISE TRIPS IN THE WORLD."

CITY AND DISTRICT.

While engaged in a game of foot ball on lot near 3d and E streets southeast yes terday afternoon Raymond Cahill, seventeen years old, met with an accident and received a severe injury. He sustained a fracture of his collar bone. The injured y was taken to Providence Hospital, where he was given surgical treatment.

A blaze occurred in the woods near Wilson Park, Congress Heights, yesterday afternoon, and No. 5 chemical company went to the woods in response to a local alarm. The firemen found that somebody had set fire to a pile of leaves and the blaze was extinguished before any damage had been

Be pasticular-buy Elk Grove Butter .-Advertisement.

Fire Fighting as Chevy Chase. To the Editor of The Star:

Please permit me to correct a wrong impression of the facilities at Chevy Chase for fighting fire. Your article relative to the recent fire at Chevy Chase stated that the citizens resorted to a bucket brigade, and gave the impression that there were no firefighting facilities whatever in the village. As a matter of fact, we have a well-equipped fire department and a volunteer fire The alarm was sounded by the night watchman, the members of the fire company took out the fire apparatus and operated it in accordance with a definite plan of action understood by every member of the company and an alarm was sent to the Tenleytown fire department under the courtesy extended by the District authorities. The Chevy Chase fire hose were in action on the fire and, with chemical extinguishers, were also used in preventing the spread of flames to neighboring houses which firebrands dropped. Furthermore, the Tenleytown fire company coupled their hose to the District plug at the request of the foreman of the Chevy Chase department and not because their hose would not fit the Chevy Chase plugs. The thread gage is the same on both sets of hose. The Tenleytown fire department rendered every assistance possible when they arrived and have the thanks and confidence of every citizen of the village GEORGE H. CHANDLEE.

President of Chevy Chase Citizens' Asso-

Special Excursions to Philadelphia

Baltimore & Ohio railroad. Only \$5,25 Washington to Philadelphia and return, for all trains of Friday, December 1st, and for trains of Saturday, December 2d, leaving station, New Jersey ave. & C st., at 7, 9 and 11 a.m. and 1 p.m., good returning until Monday, December 4, 1905, inclusive.—Advt.

Schooner Beacham Launched.

The hull of a new three-masted schooner has been named the Harrison T. Beacham. The schooner belongs to Baltimore parties and is a fine vessel. The christening ceremonles were witnessed by a large throng, and Mr. Herbert Tall, the secretary of the firm of J. S. Beacham & Bros., the owners of the vessel, christened the schooner as she slid from the docks. The new vessel is 145 feet long on deck, twenty-nine feet beam and nine feet deep in the hold. She will carry 550 tons of cargo and will be equipped with a six-horse-power gasoline engine, which will be used to hoist sails anchor cargo, and to work the pumps to keep her free from water should it be essary. It will also be used in the loading and unloading of her cargo. Capt. Charles Niclas will have command of the new ves-She will be ready to go into service early in the coming spring.

Baltimore and Return, \$1.25,

Baltimore and Ohio R. R., every Saturday and Sunday. All trains both ways, both days, except Royal Lim-ited. "Hourly service" week days.—Advt.

Charged With Theft.

Samuel and Webster Middleton, colored. were arrested yesterday afternoon by Policemen Embrey and Rollins of the third precinct and locked up to answer charges of theft. They were arrested upon complaint of James Bundy and William Jackson, Bundy alleging that one of them took his overcoat, while Jackson charges that the other relieved him of his hat. Not having the amount of collateral necessary to insure their attendance in court they

"Cleo," the beautiful Elk Grove calendar -Advertisement.

Schooner Rover's New Master.

Capt. Benjamin Pratt has purchased a controlling interest in the two-masted bay schooner Rover from Capt, G. Frank Seward, and will at once assume command of the schooner, which is lying at Baltimore loading coal for Norfolk. The Rover is one of the best known schooners in the bay trade, and frequently comes to this port with cargoes of lumber aboard. She is a feet long and was built at Cambridge, Md., in 1883. Captain Pratt was formerly owner and master of the schooner Murray Vandiver, which he sold to Captain Bohannon of Urbanna, Va., about a month ago. The Rover will be kept in the bay trade by her

Floral Achievements of Note. Gude's floral work for weddings wins praise in every instance. 1214 F.-Advt.

To Be Buried at Arlington.

The remains of Capt. John R. Seyburn, U. S. A., retired, who died at Abbeville, La., a few days ago, will be buried with military honors at the Arlington National cemetery this afternoon at 2:30 o'clock. Funeral services will be held at the re-

Teautiful Violets and Chrysanthemums Fresh, perfect specimens. Shaffer, 14th & I.

Address on the Power of God. The afmouncement is made that Mr. L. C. now .- Advt. Moore, a speaker on civic and political toples, will deliver an address before the Christian Endeavor Society of the New Bethel Baptist Church, 15th street near Euclid

BOY TRAMPS ABROAD

Increase Noted at Municipal Lodging House.

LADS OF TENDER YEARS

UNDER CONTROL OF THE SEA-SONED ROADSTERS.

Plan in Vogue Here for Utilizing the Unemployed Who Seek Public Aid.

An alarming increase in the number of boy tramps is reported by Mr. James M. Belt, clerk of the municipal lodging house, 312 12th street northwest, who is in almost constant touch with many of the wayfaring class of "turnpike tourists" who pass through Washington. At this season of the year the great unwashed army of hobos who have summered in the north, the east and the west migrate to the sunny south, and incidentally some of them stop over in this city to "hit up a few," or make a few collections for the purpose of provid-ing themselves with food, otherwise termed, in the vocabulary of the road, "vital statisties." for use on their tourney

It is by coming into official contact daily with this class that Mr. Belt and Mr. Andrew H. Tyson, superintendent of the mu-nicipal lodging house, have noticed the increased number of mere lads who are entering upon the life of tramps. Many of these are bright-faced, intelligent boys who have no doubt been attracted to the vagabond existence by the spirit of adventure omnipresent in the breasts of the youth of

Then, too, Mr. Belt observed that the amateur boy tramps travel in groups of three, four, five or six, each party being led by a grizzled old hobo of the dyed-in-the wool tramp class, who no doubt in some instances, caused the lads to leave their homes by retailing to them exaggerated stories of life on the road and of adventures such as will captivate the average boyish mind.

