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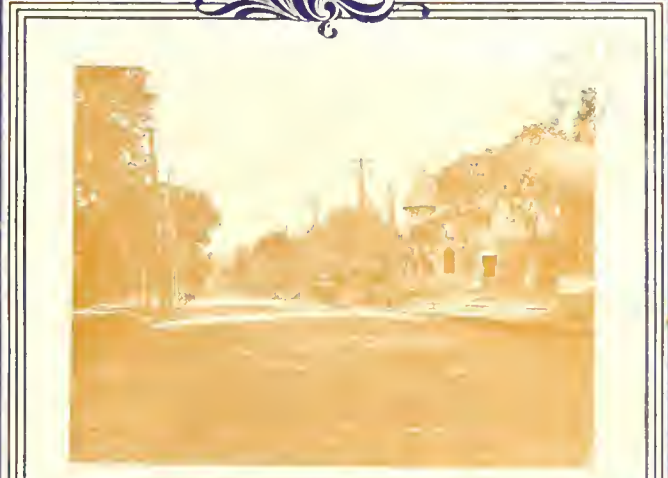


Class _____

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BOOK OF THE

ROYAL BLUE



RESIDENCE DISTRICT ON MAIN STREET



CLARKSBURG, W. VA.—ITS ADVANTAGES TO MANUFACTURERS
"STONEWALL" JACKSON

OPPORTUNITIES

The Baltimore & Ohio Railroad is an east and west trunk line, directly connecting the Atlantic seaports— New York, Philadelphia and Baltimore— with Chicago, St. Louis and other large cities of the Great Lakes and Middle West. Crossing the States of Pennsylvania, Delaware, Maryland, Virginia, West Virginia, Ohio, Indiana and Illinois, it passes through excellent agricultural tracts in each State.

The middle divisions offer the best, cheapest and most abundant fuel supply for manufacturing in the United States. The deepest and strongest natural gas fields to be found anywhere are in West Virginia, and drift-mining of coal is possible in nearly every part of this State. Other deposits of high quality exist in abundance, such as iron-ore, limestone, dolomite, sand and clays.

Villages of ten years ago are now thriving manufacturing cities, with miles of paved streets, electric car lines, fine hotels, business blocks, schools and public buildings rivaling those of metropolitan cities.

The Industrial Department of the Baltimore & Ohio Railroad offers its services to manufacturers.

W. W. WOOD
General Industrial Agent
BALTIMORE, MD.

New Equipment of Through Trains

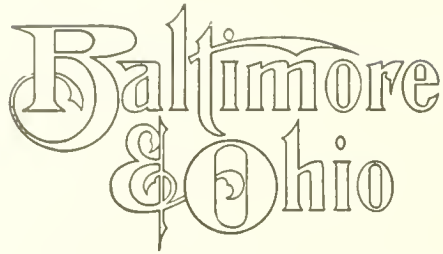
BALTIMORE & OHIO RAILROAD SYSTEM

Trains 1 and 2—“**New York, Cincinnati and St. Louis Limiteds**”—have new steel-framed Coaches and electric-lighted Drawing-room Sleeping Cars and Dining Cars.

Trains 5 and 6—“**New York, Pittsburg and Chicago Limiteds**”—are entirely new electric-lighted trains from end to end, with steel-framed Coaches, Drawing-room Sleeping Cars, Observation Cars and Dining Cars.

Trains 7 and 8—“**New York and Chicago Specials**”—via Newark, Ohio, are entirely new electric-lighted trains from end to end, with steel-framed Coaches, Drawing-room Sleeping Cars and Dining Cars.

The Pullman Sleeping Cars on night trains between Washington, Baltimore, Philadelphia and New York are electric lighted, as are the cars on trains 3 and 12, between New York and Cincinnati. Other Sleeping Car lines are being provided with electric equipment from week to week until the entire Pullman service will be so provided. Both upper and lower berth lights are being placed in the Sleepers.



COLONIST FARES

TO MANY PRINCIPAL POINTS IN

Arizona, California, Colorado,
New Mexico, Texas and
Wyoming

Alberta, British Columbia,
Idaho, Montana, Oregon,
Utah and Washington

Until October 14, 1910, inclusive



FOR DETAILS CONSULT TICKET AGENTS

BOOK OF THE ROYAL BLUE

OCTOBER, 1910

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50 CENTS PER YEAR



J. V. McNEAL
FOURTH VICE-PRESIDENT AND TREASURER
BALTIMORE & OHIO RAILROAD COMPANY

BOOK OF THE ROYAL BLUE

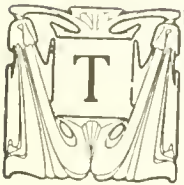
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PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD
WILLIAM ELLIOTT LOWES, EDITOR

VOL. XIV

BALTIMORE, OCTOBER, 1910

No. 1

Clarksburg, W. Va.



THE best idea of the resources of the State of West Virginia can be obtained from a study of its principal cities. There are many of importance that are modern, energetic, ambitious and thriving, each with a determination to outdo the other in business enterprises—the very best thermometer of thrift and success.

There is raw material on every hand—timber in abundance, coal without end and natural gas to induce the manufacturers with a supply to accommodate all comers.

Take Clarksburg as an example. Here is a town of 23,000 people, with railroad facilities in every direction. Plenty of land, plenty of coal and gas, with railroad facilities into the raw material region and railroad facilities to every market into the United States. It is in the heart of the greatest natural gas field in the world, and coal mining is its chief industry. With fuel at hand, and land in abundance, it presents an argument to prospective manufacturers of which few cities can boast.

There are about 16,000 square miles of virgin forest in West Virginia, most of which is in the central part of the



INDUSTRIAL, A BUSY SUBURB OF CLARKSBURG, WHERE ARE LOCATED THE TUNA GLASS COMPANY, WESTPORT GLASS COMPANY, OPALESCENT GLASS COMPANY AND COLONIAL CHAIR COMPANY



EMPIRE NATIONAL BANK

State, easily and quickly accessible to Clarksburg. The largest body of hardwood timber in the United States is in West Virginia. A large portion of this timber is being made up into the very best grade of furniture, and for this reason Clarksburg offers excellent opportunities for a furniture factory. There are many varieties of lumber, the leading ones being white oak, black oak, hickory, white walnut, black walnut, cherry, maple, hemlock, chestnut and birch.

Clarksburg is located in the heart of the largest and best natural gas field in the world, only 25 per cent of which has been developed. We are informed upon reliable authority that within a radius of twenty-five miles from Clarksburg as a center a billion (1,000,000,000) cubic feet of natural gas is produced each day. This gas is of the very best quality, and is used exclusively by the manufacturers of this section, to whom a rate of 1 cent per thousand cubic feet is offered, together with a contract for a period of years.

The gas supply is pronounced by experts to be practically inexhaustible, but

if at any time the gas pressure should become weakened, the Standard Oil Company, with whom the Clarksburg Light & Heat Company is closely affiliated, could turn its gas into the pipe lines supplying Clarksburg.

The State of West Virginia contains 17,000 square miles of coal territory, almost twice as large a deposit of coal as that of Pennsylvania. Coal mining in Clarksburg is the chief industry, more men being employed in the development of the coal field than in any other occupation. In large contracts coal is sold to manufacturers as low as 25 cents per ton, but even at this exceptionally low rate very little coal is consumed locally, owing to the cheap gas and the very low cost of handling, as compared with coal. There is coal underlying forty-nine out of fifty-five counties of West Virginia.

The financial strength of Clarksburg is evidenced by its eight banks, three national, four state and one foreign exchange bank, each of which is in a flourishing and growing condition, and ranging in age from five to fifty years. At the head of these institutions are officers of integrity and ability, assisted and sup-



MERCHANTS NATIONAL BANK

ported by directors chosen from among the most careful, energetic, progressive and successful business and professional men. The financial progress of the city has more than kept pace with the wonderful increase in population, and while we sometimes hear an expression of the opinion that the banks are too numerous for a city of the size of Clarksburg, yet the steady and continuous increase in

deposits and in number of depositors in all the banks is sufficient proof that there is money enough in the community to richly provide for them all.