It was recalled in this connection that several Washington boys in recent years were induced to leave their homes by tramps, and that in two instances, at least, the lads never returned to their parents and were given up as dead.

Fifteen to Eighteen Years Old. The boys who came to the municipal lodging house this season," said Mr. Belt to a Star reporter, "ranged in age from about fifteen to eighteen years, and generally they have been bright fellows, their appearance and manners indicating that they were

reared in respectable homes by Christian

"I recall one of the lads," continued Mr. Belt. "He had dark curly hair and brown eyes that beamed benevolently and poetically. I took a deep interest in that boy and talked with him. He was evidently under the influence of his tramp leader, a and repulsive-looking fellow. I asked him about his home, and pearly dreps of moist-ure came from his pretty and expressive eyes. Finally he told me of his mother in Ironton, Ohio. He said he loved her dearly, but had been induced to leave his home and lead the life of an idle wanderer. I begged him to turn back before it was too late and return to his mother, who no doubt was heart-broken. But the influence of his tramp taskmaster was too strong to be broken by me, and the lad started south with the gang. Reaching Virginia he came into contact with a bad case of smallpox, and was brought back to Washington, where he died. His last words were about

"'I want my dear mamma,' he pleaded with his final breath. 'Oh, take me to my Homeless and hungry men and boys to the number of from twenty to twenty-five a day are being taken in and accommodated at the municipal lodging house on 12th street by Supt. Tyson since the cool weather began. It has become too uncom-fortable for the itinerants to sleep out under the starlight, as had been the wont of many of them during the summer and built at a Baltimore shipyard for coasting early fall months. When the north wind blows colder and the air is filled with flying snow the lodgers are usually so numerous as to fill the District of Columbia free hotel to its capacity-from fifty to fifty-five men a night. Now that the lodging house has

ber of gratis guests will gradually increase, it is expected, until the limit is reached. Model of Its Kind.

been prepared for its winter work the num-

Officials from other cities who are interested in the several systems of lodging houses with wood sawing and splitting attachments, and, who have inspected the local institution, pronounced it in nearly every instance to be the model of its kind in the United States. The superintendent, Mr. Tyson, is regarded as an inventive genius, and he has originated a number of new ideas which have been put into practical operation at the institution.

Among these are the beds or cots, which will compare favorably in cleanliness and comfort and from a sanitary standpoint with those in any of the hospitals; a frame or rack for measuring and inspecting the wood that is sawed and split by each guest to pay for his meals and lodgings; and a fumigation system for purifying the clothing of the men who seek refuge there, as ices through which the air can creep, yet well as the bedding they use.

Two overhead hoppers have been placed the alley in the rear of the wood yard and they are so arranged by their inventor, Mr. Tyson, that by pulling a trigger they load vehicles below with sawed and split wood without the expenditure of any physical labor, after the fashion of the tender of a locomotive being loaded instantly with coal from an overhead chute. These hoppers not only load the wagons instantly, but they also measure the wood. In order to meet rush orders, Superintendent Tyson has installed an electric saw in the institution to tide over the busy season. He says he expects to handle 500 cords of wood during the ensuing season.

Another improvement invented and installed by Mr. Tyson is an elevator or selfdumping wood box for elevating the lodgers' tasks to the second floor, where the

wood chopping is done. The first floor of the municipal lodging house is used for the offices in frent; the kitchen and dining room, sitting room and the wood yard, in the rear. On the second floor is the bath room, fumigating and dressing rooms, while the third floor ted up with fifty-five comfortable cots for

the city's sleepers. Professional Roadsters Dodge.

The majority of professional tramps that vessel of 125 tons gross register, is 116 pass through Washington usually dodge the official lodging house. Superintendent Tyson says only when the professional roadsters are hard pressed will they become the guests of the municipality, where the shibboleth is that man must live by the sweat of his brow. Those who do patronize the place and do the required task of sawing and splitting wood receive as pay a sub-stantial breakfast and dinner and a comfortable bed preceded by a bath.

A man who enjoyed the hospitality of the

municipal lodging house several months ago municipal longing house several months ago is now married and doing well, said Mr. Tyson. He is manager of a business in this city, and whenever he is in need of help he goes to the longing house and selects some industrious-appearing man from among the inmates and gives him employ-He does this, he explains, because he sympathizes with these men, many of whom are industrious mechanics, who, through no fault of their own are out of work. Last season the records show that ninety-six of the lodgers secured positions and made fresh starts in life.

V. Baldwin Johnson's Coal, 612 9th St. Note-If any customer has received dirty or inferior coal please report in writing

Blaze in Huckster's Wagon.

An alarm of fire was sounded from box 652 about 4:15 o'clock yesterday afternoon for the purpose of calling the firemen to the vicinity of 13th and A streets northeast. There was a blaze in a huckster's wagon in the neighborhood of 13th and A street northwest, at 4 o'clock this after-noon. His subject will be "The Power of God." It is expected that a large audience

DREDGING THE CHANNEL.

Work to Be Done Next Spring on Harbor Improvements.

No work, it is understood, will be done by the Atlantic, Gulf and Pacific Dredging Company under its contract with the United States army engineers until next spring. The work to be done is to deepen the water in the river channels in this vicinity where they have shoaled in the past two or three years. The work will be started as early in the season as possible and will be pushed night and day until completed. Under the contract with the engineer's office at least 75,000 cubic yards of material must be dug each month, but the contractor is at liberty to dig as much over that amount as he can and to finish the work as quickly as he can. The amount of material to be dredged is estimated to be 340,000 cubic yards. The plans of the engineers' office as to where the digging is to be done have not yet been completed, but it is understood that work will be done on both the Washington and Virginia channels, and it is suggested that some of the work could be done in the har-bor from the foot of 6th street to the foot

of 12th street with good results.

Under the regulations governing the anchoring of vessels in the harbor no vessel is allowed to anchor near the steamboat wharves. Old rivermen claim that if the harbor was dredged close to the wall around the Potomac Park anchorage ground could be found near the wall for vessels of deep draft which now either have to tie up to a wharf or go to anchor in the lower end of the harbor abreast of the Washington barracks park. This would, it is claimed, greatly improve the harbor, and it is stated that the matter of dredging in the upper part of the harbor will be brought to the attention of the engineer officer and an effort will be made to have him investigate and include the dredging in the work to begin next spring.

The Quality of Your Printing. not the quantity, is what counts. Byron S. Adams' printing brings results. 512 11th st. -Advertisement.

MUST NOT BE VIOLATED.

Agreement Regarding the Running of

Trains Over Virginia Avenue. Acting on advices submitted by Lieut. Matthews of the fourth police precinct that the crews of Pennsylvania railroad construction trains were violating a particular agreement by running their trains over Virginla avenue southwest between 1st and 1/2 streets, without sending a flagman ahead to give warning, the Commissioners have approved an order that this important provision for the public safety be not neg-

The railroad track over the section named s allowed by special concession of the Comnissioners, it is stated, and when permit for it was issued the railroad bound itself to take every possible precaution to avoid accidents, and particularly to send a flag-man ahead of every train. Lieut. Matthews made report that this agreement was being

In connection with their order to the railroad company to have their crews obey the letter of the permit, the Commissioners in-structed Lieut. Matthews to have his men watch for future violations.

Send 5 Elk Grove cartons for calendar .-

Advertisement. MUSIC AND RECITATIONS.

Program by Men's Club at Trinity M. E. Church.

There was a large audlence at the musical and literary entertainment given by the members of the Men's Club of Trinkty M. E. Church, 5th and C streets southeast last Friday evening. The following program was rendered: Song, "The Jolly Blacksmith's Lay," National Quartet, (Chas. E. Myers, Thos. L. Jones, Roland R. Rodrick and Dana C. Holland); organ solo, selections from "Parsifal," Eric Roth; song, "Springtide," Mrs. J. Clarence Price; song, "Fiona," Mr. Thos. L. Jones; reading, Dr. Frank M. Bristol; song, "The Miller of Sheen, Mr. Roland R. Rodrick; songs, "Elizabeth's Prayer," from "Tannhauser," and "Roesleine auf der Holden," Mrs. Helen Donohue DeYo; violin solo, Rhapsodie Hongroise, Miss Louise Carson, accompanied by Miss Ellen Carson; song, 'I'll Sing Thee Songs of Araby," Mr. Chas E. Myers; song, "The Arab's Bride," Mr. Dana C. Holland; reading, Dr. F. M. Bristol; song, "A Jolly Good Time," Nationa

Following this program. Dr. Frank M Bristol of the Metropolitan M. E. Church made an address, giving a number of hu-morous selections from James Whitcomb Riley and Ben King. All the numbers, including the violin solo, were well received, and the entertainment was voted unant mously a success, both socially and finan-

Norfolk and Washington Steamboat Co Virginia-North Carolina Foot Ball Game, Norfolk, Va., Nov. 30. Special rate, \$3.50

Returning, leave Norfolk Dec. 1st.-Advt. Repairs on Army Tug Completed.

The housing in of the upper deck of the United States army tug Lieut. Alonzo H. Cushing with a canvas covering has been ompleted, and the officers and their famlies, to whom the use of the upper deck of the tug is devoted, now have a comfortable place in which to travel even in the coldest weather. The canvas housing is so constructed that there are no crevtaken off easily. So tight is the covering that no special heater is necessary, the canvas-walled apartment being made amply warm by the heat that comes from the smokestack running up through the center of the extemporized room. The officers or the extemporized room. The olineers are much pleased with their new quarters. The big galley of the tug has been made much smaller and the portion taken off has been added to the cabin devoted to the use of the enlisted men and their families, givdations. The new tug is larger and better fitted for service as tender to the Potomac forts than was the tug Gibbon, formerly in service on the Potomac.

Elk Grove-a famous quality butter .--Advertisement.

On the River Front. The Baltimore tug Sandow came into port yesterday with the barges Naulty and Embrev from Philadelphia for Georgetown The barges each have about 700 tons of hard coal aboard for the local market. When the Sandow sailed she took away with her the barges R. S. McCracken and Minerva, both light, and bound for Fredericksburg, to load railway ties for Philadelphia. The Sandow also took away two small launches bound to Baltimore. Arrived: Schooner William Summers, lum-ber, from a Virginia port; schooner Sidonia

Curley, lumber, from the Rappahannock river; William H. Magnire, canned goods, from Nomini; Ada Wood, oysters, from Po-Sailed: Schooners Silver Star, for river

point to load cord wood; Willie Clarence, to Wicomico river to load oysters; Edna and Nellie and M. S. Stevens, for lower Macho-doc to load systers; E. S. Johnson, for Coan river to load lumber, and Leroy, for river point to load dord wood for this city. Memoranda: Tug Radiant, with barges 52 and 77, from this city, has arrived at Baltimore; barge Mary A. Hooper has completed the unloading of a cargo of hollow brick and is waiting tug to take her away; schooner John McGinnis will receive 85c. per ton on the cargo of coal she is bringing to this city from Philadelphia.

The power sloop Greyhound is at Cumberland's boathouse to have some repair work done to her stern bearing and to be

put in order for laying up for the winter. The mast was taken out of the Greyhound several days ago, in preparation for laying several days ago, in preparation for laying up until next spring.

The repair work to the schooner A. H. Quinby at Solomon's Island has been completed, and the vessel has been chartered to load a cargo of humber on the Rappahannock river for this city.