The following comparison of statements, covering a period of less than fourteen years, presents a most striking example of the tremendous increase in resources and volume of business transacted during the past years:

	RESOURCES.		
	Dec. 17, 1896	Nov. 12, 1906	June 30, 1910
Loans and discounts	\$ 644,813.68	\$4,209,279.44	\$4,810,428.98
Real estate, furniture and fixtures	58,820.44	168,105.43	372,204.98
United States bonds and premiums	53,500.00	715,950.00	715,450.00
Other bonds and securities			1,120,040.97
Cash on hand and due from banks	134,512.40	1,058,680.58	1,485,197.43
Due from United States treasurer	3,409.90	28,600.00	28,250.00
	<u>\$ 895,056.42</u>	<u>\$6,180,915.45</u>	<u>\$8,531,572.36</u>
	LIABILITIES.		
Capital	\$ 242,600.00	\$ 923,500.00	\$ 993,200.00
Surplus and undivided profits	46,261.33	176,017.94	369,854.62
Circulation	44,480.00	640,350.00	645,850.00
Deposits	536,323.09	4,373,870.51	6,439,470.74
Dividends unpaid	1,692.00	2,177.00	18,197.00
Notes re-discounted	23,700.00		
Bonds borrowed		65,000.00	65,000.00
	<u>\$ 895,056.42</u>	<u>\$6,180,915.45</u>	<u>\$8,531,572.36</u>



NEW METHODIST CHURCH



COURTHOUSE



POSTOFFICE.

It will be seen from the foregoing statement that the total resources of all the banks in Clarksburg, in 1910, are nearly ten times the total in 1896; that the total deposits are more than twelve times the total fourteen years ago, and that the combined capital is over four times that of 1896.

A statement was recently issued from the office of the commissioner of banking of the State of West Virginia, in which it was shown that from November 16, 1909, to June 30, 1910, a little over six months, all the national and state banks in West Virginia showed by their reports an increase in deposits amounting to \$5,000,000. This is indeed a very creditable showing for such a short period. During this same period the increase in deposits shown by the banks of Clarksburg was \$910,960.93, falling only a little short of \$1,000,000, which would have been 20 per cent of the total gain in the entire State.

To quote from one who is thoroughly conversant with the financial situation: "They (the banks of Clarksburg) do not give money away, supply capital for the impecunious, nor encourage reckless speculation, but any legitimate business, which is reasonable in its demands, gets speedy accommodation."

For a number of years past Clarksburg's water supply has not been sufficient to meet the demands of the rapidly expanding city. In order to overcome this objectionable feature, a movement was begun more than four years

ago, having for its object the improvement of the city waterworks, the installation of an improved filtration plant, and extensive additions to the distributing system. After considerable discussion of ways and means, the people of Clarksburg, by more than three-fifths majority, voted to expend the sum of \$270,000 in making the improvements referred to.

At this writing (August 17th) the contracts for the work have partly been awarded, the remaining portions of the work will probably be contracted in the near future, and a corps of efficient engineers have taken up temporary headquarters here, to be able to supervise the work more satisfactorily, and it is intended to rush the construction with all possible speed. The new system is to be of sufficient magnitude to supply a population of 35,000, so that the municipal water service, when the new equipment is completed, will be unsurpassed.

There are fifteen public schools in Clarksburg Independent School District, with a teaching force of sixty-six carefully trained instructors. The school population of the district, as shown by the enumeration of June 30, 1910, is 2,913. The buildings are large and comfortable, and abundantly equipped with maps, charts, libraries and experimental laboratories.

There are many churches of various denominations established here, with houses of worship capable of seating very large congregations. The new



R. T. LOWNDES' HOUSE

Methodist Episcopal church is a beautiful brown-stone structure, striking to the eye, the interior decorations and furnishings of the very best, installed at enormous expense, and perfect in every detail.

The city and interurban street car service is high class in every particular. Aside from the lines that are laid through the principal streets of the city, electric trains and large interurban cars are run to the neighboring cities north, east and west, while work is being rushed to completion on a line extending southward through a territory of large population and valuable coal, oil and timber properties. The total length of lines in operation at this time is 27.14 miles.

The climate is conducive to health, cool and bracing in winter, with an average temperature of 45 to 50 degrees, rarely very cold. The summer temperature ranges from 70 to 80 degrees. Rainfall is abundant, and usually well distributed through the year, making agriculture and grazing profitable occupations. The altitude is 1,050 feet above sea-level, and the land in the vicinity lies, for the most part, high above the river, so that disease is rare.

The new Goff building, nine stories in height, of steel frame fireproof construction, with reinforced concrete floors and gypsum block partitions, will be, when completed, the handsomest and



SHOPPING DISTRICT, MAIN STREET

best-arranged office building in the State. The exterior walls are stone in the lower stories, impervious press-brick above, and the roof is of steel construction with book tile covered by slate.

On the first floor is a modern equipped banking-room and five stories, and the upper stories contain one hundred and ninety-three offices. There are two iron and marble stairways from the ground to the top floor, also two traction type high speed electric passenger elevators, and a glass and bronze mail chute the full height of the building. Each office contains a porcelain lavatory, with hot and cold water, electric light and telephone connections, and gas for dentists.

The banking-room is finished in marble and bronze, has large fireproof vaults, the main entrance corridor has marble floors and wainscoting, ornamental beams and cornices, etc., and all the corridors in the upper floors are finished in marble mosaic.

All the interior wood finish is of oak and birch. The building contains a separate pressure system to insure water to all parts of the building at all times, also contains a fire line standard pipe, with hose connections on each floor, and all plumbing and electric light fixtures, as well as all hardware, are of the best manufacture. The building is heated by an overhead direct steam system, using natural gas for fuel.



WILLIAMS HARDWARE COMPANY



GRASSELLI CHEMICAL COMPANY

The owner, Judge Nathan Goff, has undoubtedly done more for the improvement and development of Clarksburg than any other citizen. This magnificent building stands as a fitting monument to his devotion to his native city.

The Hotel Waldo, in appearance, equipment and service, the best in the State, and favorably known to the traveling public throughout the South, was erected by Judge Nathan Goff at a cost of approximately half a million dollars. In the six years it has been in operation it has made an enviable reputation for itself by its excellent service and appointments.

The Empire building, work on the erection of which was begun in 1903 and completed in 1907, was constructed as a

home for the Empire National Bank, at a cost of about \$200,000, and is one of the most modern office buildings in the State. It is seven stories in height, and its spacious, well finished and well equipped offices are filled with tenants well satisfied with their quarters.

Among the many other comparatively new buildings worthy of mention are the Merchants National Bank building, the Oak Hall building, the Irwin and the Gore buildings.

That Clarksburg is a manufacturing city is evidenced by the large number of important concerns which have located there and enjoy the opportunities afforded by the abundance of fuel:



PHILLIPS SHEET PLATE & TIN COMPANY



HAZEL ATLAS GLASS COMPANY

The Phillips Sheet & Tin Plate Company, a corporation composed chiefly of capitalists from the Pittsburg District, and the largest independent producers of tin plate in West Virginia, has been in operation for six years, in which time the capacity of the plant has increased about 100 per cent. Their product is tin plate, roofing plate and uncoated metal used in the manufacture of metal ceilings and galvanized ware, and the total output reached 15,000 tons annually, which is shipped throughout the United States. For the production of this immense quantity of metal, 1,100 tons of raw material are consumed each week. Natural gas is exclusively used for fuel throughout the plant, and 3,500,000 cubic feet are required daily. The number of men employed varies between 1,000 and 1,100 and the annual payroll reaches \$650,000.

LaFayette Window Glass Co-Operative Co., manufacturers of window glass, was organized in 1899 and has a capacity of 100,000 boxes of glass annually, valued at \$225,000. The raw material, sand and lime, used in the manufacture of the finished product is obtained in the State of West Virginia. The company is represented by Eugene

Rolland, president; Edgar Castuax, secretary, L. J. Schmidt, treasurer, and gives employment to 125 men with a payroll of \$3,000 weekly.

Peerless Window Glass Company, organized in 1905, are manufacturers of window glass with a capacity of 133,000 boxes per year. The company employs 125 men with a payroll of \$2,000 per week, and is represented by J. G. Sayre, president, and Walter A. Jones, secretary and treasurer.

Lange & Crist Box & Lumber Co. is a partnership composed of Paul W. Lange and Clyde M. Crist and was established in 1909. They are engaged in the manufacture of packing boxes, giving employment to 20 men.

West Fork Glass Company, manufacturers of window glass, was established in 1903 and has an annual output to the value of \$173,000. The firm is composed of John Koblegard, president, and B. F. Robinson, secretary, giving employment to 175, with a payroll of \$95,000 annually. Cheap fuel was an inducement to the firm when it was established, and sand and lime necessary in the product is obtainable in the State.