Capt. Wallace Garfield, who has been in

command of the schooner Katherine D. Perry, will spend the winter ashore at his

STUNG BY BETTING BEE

Men Who Sacrifice Comforts for the "Ponies."

PAWNBROKERS BUSY

ONE CLAIMS WATCH CROP IS THREE FRET DEEP.

Report Which Give Police Information -Variety of Articles Placed in Custody of "Your Uncle."

"I have watches in my cellar three feet deep," was the remark of a pawnbroker who called at police headquarters vesterday morning to submit his morning report.

"They are not three feet deep in my es tablishment," said another uncle to a Star reporter, "but they have been coming in thick and fast since the arrival of the po-

nies in the city." The reports of the pawnbrokers that are being made to police headquarters every morning before 11 o'clock tell the story of what the ponies are doing to a large num-

ber of people who have to toil for their daily bread. One day this week more than two hundred timepieces were turned over to pawnbrokers for safe keeping, mostly persons who wanted money to use on the horses. These reports give the police a good idea of the results of the dealings with the bookmakers. It seldom happens that the pawnbrokers fail to reap a harvest during the time the crowds go to Benning. The articles deposited with the proprietors of such places many things other than watches clude many things other than watches. All kinds of silverware, household effects and even articles of wearing apparel are surrendered to the pawn-brokers in order that their owners may raise small "stakes" for the purpose of biting at the tempting offers of the man who conduct "get-rich quick" schemes

men who conduct "get-rich-quick" schemes. Thousands of dollars are paid out during the racing seasons and much of the property remains in possession of the pawn-brokers until almost time for the opening of the next season.

All Classes Borrow. Pawning at such times is done by people of all classes and conditions, government and other clerks being the principal patrons of the bookles and pawnbrokers. It is chiefly the salarled people who are affected in this way. Thousands of them are unable to resist the tempting offers of long odds and seem to take nothing else in consideration when they want to bet money. It matters not with them if their families have to lessen their food or clothing supply, or if their throwing away their money to the backers of the horses causes suffering to their loved ones or their creditors. They think only of the few winnings they make and tell their friends of them, saying nothing of their losings. Their creditors can wait, they argue, and it often hapens that the creditors have to wait months before creditors have to wait months before they re paid for groceries and other necessaries of life. Owners of houses also feel the efects of the horses being in the city. Some of them complain that their gambling customers are always behind in their bills and rent after the close of the racing season, and some of the wholesalers feel the result

of the failure of the consumers to pay the maller dealers. "It is remarkable that so many persons who cannot afford to throw away their money will visit the races and give up their hard-earned cash to the backers of the horses," remarked a detective to a Star reporter. "Washington is a great There are thousands of people here who are race-horse mad, and they seem to think of nothing but studying 'dope' sheets and talking of the horses, even if they do not always have the money to back them. When they are down and out they never hesitate to hold up friends or acquaintances and ask for the loan of small sums. By getting a few dimes or quarters in this way they are then able to put up another bet and fur-ther increase the coffers of the few men from other places who engage in the bookmaking business.

Many Gifts Pawned.

"The inscriptions upon some of the articles that have been pawned this week show what little regard their owners have for their donors," the detective added. "Some of them show that watches put in pawn had been presented to their owners by loving mothers' to their 'darling boys,' and others had been given to the owners by sweethearts or friends. More than one timepiece so pledged bore an inscription to show that the giver was a man in public life or that it had been presented by a fraternal organization. Medals of honor were among them, as were articles of sil-verware. Enough silverware has been pledged in this way to open a store that would do credit to any business section of the city."

The number of articles pawned in a single day would indicate that some of the places where three balls hang over the doors had to have an additional force to wait upon the people, who stood behind the screens and handed over their treasures. Not all the pawning is done by men. A great many women have recently patron-ized these places, and many of them are "dead game sports" on the track, as well as the men. When the races are over the few lucky ones will begin to redeem their property, but the losers will have to wait until other debts are satisfied, and then they will be able to reduce their pledges until they have redeemed them all. of course, will never be in a position to walk up to the counter, surrender tickets back their property. Such property will go under the hammer at a sale

Serve Elk Grove Butter on Thanksgiving.

NO EARRINGS FOR HORSES.

Mr. Macfarland Expresses Himself Emphatically Against Them.

"No earrings for the horses owned by the

District government." This was the emphatic decision of Commissioner Macfarland yesterday when his attention was called to the recommendation that the 500 or more animals owned by the municipality be more easily identified in the future by numbers and that the numbers be fastened to each horse by a patent button forced through its ear. A story to this effect was printed exclusively in The Star soon after the District veterinarian made the recommendation to the property clerk that such buttons be purchased. The veterinarian included in his recommendation the statement that the clamping of the "earrings" into the horses' ears would be no more painful than the piercing of milady's

ears for jeweled ornaments.

Despite this gentle assurance a howl of disapprobation went up at once. It had been the intention of Property Clerk Hargrove to submit the question of the best method of numbering the horses to the Commissioners—the "button process," to-gether with the rest—but this strenuous pronouncement by Commissioner Macfar-land carries with it the instruction that all consideration, even of the buttons, be dis-

Send 5 Elk Grove cartons for calendar .-

Hunters Have Full Game Bags.

The little power launch belonging to Mr. G. Schlosser of 6th and Pennsylvania avenue southeast returned vesterday from a hunting trip and is now lying at Cumberland's boat house being cleaned up and made ready for service again. The launch. with her owner and several friends aboard. left here several days ago and cruised down the river as far as Potomac creek. Mr. Schlosser and his friends spent their time shooting ducks as they went. A day or two was spent ashore after rabbits and other game, and the party returned home much

SPILLED CANDY IN STREET.

lided With Electric Car.

An exciting accident occurred at East Capitol and 8th streets last night a few minutes before 6 o'clock, a street car colliding with an express wagon belonging to the George W. Knox Express Company loaded with candy, knocking the load into the street. The car was under the charge of Conductor H. F. Jones and Motorman R. L. Davis. One of the horses attached to the wagon fell, but was soon up and no effort was made by the animals to runaway. The colored driver of the team, Thomas Queen, living at 324 8th street northeast, was thrown from his seat and rolled over the asphalt pavement out of the way, as he thought the horses would be frightened.

Motorman Davis remained at his post and stopped the car as soon as he could. The fender of the car was demolished and the glass in the vestibule window smashed. Conductor Jones was standing in the Conductor Jones was standing in the for-ward end of the front car at the time the collision occurred and was thrown all the way through the car. Several persons were standing near the sfreet corner at the time the accident occurred, waiting for the car. The motorman did not stop his the car. The motorman did not stop his car, as the expressman apparently expected he would, and when the latter realized the danger it was too late for him to prevent

People who were awaiting the arrival of the car and witnessed the accident feared the result would prove much more serious than it did. They were surprised to find that the motorman had not been killed, after hearing the crashing of the glass and the noise made by the wagon being thrown from the track. The car was not even de-rafled, although there was a heavy load on the wagon. Queen was apparently not much hurt, though suffering from pain and shock. The Casualty Hospital Ambulance was summoned and he was removed to the hospital. Drs. Baldwin and Jarboe examined him and found that a bone in his wrist had been fractured and that he had been badly shaken up. It is possible that he also sustained slight internal inturies. The team was not injured to any great ex-tent. Several boxes of candy in the wagon were broken open, but no property was lost

Elk Grove Butter for Thanksgiving feast,

Orders for Revenue Cutter Officers The following orders to officers of the revenue cutter service have recently been ssued by the revenue service bureau of the

Treasury Department: Capt. W. E. Reynolds, ordered to the de partment for special temporary duty. Second Lieut, H. D. Hinekley, ordered to the McCulloch to report not later than De-

cember 10. Second Lieut. L. C. Covell, detached from the Bear and ordered to the Grant for temporary duty. Second Lieut. Eben Barker, ordered to the Gresham. First Lieut. J. G. Berry, granted thirty

days' leave on account of sickness, from First Lleut, R. O. Crisp, detached from the Mackinac and granted thirty days' leave, this order to take effect when the Mackinac is placed out of commission. Second Lieut, H. H. Wolf, detached from the Bear when that vessel is placed out of commission, ordered home and granted

ninety days' leave.
Second Lieut. E. S. Addison, detached from the Morrill and ordered to the Wood-Chief Engineer C. A. McAllister, ordered to Wilmington, Del., to inspect the steam machinery for No. 14 R. C. S.

Chief Engineer C. W. Zastrow, detached from the Algonquin on relief and granted thirty days' leave. Second Assistant Engineer H. M. Hepburn, detached from the Dallas when that vessel is placed out of commission, and ordered to the Windom for temporary duty. Third Lieut. R. C. Weightman, detached

from the Tuscarora and ordered to the Manning.
Second Lieut. J. H. Crozier, detached THANKSGIVING from the Mackinac when that vessel is

placed out of commission and ordered to the Onondaga for temporary duty. First Lieut. S. M. Landrey, detached from the Dallas when that vessel is placed out of commission and assigned to duty as assistant inspector of life-saving stations. Capt. T. D. Walker, granted leave for thirty days with permission to apply for an First Lieut. S. P. Edmonds, granted twen-

ty-seven days' leave. Serve Elk Grove Butter on Thanksgiving.

 Advertisement. Proposed Y. M. C. A. Reception.

Invitations have been issued by the Y. M C. A. to the members of the various and many church men's clubs in the city to attend a reception in the new building to morrow night. Several hundred invitations have been sent out and already it is stated that over 400 acceptances have been re-ceived. The special reception committee for the evening will be the members of the "Blues" in the contest for the membership additions. Every person who attends will be shown around the building by one who is familiar with the arrangement. There will be speeches by several prominent men during the evening in the general assembly room, and light refreshments will be served to the guests. The association orchestra



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TRUSSES FITTED PROPERLY. With our more than 30 years' experience we can guarantee fit and comfort. Prices reasonable and money refunded if not satisfactory.

Elastic stockings, abdominal supporters. Physicians' and invalid goods.

A. J. McKEE & CO., 1004 F ST. N.W. The Washington Surgical Instrument House

XMAS JEWELRY AT SPECIAL PRICES.

Waltham movement, case guarantee 20 years. Engraving free. Goods laid aside on BAUM'S, 707 7th St. N. W.

> business can't help going ahead when good advertising is fording it. We write the

right ads to

ANACOSTIA AND VICINITY.

Wagon Loaded With Sweetmeats Col- Preparing for Thanksgiving at Government Hospital for Insane. There will be a Thanksgiving day repast

of unusual variety and quantity served Thursday at the Government Hospital for the Insane. Not only will the dinner, the main meal of the day, be of generous proportions and the viands in keeping with the day, but an effort will be made to have the breakfast and supper suggestive of the festival. Even now the force of cooks and helpers in more than a dozen different kitchens is engaged busily in the reception and preparation of some of the delicacles to be served Thanksgiving. Food will, as usual, be provided for about 3,000 people.

William T. Webster, a one-armed citizen, who fractured his right hand at the wrist the 16th instant through falling at Harrison and Monroe streets, has been discharged from Providence Hospital, where he was under treatment, and yesterday he returned to his home, 126 Harrison street.

The revivals that have been in progress for the past three weeks in the Anacostia Methodist Episcopal Church, corner of Jackson and Pierce streets, have been well attended and eight conversions have thus tended and eight conversions have thus far been reported. A number of visiting ministers have attended the services. At the meeting tonight Rev. Charles O. Isaac, the pastor, will determine whether the meeting shall be farther extended. Mr. William Watson, the young man who

recently underwent a surgical operation at Providence Hospital for appendicitis, is convalescing at the residence of his parents, 201 Monroe street, Anacostia.