WASHINGTON CARBON COMPANY



CENTRAL STORAGE COMPANY

Clarksburg Lumber & Planing Mill Company, organized in June, 1909, is the successor of the Clarksburg Planing Mill Co., and are manufacturers of interior finishes for buildings. The raw material is obtained mostly from the State of West Virginia, with the exception of yellow and white pine. The officers of the company are C. E. Prunty, president; J. J. Connell, vice president; V. L. Highland, treasurer, W. B. Robbins, manager and gives employment to 26 men.

Clarksburg Casket Company, established in 1906, are manufacturers of cloth-covered caskets, robes and linings, and is the only factory of its kind in the State of West Virginia. Such raw material as lumber is obtainable in the State, and the finished products are disposed of in Pennsylvania, Maryland, Ohio, West Virginia and Virginia. The company is composed of F. L. Wilson, president; J. H. Cuffett, treasurer, A. Brown, secretary.

Parr Lumber & Planing Mill Company, composed of A. D. Parr, president, and C. E. Parr, secretary, treasurer and general manager, are manufacturers of all kinds of high-grade interior finish and building materials. About 60 per cent of the raw material used is obtained from the State of West Virginia. They give employment to 30 men and 2 women, with a payroll of \$25,000 to \$30,000 annually. Their business was seven times greater in 1909 than in 1905.

Clarksburg Foundry & Casting Company, established in 1907, is represented by E. T. Weir, president, W. B. Osborn, vice-president; C. G. Jewett, general manager; V. L. Highland, secretary and treasurer, and manufactures gray iron and brass castings, with a capacity of 1,500 to 1,800 tons per year. About 50 per cent of the raw material is obtained from the State of West Virginia. They give employment to 20 men, with an annual payroll of \$12,000.

Tuna Glass Company, manufacturers of glass products, was established in 1907 and is one of the largest manufacturing of its kind in the State, giving employment to 235 men, with a payroll of \$148,353.11 for the year ending July 31, 1910. The

greater portion of the raw material used, sand, lime and lumber, is obtained from the State of West Virginia. The total output for the year ending July 31, 1910, was 138,810 fifty-foot boxes. The company is represented by Felix Steinberger, president; Chas. S. Smiley, vice president; W. C. Harding, treasurer; Chas. H. Harding, secretary and general manager.

Travis Glass Company, manufacturers of milk bottles, was established in 1908, and is composed of H. E. Travis, president; R. S. Travis, vice president; John L. Robinson, secretary. This company is now making extensive improvements and after October 1st will have a capacity of from 15 to 16 carloads per week. The raw material used, chiefly sand and limestone, is obtained chiefly from the State of West Virginia. The number of men employed is 175, with a payroll of \$12,000 per month.

The A. Radford Pottery Co., established in 1903, are manufacturers of art specialties and faience wares, giving employment to 43 men and women, with a payroll of \$2,500 per month. The officers of the company are John Koblegard, president, John L. Ruhl, vice president and treasurer; H. E. Marquand, secretary and manager. The abundance of cheap natural gas obtainable at Clarksburg was an inducement and an asset to the firm.

Southern Pine Lumber Company, composed of J. H. O'Neill, president, and A. H. Cundell, vice-president, was established in 1900. They are wholesale and retail jobbers in lumber, giving employment to 25 men, with a payroll of \$1,200 per month. The raw material is obtained from the States of West Virginia, North Carolina and Southern States.

Star Rig, Reel & Supply Company, manufacturers of rig iron outfits and manila cables, was established in 1900 and has a capacity of 2,250,000 pounds of rig iron outfits and 7,000,000 pounds of manila cables annually. All lumber and iron used in the manufacture of these articles is obtained from the State of Virginia, while the manila fiber used is

obtained from the Philippines. The finished products are shipped to all parts of the globe where the oil and gas industry is known. The officers of the company are Chas. S. Smiley, president, J. J. Mead, vice-president, and Hugh Downs, secretary and treasurer. They employ 32 men and 1 woman and have a payroll of \$35,000 annually. This firm considers Clarksburg the best central location in West Virginia for natural gas and oil.

The Hazel-Atlas Glass Co., established in 1900, are manufacturers of jelly glasses, beef jars and snuff bottles. The company, with W. S. Brady, president; J. C. Brady, vice-president and treasurer; A. B. Paxton, secretary, and G. G. Oliver, general manager, put out 1,200 cars of their finished product annually. Their payroll approximates \$125,675 annually.

The Hope Natural Gas Co. is represented by Jno. G. Pew, president, and Jno. B. Tonkin, treasurer. Their product—natural gas—is the essential inducement to the manufacturers.

General Information—Miles of paved streets, 7. Glass factories, 8; men employed, 1,400; annual payroll, \$1,000,000. Zinc spelter plants, 2; men engaged, 500. Tin plate mill, 1; men employed, 1,100; annual payroll, \$650,000. Wholesale houses, 9; territory, West Virginia, except extreme southern section, Western and Southern

Pennsylvania, Western Virginia, Western Maryland, and Eastern and Northern Ohio. Department stores, 12. Retail stores, 70. Leading office buildings, 16. Churches, 20. Hotels, 13. Newspapers, daily, 4. Hospitals, 2.

The Grasselli Chemical Company are said to be the largest manufacturers of zinc spelter in the world, their plant covering sixty acres. They have twelve blocks now in operation at Clarksburg, starting with two in 1903. They employ in the neighborhood of 1,000 men. Natural gas is the fuel used.

The National Carbon Company operates one of their numerous plants at Clarksburg in the manufacture of electric carbons for machinery.

There are two gas companies in Clarksburg, **The Clarksburg Light & Heat Company** and the **Monongahela Gas Company**, both of which are operated and controlled by local people. The present domestic gas rate is 10 cents per thousand feet and for manufacturing purposes 4 cents. The price of gas has always been kept at a uniformly low rate, and is lower than adjoining towns. As Clarksburg is the center of the largest gas field in the world, it can supply any demand for fuel, there being over 1,000,000,000 cubic feet provided daily within a twenty-five-mile radius, and less than one-fourth of the territory developed.



NEW GOFF BUILDING, CLARKSBURG

Judge Nathan Goff

And His Benefactions to Clarksburg



NO better opportunity to pay tribute to one of Clarksburg's foremost citizens who has been so instrumental in the rebuilding of the city, than the following short biography of Judge Nathan Goff, accompanied by illustra-

participated in the battles of McDowell, Port Republic, Winchester, Droop Mountain, Second Bull Run, Antietam, Rocky Gap, Cross Keys, Rappahannock Station and a number of minor engagements. In recognition of his services on the field he was promoted to major of his regiment, and later, at Moorefield, W. Va., January 20, 1864, was taken



JUDGE NATHAN GOFF

tions of his beautiful building, is most apropos:

Nathan Goff, son of Waldo P. Goff, was born at Clarksburg, Va., February 9, 1812, and educated at the Northwestern Academy at Clarksburg and at Georgetown College, District of Columbia. He was still a student at Georgetown when the Civil War broke out in 1861, and without waiting for his graduation enlisted as a private soldier in Company G, Third Virginia Infantry, being promoted to the post of lieutenant of the company in a short time. He

prisoner and confined in Libby Prison, where he was held four months. At the close of hostilities, Major Goff was made a brevet brigadier-general, receiving his commission at the age of twenty-three. He was honorably discharged from the volunteer service in March, 1865.

Shortly after his discharge from military service, he entered the University of New York, and graduated as a bachelor of laws two years later, at which time he began the practice of law in the courts of West Virginia at Clarksburg.



HOTEL WALDO, CLARKSBURG

He was chosen to represent Harrison County in the House of Delegates of West Virginia in 1867 and re-elected in 1868. He was appointed United States district attorney for the District of West Virginia by President Grant in 1869, which position he ably filled for thirteen years.

On January 6, 1880, General Goff was appointed secretary of the navy by President Hayes. He accepted the portfolio, and continued in President Hayes' cabinet until the close of his administration. In 1882 he was the nominee of the Republican party for Congress in the First district of West Virginia, and was elected by a safe majority, although the district was nominally Democratic. He was re-elected in 1884 and again in 1886. In 1881 he was elected chairman of the national Republican congressional executive committee, and was re-elected in 1888. For a number of years past he has ably and

faithfully filled the position of judge of the United States Federal Court, and at present is being prominently mentioned for the position of associate justice of the Supreme Court of the United States, to fill the vacancy occasioned by the death of Chief Justice Fuller.

To Judge Goff, Clarksburg and West Virginia owe much. The Hotel Waldo and New Goff Building are structures which would grace any metropolitan city in the world.

To the clear judgment and perception of Judge Goff and his associate, Judge Morris, of the comprehensive plans of Receivers Cowen and Murray for the reorganization of the Baltimore & Ohio Railroad, securing the co-operation of the court as it proceeded, was largely due the prompt and successful accomplishment of the rehabilitation which placed the road in the forefront of the trunk lines, and has been such a factor in the development of West Virginia resources.



RESIDENCE OF JUDGE NATHAN GOFF



BIRD'S-EYE VIEW OF

Clarksburg and



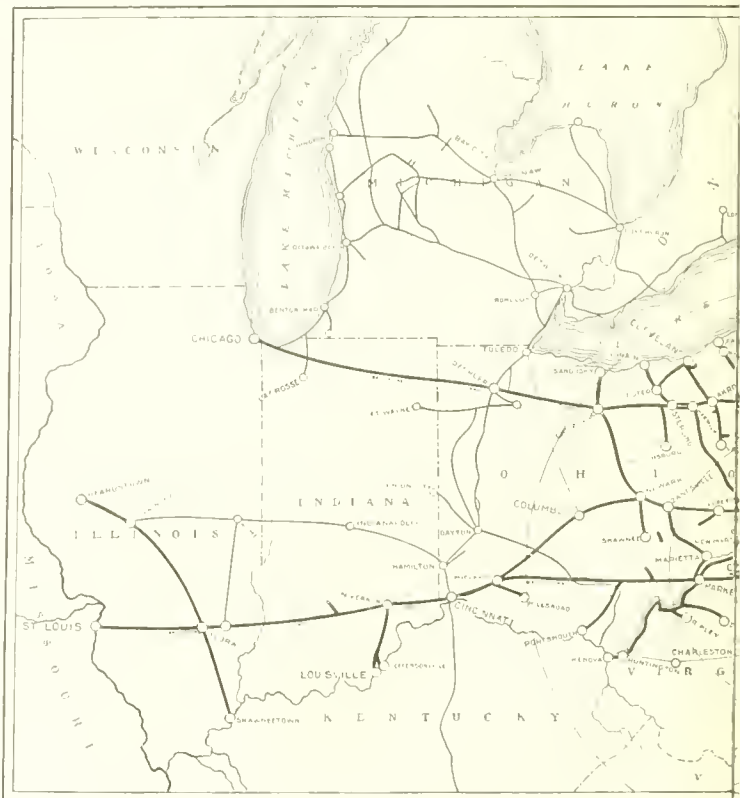
HE Clarksburg board of trade, which is most energetic in advancing the interests of this thrifty city, is composed of V. L. Highland, president; John B. Hart, vice-president;

C. E. Lamberd, secretary; W. A. Vance, treasurer; C. B. Alexander, E. B. Deison, J. M. Francois, C. H. Harding, V. L. Highland, John B. Hart, Robert Morris, B. F. Robinson, L. K. Richards, C. S. Smiley, A. K. Thorn, H. E. Travis, W. A. Vance, James M. White and J. C. Williams, directors.

Clarksburg is situated on the main line of the Baltimore & Ohio Railroad, midway between Baltimore and Cincinnati. It is the most centrally located city in West Virginia, and owing to its accessibility to most of the important cities of the East and Middle West it has already developed into an important manufacturing town. Its shipping facilities are excellent, as Clarksburg is practically the hub of the wheel of the Baltimore & Ohio in West Virginia.

To the east its lines extend through Cumberland to Washington, Baltimore, Philadelphia and New York; to the west through Parkersburg to Cincinnati, Louisville and St. Louis;

to the south into the virgin forests of West Virginia to Richwood, Pickens, Belington and Elkins; to the northeast through Fairmont and Connellsville to Pittsburg and connecting lines to Buffalo; to the north to Cleveland, Lorain and Fairport on Lake Erie through Wheeling, with another route





CLARKSBURG, W. VA.

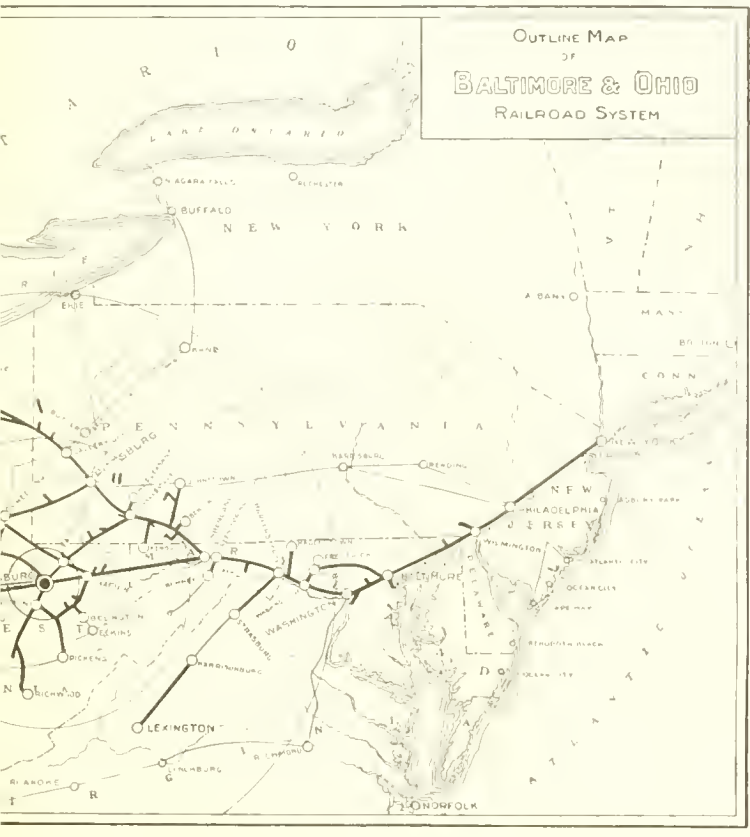
Its Advantages

through New Martinsville and Wheeling to Zanesville, Newark, Columbus, Sandusky and Chicago, with direct connections to Toledo, Detroit and the Great Lakes; to the southwest through Parkersburg to Huntington, Kenova and Ohio River points.

Clarksburg is near the base of supply for the raw material, and, as shown above, has all the principal markets of the country to its advantage. Economy in manufacture is an inducement offered to manufacturers. It has been said the present census will give Clarksburg about 23,000 inhabitants.

In comparison with New York, New York is two hundred times larger. But Clarksburg has already reached the skyscraper period and its splendid hotels give it the right to claim the conventions of the State. It points with pride to the birthplace of "Stonewall" Jackson. It will be remembered that West Virginia was once Virginia and "Stonewall" Jackson was a brave man.

Clarksburg already has wholesale grocery houses, dry goods and notion houses, boot and shoe houses, hardware houses and factories of almost every kind, flour mills, grain elevators, artificial ice plants, machine works, planing mills, and many various other manufactories and industries in keeping with its business progress. It has kept abreast of the times, with handsome churches, excellent school buildings, business colleges, institutes and progressive daily and weekly newspapers—the nucleus of a fast growing city.



“Stonewall” Jackson



LEUT.-GEN. THOMAS J. JACKSON (Stonewall) was born in Clarksburg, W. Va., January 21, 1821. His great-grandfather came from London, England, in 1748 and married Elizabeth Cummings, of Maryland, and moved to that portion of Virginia now known as West Virginia.

Becoming an orphan at seven years of age, young Thomas lived with a Mr.

son of philosophy and artillery at Virginia Military Institute.

After the secession of Virginia, he took command of the troops which collected near Harper's Ferry, becoming commander of a brigade in Johnson's army, which position he held at the battle of Bull Run. It was there he obtained the soubriquet of "Stonewall"; for, when the left of the Confederate line had been driven back, his brigade was the first to get into position, and, rallying the troops, took the aggressive and gained a victory.