Letter Carrier William E. Smoot of the Anacostia free delivery station is having erected at Avalon and Harrison streets a modern two-story frame cottage. R. Lee Scaggs has begun the erection of a frame house at 412 Washington street, and W. W. Scaggs is having built a similar dwelling at the premises 414, on the same street.

CITY ITEMS.

Bread and Pies for Thanksgiving. You'll add much to the Thanksgiving feast if you provide Holmes' genuine home-made "Milk" Bread and Holmes' delicious home-made Ples. Another thing-you'll save all the trouble of baking, and you'll get bread and ples that reach the limit of perfection. "Milk" Bread delivered fresh from oven to table, 5c. Home-made mince, pumpkin and other pies, 20c. each. Holmes' Bakery, 1st & E sts.; 'phones E. 1440 & 1441.

Butter That Gratifies Good Taste. That's Red Clover Creamery Butter-the est yet. Art pictures free. Grocers.

A. R. Nicholson, twenty-seven years old, whose home is at 313 12th street southeast, while riding a bicycle collided with a wagon belonging to the Cranford Paving Company, near Pennsylvania avenue and 4th street southeast, yesterday afternoon. Mr. Nicholson received painful injuries about his body and was removed to his home in the wagon with which he collided.

In order to get value received, purchase your Oil and Gasoline from your grocer or oil wagons who use the one-gallon District stamped measure. National Oil Co., Ross-

Consumers of Refined Oil and Gasoline.

High-Grade Jewelry Public Auction, Nov. 27, at 10 a.m. 1115 F st. n.w. no25-2t* Bicycle Tires. Just Received 300 Pair Everlasting Puncture-proof Tires, regular price, \$10 pair, while they last, \$2.50 each. We will call for and deliver your wheel anywhere in city. Just 'phone East 647.

H. W. HIGHAM, Jr., 103-105 B st. s.e.,

BEVERAGES.

no22-7t* Opposite Congressional Library.

Call for price list and wines and distillates in

Christian Xander's Suality

POTOMAC RIVER BOATS. E. S. RANDALL POTOMAC RIVER LINE CO.— STEAMER HARRY RANDALL, MONDAYS AND SATURDAYS at 7 a.m., for landings on Potomac, including Port Tobacco creek, Maddox creek, Wicomico river and Nomini creek landings. WED-NESDAY at 4 p.m., for river landings, including landings on the Wicomico river, Nomini and lower Machodoc creeks. Machodoc creeks.

Returning, steamer arrives in Washington Tuesday and Sunday afternoons and early Friday Steamer for GLYMONT and intermediate landings at 9 a.m daily except Sunday; returning no15-tf

Maryland, Delaware and Virginia

Railway Company. On and after September 8 steamers will leave 7th st. wharf every Sunday, Tuesday and Thursday at 4 p.m. for Baltimore and river landings. arriving in Baltimore early Tuesday, Thursday and Saturday morning. Returning, leave Balti-more, Pier No. 9, Light st., every Tuesday, Thursday and Saturday at 5 p.m., arriving in Washington early Thursday, Saturday and Mon-day morning.

All river freight must be prepaid.

Accommodation for passengers unsurpassed.

T. MURDOCH. STEPHENSON & BRO.,
G. P. Agent. Agent
sel-tf,25 Telephone Main 745.

OCEAN TRAVEL.

Hamburg-American Line. Plymouth- Cherbourg-Hamburg. †Pennsylvania Dec. 2 *Bluecher Dec. 30 †Amerika Dec. 9 †Waldersee Jan. 6 †Patricia Dec. 16 †Pennsylvania Jan. 13 †Pretoria Dec. 23 †Amerika Jan. 20 S. S. Amerika, most luxurious and modern of levisthans. *Grill room and gymnasium. TElevator and a la carte restaurant. Calling at Dover for London and Paris

Mediterranean Service. TO GIBRALTAR, NAPLES AND GENOA. Prinz Oskar..... Nov. 28, 11 a.m.; Jan. 13, Mar. 7 *F. Bismarck ... Dec. 19, 11 a.m.; Feb. 3, Mar. 22 Prinz Adalbert .. Dec. 19, 11 a.m.; Feb. 3, Mar. 22 *Hamburg ... Jan. 6, 2:30 p.m.; Feb. 17, Mar. 81 †Deutschland Feb. 8, 2:30 p.m. Rates 1st Class \$70, \$85, \$118 upward, according to steamer selected.

S.S. Moltke to Madeira, Cadiz, Gibraltar, Malaga, Algiers and Genoa Jan. 30, 1906. S. S. Deutschland to Italy. IN LESS THAN EIGHT DAYS.

*Call at Gibraltar. †Grill room.

 8. Hamburg and Furst Bismarck are new ves-sels of the most modern type and of about 10,000 HAMBURG-AMERICAN LINE, ST B'WAY, N. Y. E. F. DROOP & SONS, 925 Pa. ave.

RAILROADS.

Chesapeake & Ohio Ry.

Schedule effective November 20, 1905. (Trains leave Pennsylvania Station.) p.m. Daily—CHICAGO AND ST. LOUIS SPR-AL. Solid vestibule, electric-lighted Dining (Trains leave Pennsylvania Station.)

2:30 p.m. Daily—CHICAGO AND ST. LOUIS SPECLAL Solid vestibule, electric-lighted Dining
Car train to Cincinnati. Reaches Cincinnati
8:30 a.m., Louisvills 11:00 a.m., St. Jouis, 6:30
p.m., Chicago, 5:30 p.m. Pullman service to
Louisville, Cincinnati, Indianapolis, Chicago and
8t. Louis. Connection for Virginia Hot Springs.
Dining Car from Washington: meals a la carte.

11:10 p.m. Daily—F. F. V. LIMITED. Solid vettibule, electric-lighted Dining Car train to Cincinnati. Pullman aleepers to Cincinnati, Lexington and Louisville without change. Compartment sleeper to Virginia Hot Springs daily
except Sunday. Sleepers Cincinnati to Chicago
and St. Louis. Dining car serving meals a la
carte. carte.