GEN. THOMAS J. ("STONEWALL") JACKSON
(Reproduction of etching made by Goupil & Co., Paris, France, 1863)

Neale on Blennerhassett Island, near Parkersburg. While yet a small boy he determined to seek his fortune, and went down the Ohio and Mississippi rivers, landing in the southwestern part of Kentucky. At the age of sixteen he accepted a cadetship at West Point Military Academy, from which institution he graduated in 1846 and saw his first service in Mexico with Lieutenant Magruder's battery, serving through Gen. Winfield Scott's campaign. He was brevetted for good conduct at Churubusco and Chapultepec. He resigned from the army in 1851, after being elected profes-

It was during this critical moment that General Lee said: "See, there is Jackson standing like a stone-wall; rally on the Virginians!"

He was made major-general for his gallant conduct in November, 1861, assigned command of the Confederate forces in the district that included the Shenandoah Valley and land northwest. In March, 1862, he was defeated by the Union forces at Kernstown; in April of the same year he conducted a campaign in the Shenandoah Valley with Northern Virginia troops, and, after striking a severe blow at General Fre-

mont, attacked General Banks at Winchester, driving him beyond the Potomac. Fearing an attack from Generals McDowell, Fremont, Banks and Sigel, of the Union forces, he managed to escape with his prisoners and stores, retreating up the valley, and after numerous minor engagements joined Lee at Richmond in an attack upon General McClellan.

On August 9, 1862, he defeated General Banks at Cedar Run, later seizing the depot in Manassas, cutting off Pope, and later defeating him in the second battle of Bull Run on August 30, 1862. On September 15, 1862, he was instrumental in capturing the post at Harper's Ferry with 13,000 prisoners and seventy cannon, and after

severe marching, reached Sharpsburg (Antietam), taking command of the left wing of the Confederate army at the battle of Antietam, September 17. He was promoted to the rank of lieutenant-general on December 12, 1862, commanding the right wing of the Confederate army at Fredericksburg.

At Chancellorsville in May, 1863, Jackson's corps attacked Generals Hooker and Howard, and was defeated, and Jackson was severely wounded, losing his left arm, from the effect of which he caught cold and died of pneumonia at Gaines Station, Va., on May 10, 1863. His remains were taken to Richmond and removed later to Lexington, Ky.



The Lumberport Cut-Off

Third Article on Engineering Improvements on Baltimore & Ohio Railroad



THE rapid development of the coal fields in the territory around Clarksburg has been most remarkable during the past five years.

The coal coming from this region is contained in what is known as the Pittsburg vein, and finds a ready market in many districts, particularly in the cities in the East and also in the Northwest.

During the summer months the

more facilities to carry the coal with greater dispatch, and the very fact that the rate of increase in the output of this region was so rapid made the problem of handling the heavy traffic from the Clarksburg region a most serious one.

In order to increase its facilities in West Virginia territory, the Baltimore & Ohio planned, in the early part of the year, a series of improvements to care for this growing business to the Lakes.



NEW BRIDGE ACROSS MONONGAHELA RIVER, NEAR CLARKSBURG, W. VA.

largest percentage of this coal goes to the Northwest and is carried over the Baltimore & Ohio Railroad to its ports on the Great Lakes. From these ports it is shipped to Duluth and Northwestern ports for storage and use during the winter months by ore boats returning to those points after delivering their load of ore at either Cleveland, Lorain, Fairport or Sandusky.

In view of the rapid development of this business destined to the Lakes, the management of the Baltimore & Ohio Railroad realized the necessity of

These improvements included a bridge across the West Fork River to carry trains westward to the Lakes over the West Virginia Short Line through New Martinsville, thus practically establishing a double track line from Clarksburg to the Ohio River.

The bridge connected the Monongahela River Railroad near Haywood with the West Virginia Short Line at Lumberport.

The Monongahela River Railroad follows the east side of the West Fork River between the cities of Fairmont and Clarksburg. The West Virginia

Short Line leaves Clarksburg, crosses the West Fork River near the city and follows up the west bank to Lumberport, a distance of ten miles. It then leaves the valley of the West Fork River and runs in a westerly direction to the Ohio River, where it connects with the Ohio River Division of the Baltimore & Ohio Railroad at New Martinsville.

Terminal improvements were also planned for Benwood, Holloway and Lorain, and new sections of double track on the line in Ohio, with passing sidings and various other facilities to enable this great movement of coal to be handled with the least possible delay.

The season on the Great Lakes is comparatively short, and the handling of such business must be planned months in advance.

Of the above improvements the building of a steel bridge over the West Fork River was the main feature, as the engineering department, which was rushing the work of building the structure, was compelled to obtain the permission of the United States War Department for its construction and its approval of the plans. What is known as the Lumberport Cut-Off includes the bridge crossing the river and approaches to it on either end.

The cut-off not only provides a new line for coal originating in the Fairmont and Clarksburg regions, and destined to ports on the Great Lakes, but it also provides a low-grade route for products of the West Virginia region destined to points on the Baltimore & Ohio Southwestern Railroad, the connection with this part of the system being made at Parkersburg. This short connection, which crosses the river at Lumberport, about ten miles from Clarksburg, will result in materially increasing the carrying capacity of the road, as the grades will be light and train loads can be materially increased.

The total length of the connection is 5,281 feet, or practically one mile. The bridge proper, however, is 160 feet long, and consists of four piers approximately forty feet high, and two abut-

ments twenty feet high. There are five spans in the entire bridge, the center one being a truss 156 feet long. On either side of the center span are two plate girders, one 85 feet in length, the other about 70 feet.

The bridge was built five feet above the highest known water, and 10 feet above the ordinary stage, and on the east side approaches connecting in both directions with the Monongahela River Railroad provide entrance to this bridge from either Clarksburg or Fairmont.

Its elevation is practically 920 feet above mean low tide at Sandy Hook, and it required 24,000 cubic yards of excavation, 2,750 cubic yards of concrete for piers and abutments, and 982,000 pounds of steel.

Its construction was commenced on March 22 of the present year, and notwithstanding the trouble brought about by high water at that time, the bridge and tracks were completed in sixty-four days after the ground was first broken, and the first regular train was sent over the structure on June 14; a total time of only seventy-two working days having elapsed from its beginning to the time of its being opened for regular operation of traffic.

The building of the cut-off is only one of the many improvements which the Baltimore & Ohio Railroad is undertaking at the present time. These improvements have been mentioned in a general way in a previous issue of this magazine, and from time to time more detailed mention will be made of the important pieces of work. All these facilities will greatly increase the carrying capacity of the system and they have been so outlined in the general scheme that each portion of the system will be able to quickly handle all the traffic which is forthcoming from each district.

A very large part of the work now under way is in West Virginia territory, and as a whole it not only results in the uninterrupted movement of freight traffic, but also insures the operation of all passenger trains on schedule time.



BALTIMORE & OHIO PARLOR-CAFE CAR

Dining Cars, Cafe Cars and Grill Cars on Baltimore & Ohio Railroad



THE Baltimore & Ohio Railroad Company operates its own dining car service over the system, and every endeavor is made to keep the service up to the highest standard of efficiency.

In construction, the dining cars are provided with all the necessities of a

to the best that can be found in this or any other land.

Regular full dining cars are maintained on all long passenger train runs, the dining car no longer being considered a luxury, but a necessity.

There are a number of trains on the system making short runs between important cities at a time when the passenger ordinarily dines, and to provide



INTERIOR OF PARLOR



INTERIOR OF DINING-ROOM

traveling hotel; particular attention is paid to the lighting, which is done by electricity, and to the ventilation.

The service, which has first consideration with the traveling public, is equal

for their wants the company has been equipping these particular trains with dining facilities.

The parlor cafe car was the first step aside from the regular full dining car,



INTERIOR OF COACH-GRILL CAR



INTERIOR OF GRILL-ROOM—GRILL CAR

and these cars have been very successfully operated between Pittsburg, Columbus and Cincinnati on trains 103 and 104; Pittsburg, Wheeling, Parkersburg and Kenova on trains 709 and 716; Pittsburg, Connellsville and Fairmont on trains 3 and 4; Wheeling and Newark on trains 11 and 15; Cincinnati and Louisville on trains 15, 16, 19 and 20; Cincinnati and St. Louis on trains 1 and 2, and between Washington and New York on trains 526 and 527.

A feature of the parlor cafe car is that it provides parlor car as well as dining car facilities, with an apartment for smokers. Wherever these cars have been in service they have proven popular. In construction they are very attractive and finished in exquisite taste. The parlor provides seats for eighteen persons and the dining room accommodates twelve

persons at a time. The cozy little dining room, finished in hard woods, is most attractive.

The grill car is another form of combination dining and passenger car which is becoming more popular every day; these cars are now in service on trains 14 and 15 between Connellsville, Pittsburg and Akron; on trains 55, 14, 17 and 4 between Wheeling and Grafton, and on trains 4 and 55 between Cincinnati and St. Louis.

The grill car is a half dining car and a half ladies' coach; the dining room is attractively finished and furnished like that of the cafe car, and the coach apartment is furnished with comfortable high-backed seats, the same as all other first-class coaches of the Baltimore & Ohio system.





Stub Ends of Thought

By ARTHUR G. LEWIS.



THERE are no masters in the art of diplomacy.

TRUTH is supreme only where it is recognized.

IT is seldom necessary to compromise a just cause.

THE intelligent observer digests his observations.

AMBITION is the lever that lifts us to self-reliance.

PERSEVERANCE is the staff upon which Progress leans.

THE millennium of human endeavor is accomplishment.

THUGHT is the successful nominee in the campaign of ideas.

WE must first establish faith before we can command confidence.

THE improved happiness of the human race waits on contentment.

THE most daring courage is the exercise of our own conviction.

WE cannot build a structure of fact upon a base of imagination.

THE world is a school where few take the full course with honors.

OUR most beautiful ideals are destroyed in the environment of reality.

IT is only in the pursuit of Opportunity that we can expect to overtake it.

TECHNICAL information and capacity is the only license for just criticism.

THE true university of mental development is under the dome of thought.

SOUND business methods constitute the natural result of sane business sense.

THERE is no happiness equal to the joy of endeavor properly anticipated.

THE adaptation of ourselves to circumstances is a matter of either grace or compulsion.

A de luxe edition of Mr. Lewis' work in book form, 107 pages, bound in limp leather, and silk lined, will be forwarded, postpaid, upon receipt of \$1.00, by THE BOHEMIAN SOCIETY, Norfolk, Va.

CONDENSED SCHEDULE ROYAL BLUE LINE OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R.—ROYAL BLUE LINE—TO AND FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

EFFECTIVE MAY 29, 1910		EASTWARD									
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 508 DAILY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 506 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY	
	AM	AM	AM	AM	PM	PM	PM	PM	AM	AM	AM
Lv WASHINGTON, UNION STATION	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	12.15	2.52	-----
Lv BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	1.15	3.46	-----
Lv PHILADELPHIA	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	1.25	3.51	-----
Ar PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	5.52	8.19	11.50	3.60	6.00	-----
Ar NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.17	6.35	8.32	-----
Ar NEW YORK, 23D STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	7.00	8.43	-----

BALTIMORE & OHIO R. R.—ROYAL BLUE LINE—TO AND FROM NEW YORK, PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 29, 1910.		WESTWARD									
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 "ROYAL LIMITED" DAILY 5 HOUR	No. 509 DAILY	No. 503 DAILY	No. 511 DAILY		
	PM	AM	AM	AM	PM	PM	PM	PM	PM	PM	
Lv NEW YORK, 23D STREET	11.50	-----	7.50	9.50	11.50	1.50	3.50	5.50	6.50	-----	
Lv NEW YORK, LIBERTY STREET	1.30	-----	8.00	10.00	12.00	2.00	4.00	6.00	7.00	-----	
Lv PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21	-----	
Ar BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.16	2.43	4.16	6.09	8.09	10.50	11.23	-----	
Ar BALTIMORE, CAMDEN STATION	6.50	10.55	12.20	2.47	4.20	6.13	8.13	10.55	11.27	-----	
Ar WASHINGTON, UNION STATION	7.50	11.45	1.15	3.50	5.20	7.00	9.00	12.00	12.22	-----	

BALTIMORE & OHIO R. R.—TO ALL POINTS WEST AND SOUTHWEST.

EFFECTIVE SEPTEMBER 4, 1910.		WESTWARD									
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 55-15 EXPRESS DAILY			
	AM	AM	PM	PM	AM	PM	AM	PM	AM		
Lv NEW YORK, 23D STREET	9.50	11.50	3.50	5.50	7.50	11.50	6.50	11.50	-----		
Lv NEW YORK, LIBERTY STREET	10.00	12.00	4.00	6.00	8.00	1.30	7.00	1.30	-----		
Lv PHILADELPHIA	12.30	2.17	6.12	8.31	10.17	4.15	9.21	4.15	-----		
Lv BALTIMORE, MT. ROYAL STATION	2.43	4.16	8.09	10.50	12.16	7.45	11.23	7.45	-----		
Lv BALTIMORE, CAMDEN STATION	3.00	4.30	8.00	11.05	12.25	8.00	11.32	8.00	-----		
Lv WASHINGTON, UNION STATION	4.05	5.30	9.10	12.10	1.22	9.10	12.30	9.10	-----		
Ar DEER PARK HOTEL	-----	-----	6.45	-----	9.30	6.20	8.50	6.20	-----		
Ar PITTSBURG	-----	-----	12.00	-----	-----	-----	-----	-----	-----		
Ar CLEVELAND	-----	6.35	-----	-----	-----	8.55	-----	6.30	-----		
Ar WHEELING (EASTERN TIME)	-----	8.45	-----	-----	-----	-----	-----	10.20	-----		
Ar COLUMBUS (CENTRAL TIME)	-----	6.15	-----	-----	-----	-----	-----	7.55	-----		
Ar OHIOAGO	-----	6.15	-----	-----	9.10	-----	-----	-----	-----		
Ar CINCINNATI	8.05	-----	-----	5.25	-----	1.45	-----	-----	-----		
Ar INDIANAPOLIS	11.45	-----	-----	10.35	-----	11.45	-----	-----	-----		
Ar LOUISVILLE	11.50	-----	-----	9.35	-----	7.20	-----	-----	-----		
Ar ST. LOUIS	6.00	-----	-----	7.25	-----	1.40	-----	-----	-----		
Ar OHATTANOOGA	-----	-----	-----	6.15	-----	8.00	-----	-----	-----		
Ar MEMPHIS	11.25	-----	-----	8.45	-----	-----	-----	-----	-----		
Ar NEW ORLEANS	10.55	-----	-----	8.15	-----	-----	-----	-----	-----		

Putman Sleepers to all points. * Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R.—TO ALL POINTS EAST.

EFFECTIVE SEPTEMBER 24, 1910.		EASTWARD									
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 OUKESNE LIM DAILY	No. 14 EXPRESS DAILY				
	AM	AM	PM	PM	PM	PM	PM	AM			
Lv CHICAGO	-----	-----	5.45	10.00	-----	-----	8.30	-----			
Lv COLUMBUS	-----	-----	-----	6.05	-----	-----	-----	-----			
Lv WHEELING (EASTERN TIME)	-----	6.00	-----	11.20	-----	-----	10.50	-----			
Lv CLEVELAND	-----	-----	8.30	-----	3.00	-----	-----	-----			
Lv PITTSBURG	-----	-----	8.10	-----	10.00	6.00	1.15	-----			
Lv ST. LOUIS	9.00	1.45	-----	-----	-----	9.25	-----	-----			
Lv LOUISVILLE	2.10	8.10	-----	-----	-----	8.20	-----	-----			
Lv INDIANAPOLIS	2.25	8.05	-----	-----	-----	4.22	-----	-----			
Lv CINCINNATI	6.35	12.15	-----	-----	-----	8.00	-----	-----			
Lv NEW ORLEANS	-----	9.15	-----	-----	-----	-----	-----	-----			
Lv MEMPHIS	-----	8.35	-----	-----	-----	-----	-----	-----			
Lv CHATTANOOGA	5.05	9.45	-----	-----	-----	-----	-----	-----			
Lv DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----			
Ar WASHINGTON, UNION STATION	12.40	6.30	4.42	10.45	6.40	2.37	10.25	-----			
Ar BALTIMORE, CAMDEN STATION	1.47	7.50	5.50	11.45	7.50	3.42	11.30	-----			
Ar BALTIMORE, MT. ROYAL STATION	1.59	8.00	6.05	11.54	8.00	3.51	1.25	-----			
Ar PHILADELPHIA	4.05	10.15	8.19	2.02	10.15	6.00	3.50	-----			
Ar NEW YORK, LIBERTY STREET	5.30	12.35	10.40	4.15	12.35	8.32	6.35	-----			
Ar NEW YORK, 23D STREET	6.45	12.45	10.50	4.25	12.45	8.43	7.00	-----			

Putman Sleepers from all points. * Daily. + Daily except Sunday.
A On Sundays No. 4 leaves St. Louis 1.00 a. m. B On Sundays leaves Louisville 1.15 a. m.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

THROUGH PULLMAN CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

Between Washington, Baltimore, Philadelphia and New York. ROYAL BLUE LINE.