Reservation and fickets at Chesapeake and Ohio office, 518 Fennsylvania avedue; 509 Fourteenth street Lear F, and at the station. Telephone cair 1640 for Pennsylvania R, R. Cab Service.

H. W. FULLER,
Telephone Main 1666, General Passenger Agent.

good advertising good advertising.

L. P. Darrell Adv. Agency,

Rooms

Ticket Office, 142: Penna. Ava.

For Petersburg, Raielgh, Winnington, Commons.
Savannah, Jacksonville, Tampa, Atlanta, Birming ham Mobile, Pensacola and New Orleans.

10.50 A.M. DAILY-Senboard Mail-Througs Pullman Sleeper to Jacksonville, Fig., connecting

RAILBOADS.

Pennsylvania Railean

STATION CORNER OF SIXTH AND B STREETS. 7:50 A.M. dally. PITTEBURGH EXPRESS AND CHICAGO SPECIAL .- Parlor and Dining Care

Harrisburg to Pittsburgh. Connects for Chicage, Cincinnati, Indianapolis, Louisville and St. Louis. Buffet Broiler Parier Car to Harrisburg. 0:50 A.M. daily. MAIN LINE EXPRESS.-Pollman Buffet Parler Car to Harrisburg. Buffet Parlor Car Harrisburg to Pittsburgh.

12:01 P.M. Gally. THE PENNSYLVANIA LIM-ITED,-Pullman Sleeping, Dining, Smoking and Observation Cars from Harrisburg. For Chicago, Cleveland, Toledo and Detroit. Buffet Parlor Can to Harrieburg.

12:01 P.M. daily. ST. LOUIS LIMITED. Sleeping. Dining, Smoking and Observation Cars from Harinburg. For Cincinnati, Indianapolia, Louisville and St. Louis. Buffet Parlor Car to Harrisburg. 8:40 P.M. daily. PENNSYLVANIA SPECIAL (19 hours to Chicago) .- Pullman Sleeping, Dining. Smoking and Observation Cars from Harrisburg

8:40 P.M. daily. CHICAGO AND ST. LOUIS EX-PRESS. Sleeping Cars Washington to St. Louis, Sleeping and Dining Cars Harrisburg to Chicago, Indianapolis, St. Louis and Nashville (via Cincinnati and Louisville). Sleeping Car to Harrisburg. :40 P.M. daily. CHICAGO LIMITED.-Sleeping Car Washington to Ch'cago, Dining Car Baltimore to Harrisburg. Sleeping, Smoking, Dining

for Chicago. Sleeping Car to Harrisburg.

and Observation Cars from Harrisburg. For Chicago and Cleveland. :15 P.M. daily. ST. LOUIS EXPRESS .- Pullman Sleeping Car Harrisburg to St. Louis and Cincin-

7:45 P.M. dally. WESTERN EXPRESS .- Pollmes Sleeping Car to Pittsburgh and Chicago. Dining Car to Chicago :45 P.M. daily. CLEVELAND AND CINCINNATE

EXPRESS.—Pullman Sleeping Cars Washington to Harrisburg, and Harrisburg to Cleveland and Cincinnatt. Dining Car. 10:40 P.M. daily. PACIFIC EXPRESS .- Pollman

Sleeping Car to Pittsburgh. Connects for Toleda. 7:50 A.M. daily. BUFFALO DAY EXPRESS, with through Buffet Parlor Car and Coaches to Buffele. via Emporium Junetion. 7:50 A.M. for Eric daily, Canandalgua, Rochester

and Niagara Falls daily except Sunday.

Rochester.

10:50 A.M. for Elmira and Renovo daily, except Sunday. For Williamsport daily, 8:40 P.M. 7:15 P.M. daily. BUFFALO NIGHT EXPRESS. with through Buffet Sleeping Car and Coaches to Buffalo, via Emporium Junction. :45 P.M. daily for Erie, Rochester, Buffalo and

Niagara Falls, with Sleeping Car Washington to

10:40 P.M. dally for Erie, Canandaigua, Rochester, Buffalo and Nisgara Falls. FOR PHILADELPHIA, NEW YORK AND THE BAST. :00 P.M. "CONGRESSIONAL LIMITED," for

New York only, daily, all Parlor Cars, Dining Express, 6:55, 8:50, *10:00 (New York only), and *11:00 A.M., *12:35, 3:15, *4:45, 6:50, 10:00 P.M., 12:30 n'ght. On Sundays. *8:50, *11:00 A.M., 12:01, *3:15, *4:45, 6:50 and 10:00 P.M., 12:38

night. For Philadelphia only, Express, 7:40, 10:90 A.M., 12:01 P.M., week days, 2:00, 4:00, *5:35 and 5:40 P.M. daily; 6:55 A.M. Sundays. For Boston, without change, 7:40 A.M. week days

and 5:35 P.M. daily. or Baltimore, 5:00, 6:15, 6:85, 7:40, 7:50, 8:50, 10:00, 10:50, 11:00 A.M., 12:01, 12:85, 1:15, 2:00, 8:15, 5:40, 4:00 (4:00 Limited), 4:20, 4:45, 4:45, 5:25, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00, 10:40, days, 6:55, 7:50, 8:50, 9:05, 10:50, 11:00 A.M., 12:01, 1:15, 2:00, 3:15, 3:40, 4:00 (4:00 Limited). 4:20, 4:45, 5:35, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00

10:40 P.M., and 12:30 night. For Annapolis, 7:40 A.M., 12:35, 3:40 and 5:40 P.M. week days, Sundays, 8:50 A.M., 5:40 and 10:40 P.M.

For Pope's Creek Line, 7:50 A.M. and 4:48 P.M.

week days; 9:05 A.M. Sundays. Ticket offices, corner Fifteenth and G Streets, and at the station, Sixth and B Streets, where orders can be left for the checking of baggage to desting. tion from botels and residences. Telephone call "Main 3730" for Pennsylvania Railroad Cab Service.