EASTWARD.

- No. 512.** Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia Dining Car, a la carte, Philadelphia to New York.
- No. 504.** Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 526. Five Hour Train.** Drawing Room Parlor Car and B. & O. Cafe Parlor Car Washington to New York.
- No. 522.** Drawing Room Parlor Car and B. & O. Cafe Parlor Car Washington to New York.
- No. 508.** Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
- No. 502.** Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia
- No. 524. "Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Electrically Lighted Buffet and Smoking Car, Parlor and Observation Cars Washington to New York. Drawing Room Parlor Car Richmond to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.
- No. 506.** Electrically lighted vestibuled train of steel framed Coaches. Pullman Observation Parlor Car Pittsburg and Washington to New York. Dining Car, a la carte, Washington to New York.
- No. 514.** Electric lighted Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 555.** Electric lighted Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.
- No. 517.** Drawing Room Parlor Car Philadelphia to Washington.
- No. 505.** Electrically lighted vestibuled train of steel framed Coaches. Pullman Observation Parlor Car New York to Washington and Pittsburg. Dining Car, a la carte, New York to Washington and Pittsburg.
- No. 504.** Drawing Room Parlor Car New York to Washington and Richmond, Va. Dining Car, a la carte, Philadelphia to Baltimore.
- No. 507.** Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.
- No. 527. Five Hour Train.** Drawing Room Parlor Car and B. & O. Cafe Parlor Car New York to Washington.
- No. 509. "Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Electrically Lighted Buffet and Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.
- No. 503.** Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Philadelphia
- No. 511.** Broiler-Smoking Room Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling, Columbus, Cleveland, Chicago, Cincinnati, St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

- No. 1. Cincinnati-St. Louis Limited.** Entirely new vestibuled train with steel framed Coaches Cincinnati to New York. Electric lighted Drawing Room Sleeping Car New York to St. Louis. Electric lighted Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.
- No. 7. New York-Chicago Special.** Entirely new electric lighted vestibuled train with steel framed Coaches and Drawing Room Sleeping Car New York via Chicago via Grafton and Leominster. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
- No. 9. Pittsburg Night Express.** Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.
- No. 3. St. Louis Express.** Electric lighted Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
- No. 11. "Pittsburg Limited."** Drawing Room Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Washington to Pittsburg. Dining Car Conneville to Pittsburg.
- No. 5. "Chicago Limited."** Entirely new electric lighted vestibuled train, with steel framed Coaches and Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.
- No. 55. The Daylight Train.** Drawing Room Sleeping Car New York to Cincinnati. Pullman Broiler Drawing Room, Smoking Room Parlor Car Baltimore to Pittsburg. Parlor Car Washington to Wheeling. Dining Cars Martinsburg to Cincinnati. Grill Car Cincinnati to St. Louis.
- No. 15.** Has through Coach New York to Chicago, Broiler-Drawing Room-Smoking Room Parlor Car Baltimore to Pittsburg. Dining Car Martinsburg to Cumberland. Grill Car Conneville to Akron. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

- No. 2. St. Louis-New York Limited.** Entirely new vestibuled train with steel framed Coaches Cincinnati to New York. Electric lighted Drawing Room Sleeping Car St. Louis to New York. Electric lighted Drawing Room Sleeping Car Louisville to New York. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
- No. 4. Cincinnati-New York Express.** Drawing Room Sleeping Car St. Louis to Cincinnati and Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.
- No. 6. Chicago-New York Limited.** Entirely new electric lighted vestibuled train with steel framed Coaches and Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to New York. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No. 8. Chicago-New York Special.** Entirely new electric lighted vestibuled train with steel framed Coaches and Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Drawing Room Parlor Car Washington to New York. Dining Cars serve all meals.
- No. 10. Night Express.** Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington. Drawing Room Parlor Car Washington to New York.
- No. 12. "Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Drawing Room Sleeping Car Pittsburg to New York. Electric lighted Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville and Philadelphia to New York.
- No. 14.** Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Grill Car Akron to Conneville. Pullman Broiler Drawing Room, Smoking Room Parlor Car Pittsburg to Baltimore
- No. 14.** Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Washington. Pullman Broiler Drawing Room, Smoking Room Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

AKRON, OHIO, Union Station, C. D. HONOLD, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets (B. & O. Building), E. A. WALTON, District Passenger Agent; G. W. PATRICK, City Passenger Agent; C. W. ALLEN, Traveling Passenger Agent; G. D. CRAWFORD, City Ticket Agent. Camden Station, E. K. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 256 Washington Street, H. B. FAIRBANKS, New England Passenger Agent; T. K. BETH, Traveling Passenger Agent; E. F. BARREY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON CO., INC., Ticket Agent.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, O. O. McDONALD, Ticket Agent.
CHESTER, PA., J. T. MORTLAND, Ticket Agent.
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Taxicab Service

Baltimore & Ohio Railroad

TERMINALS

NEW YORK CITY

West 23d Street
Terminal

Liberty Street
Terminal

BALTIMORE

Mount Royal Station Camden Station

WASHINGTON

Union Station

PITTSBURG

B. & O. Station, Smithfield and Water Streets

FARES

The Taxameter measures accurately the distance traveled and the waiting time, and automatically computes, indicates and records the exact fare for the service rendered.

The amount to be paid by the passenger is the sum of the figures shown by the indicator marked "Fare" and by the indicator marked "Extras."

As rules governing fares are different in each city, patrons can secure rate cards and full information from Information Bureaus.

BALTIMORE & OHIO

Quick Dispatch Freight Service

"Q. D." No. 97 Westbound

	From New York (Pier 7, 5.45 pm; Pier 22, 6.00 pm)	From Philadelphia (East Side, 10.25 pm)	From Baltimore (Camden, 8.20 pm and 2.05 am)
To Chicago (due 5.00 am),	3d Morning	3d Morning	3d Morning
To Columbus (due 9.00 am),	2d Morning	2d Morning	2d Morning
To Cleveland (due 5.25 am),	2d Morning	2d Morning	2d Morning
To Wheeling (due 2.40 am),	2d Morning	2d Morning	2d Morning
To Pittsburg (due 3.00 am),	2d Morning	2d Morning	2d Morning
To Cincinnati (due 10.05 am),	2d Morning	2d Morning	2d Morning
To Louisville (due 5.15 am),	3d Morning	3d Morning	3d Morning
To St. Louis (due E. St. L. 6.40 am),	3d Morning	3d Morning	3d Morning
To Milwaukee	4th Morning	4th Morning	4th Morning
To Kansas City	4th Morning	4th Morning	4th Morning
To Toledo	3d Morning	3d Morning	3d Morning

"Q. D." No. 94 Eastbound

	To New York (Due 6.30 am)	To Philadelphia (Due 10.40 pm)	To Baltimore (Due 6.00 pm)
From Chicago (6.00 pm),	3d Morning	3d Morning	3d Morning
From Columbus (7.30 pm),	3d Morning	3d Morning	3d Morning
From Cleveland (6.40 pm),	3d Morning	3d Morning	3d Morning
From Wheeling (9.50 am),	2d Morning	2d Morning	2d Morning
From Pittsburg (8.00 pm),	2d Morning	2d Morning	2d Morning
From Cincinnati (8.50 am),	2d Morning	2d Morning	2d Morning
From St. Louis (E. St. L. 3.00 pm),	3d Morning	3d Morning	3d Morning
From Louisville (7.45 pm),	3d Morning	3d Morning	3d Morning

CORRESPONDING FAST TIME BETWEEN OTHER POINTS EAST AND WEST

MERCHANDISE MOVED IN ONE NIGHT

In Both Directions

Between New York, Baltimore and Washington
Philadelphia, Baltimore and Washington

CONTINENTAL LINE FAST FREIGHT LINE OPERATING
VIA B. & O. R. R., EAST AND WEST

O. A. CONSTANS, Western Freight Traffic Manager	-	CHICAGO, ILL.
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D. G. GRAY, General Freight Agent	-	PITTSBURG, PA.
E. M. DAVIS, General Eastern Freight Agent	-	NEW YORK
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BALTIMORE & OHIO

TO

RICHMOND, VA.