Dining Car. W. W. ATTERBURY, J. R. WOOD. General Manager. Pass'r Traffic Manager. GEO. W. BOYD. General Passenger Agent.

Baltimore and Ohio R. R.

LEAVE STATION, New Jersey ave. and Cat.

ROYAL BLUE LINE

TRAINS "EVERY OTHER HOUR

ON THE ODD HOUR" TO

PHILADELPHIA AND NEW YORK.

7.00 a.m. Diner, Pullman Parlor,
19.00 a.m. Buffet, Parlor, 5 Hr. Train,
19.00 a.m. Diner and Pullman Parlor Car.
11.00 a.m. Diner and Pullman Parlor Car.
21.00 p.m. Diner and Pullman Parlor Car.
23.00 p.m. "Royal Limited." All Pullman,
46.00 p.m. Coaches to Philadelphia,
56.00 p.m. Coaches to Philadelphia,
56.00 p.m. Coaches to Philadelphia,
56.00 p.m. Sieepers.
25.57 a.m. Sieepers.
Atlantic City, 17.00, 19.00, 11.00 a.m., 11.00,
58.00 p.m.

Atlantic City, 17.00, 19.00, 111.00 a.m., 11.00, 2.00 p.m. EVERY HOUR ON THE HOUR

TO BALTIMORE WITH PULLMAN SERVICE.
Week days: 2.57, 5.00, 6.30, 7.00, 7.20, 8.00, 8.30, 9.00, 9.30, 18.00, 11.00 a.m., 12.00 noon, 12.05, 1.00, 2.00, 3.00, 4.00, 4.45, 5.00, 5.03, 5.30, 6.00, 6.30, 7.00, 8.00, 10.00, 11.30, 11.35 p.m. Sundays: 2.57, 7.00, 7.20, 8.30, 3.00, 10.00, 11.00 a.m., 100, 11.50, 11.35 p.m. WESTWARD.

CHICAGO & NORTHWEST, 11.00 a.m., 5.30 p.m. CINCINNATI, ST. LOUIS and LOUISVILLE, 10.05 a.m., 4.05 p.m., 12.45 night.

PITTSBURG, 11.00 a.m., 9.15 p.m., and 12.40 night.

might.
CLEVELAND, *9.15 p.m.
COLUMBUS, *5.30 p.m.
WHEELING, *10.05 a.m., *5.80 p.m.
WINCHESTER, †3.35 a.m., †4.05, †5.00 p.m.
ANNAPOLIS, week days, 8.00 a.m., 12.05 noon,
4.00, 6.00 p.m. Sundays, 8.30 s.m., 5.30 and 10.00 D.M. LURAY and ELKTON, *4.05 p.m., through parket EURAY and ELECTOR, \$4.05 p.m., total particles of the control of t

WASHINGTON JUNCTION and way points, 18.35, 19.15 a.m., \$1.15, 15.00, 15.30 p.m.

*Daily. †Except Sunday \$Sunday only.

Baggage called for aid checked from hotels and residences by Union Transfer Co. on orders deft at ticket offices, 619 Pennsylvania ave. 5.v.. New York ave. and 15th st. and at station.

8. B. HEGE. District Passenger Agen...

Trains leave from Pennsylvania Station.

7:35 a.m. Daily. Local for Harrisonburg, Warcenton, Danville and way stations.

10:51 a.m. Daily. Washington and Florida Limited. Through coaches and alceper to Columbia,
itavannah and Jackeonville. Dining car service.

11:15 a.m. Daily. United States Fast Mail.
First-class coaches and eleeper to New Orleans.
Dining car service.

4:01 p.m. Week Days. Local for Harrisonburg
and way stations on Manassas brabch.

4:55 p.m. daily. Local for Warrenton and Charlottesville.

7:30 p.m. Daily. New York and Atlanta Express.
First-class coach to Atlanta, sleeper to Columbus.
Ga.; Sunset tourist sleeper Washington to Bas
Francisco Mondays, Wednesdays and Fridays.

9:50 p.m. Daily. New York and Florida Express.
Through coaches and eleepers to Columbia, Savannah and Jacksonville. Sleeper to Augusta and
Port Tampa. Dining car service a la carte.

10:00 p.m. Daily. New York and Memphis Limited (via Lynchburg). First-class coach and sleeper
to Roanoke, Knoxville, Chattanooga and Memphis
sleeper to Birmingham and New Orleans. Dining
car service.

sleeper to Birmingham and New Orleans. Dining car service.

10:45 p.m. Daily. Washington and Southwestern Limited. All Pullman train; observation car to Atlanta and Macon; club car to Atlanta; sleepers to Nashville, Atlanta, Macon, Birmingham, fictables and New Orleans. Dining car service.

TRAINS ON BLUEMONT BRANCH,
Leave Washington 8:10: a.m., 1:30, 4:45, 5:05

Date, wek days, for Bluemont; 6:28 p.m. mesk. TRAINS ON BLUEMONT BRANCH.

Leave Washington 8:100 a.m., 1:30, 4:45, 5:0

Lat. wek days, for Sinemont; 6:28 p.m. wes

ays for Leesburg only. On Sonday leave Wash

ays for Leesburg only. On Sonday leave

Through trains from the south arrive Wash

am. dec. 6:52, 9:40, 9:50 a.m., 8:00, 9:30 and 9:5

am. daily. Local trains from Harrisonburg lick

m. week days and 9:20 p.m. daily. From Char

titesville, 8:26 a.m.; from Lynchburg, 9:30 p.m

stresville, 8:10 a.m.; from Lynchburg, 9:20 p.m

tresville, 8:10 a.m.; from Lynchburg, 9:20 p.m

Tickets, elseping car reservations information can be had at ticket off at, 511 Pa. ave. and Pennsylvania Sigage checked through from hotels and 'Phone Main 2730 P. R. R. Cab Services of the state of

Seaboard Air Line Railway.