THROUGH PULLMAN

Drawing-room Parlor Cars

Daylight Runs

BETWEEN

New York Baltimore
Philadelphia Washington
and Richmond, Va.

DAILY, VIA

Baltimore & Ohio Railroad, Washington Southern Railway and
Richmond, Fredericksburg & Potomac Railroad

"NOON-DAY FLYER"

SOUTHBOUND

Lv NEW YORK, 23d St. Terminal..	9.50 am
Lv NEW YORK, Liberty St.....	10.00 am
Lv PHILADELPHIA, 24th and Chestnut St. Station ..	12.30 pm
Lv BALTIMORE, Mt. Royal Station	2.43 pm
Lv BALTIMORE, Camden Station..	3.00 pm
Ar WASHINGTON, Union Station..	3.50 pm
Lv WASHINGTON, Union Station..	4.05 pm
Ar RICHMOND, Elba Station.....	7.20 pm

"ROYAL LIMITED"

NORTHBOUND

Lv RICHMOND, Byrd St. Station....	12.01 a'm
Ar WASHINGTON, Union Station..	2.45 pm
Lv WASHINGTON, Union Station..	3.00 pm
Ar BALTIMORE, Camden Station..	3.44 pm
Ar BALTIMORE, Mt. Royal Station	3.52 pm
Ar PHILADELPHIA, 24th and Chestnut Streets.....	5.52 pm
Ar NEW YORK, Liberty Street	8.00 pm
Ar NEW YORK, 23d Street	8.10 pm

New York to Richmond Only 9 Hours and 20 Minutes
Richmond to New York Only 8 Hours

ONLY 5 HOURS

FROM

Washington to New York

ON THE

FAMOUS "ROYAL LIMITED"—ALL-PULLMAN TRAIN

No Extra Fare Other Than Regular Pullman Charge

"FINEST DAY TRAIN IN AMERICA"



ROYAL BLUE LINE

== THE ==

"Royal Limited"

**S P L E N D I D
A P P O I N T M E N T S**

THE best-appointed trains between Washington, Baltimore, Philadelphia and New York are those of the Royal Blue Line, leaving Washington "Every Odd Hour" and New York "Every Even Hour" during the day.

☐ All trains have Pullman service, and dining cars serve all meals.

☐ The finest train of the series is the "Royal Limited," making the run in each direction in **FIVE HOURS**.

☐ It is all Pullman, but no extra fare is charged. The cafe-smoking, parlor and observation cars are superb, and an excellent table d'hote dinner is served.

☐ Lighted by electricity throughout.

☐ Electric fans in all cars.

== THE ==

"Royal Limited"

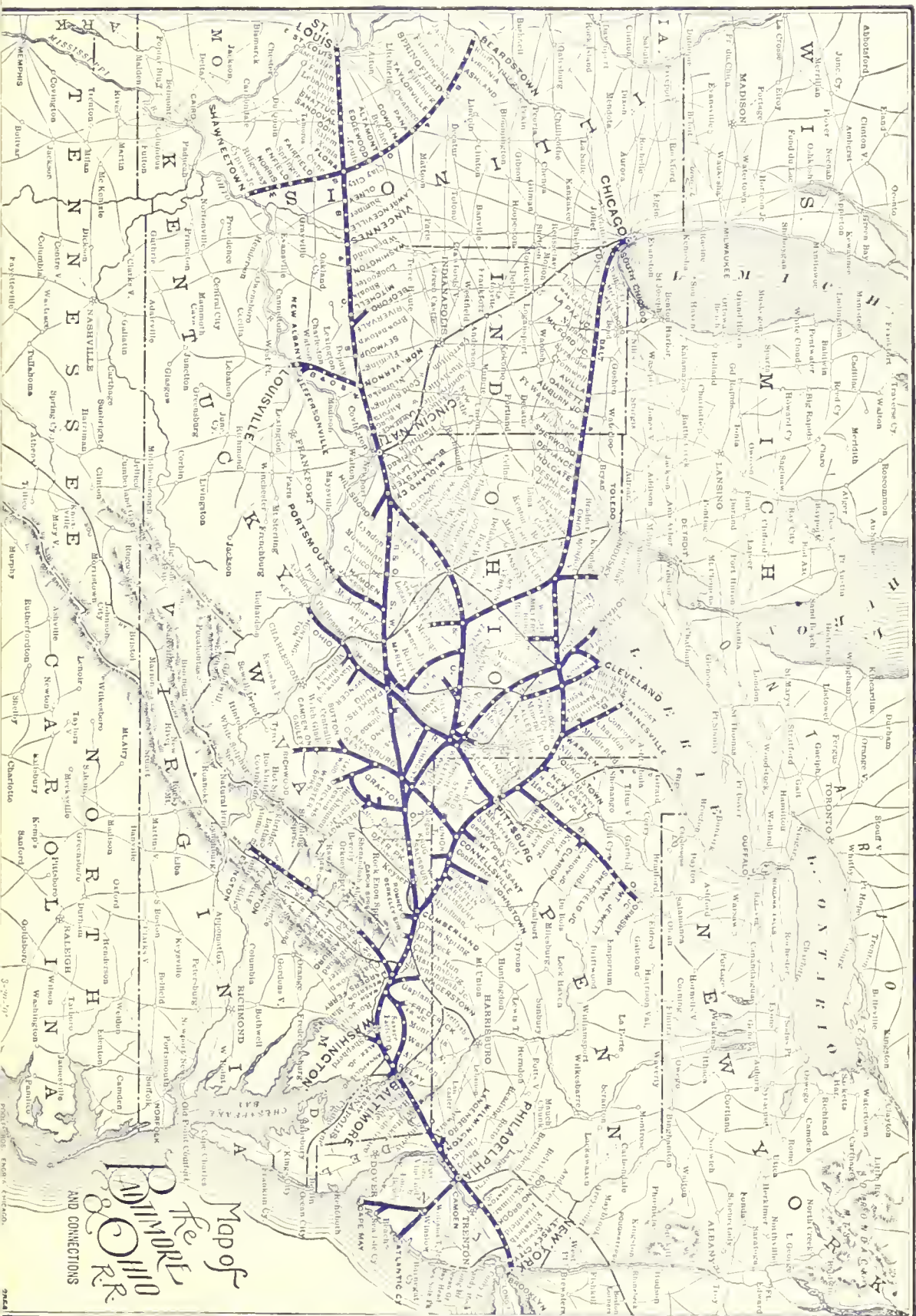
**C O N V E N I E N T
S C H E D U L E S**

NORTHBOUND

Lv. Washington.....	3.00 pm
Union Station.	
Ar. Baltimore	3.44 pm
Camden Station.	
Lv. Baltimore	3.48 pm
Camden Station.	
Lv. Baltimore	3.52 pm
Mt. Royal Station.	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.52 pm
24th and Chestnut.	
Ar. New York	8.00 pm
Liberty Street.	
Ar. New York	8.10 pm
23d Street.	

SOUTHBOUND

Lv. New York	3.50 pm
23d Street.	
Lv. New York	4.00 pm
Liberty Street.	
Lv. Philadelphia	6.12 pm
24th and Chestnut.	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station.	
Ar. Baltimore	8.13 pm
Camden Station.	
Lv. Baltimore	8.16 pm
Camden Station.	
Ar. Washington.....	9.00 pm
Union Station.	



Map of
Pennine
 Railroad
 AND CONNECTIONS

3-29-1912

2964

Baltimore & Ohio R.R.



EAST AND WEST



CALENDAR - 1910



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
2	3	4	5	6	7	8	6	7	8	9	10	11	12	6	7	8	9	10	11	12	3	4	5	6	7	8	9
9	10	11	12	13	14	15	13	14	15	16	17	18	19	13	14	15	16	17	18	19	10	11	12	13	14	15	16
16	17	18	19	20	21	22	20	21	22	23	24	25	26	20	21	22	23	24	25	26	17	18	19	20	21	22	23
23	24	25	26	27	28	29	27	28	..	..	..	..	..	27	28	29	30	31	..	..	24	25	26	27	28	29	30
30	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13
8	9	10	11	12	13	14	12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20
15	16	17	18	19	20	21	19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27
22	23	24	25	26	27	28	26	27	28	29	30	..	..	24	25	26	27	28	29	30	26	27	28	29	30	31	..
29	30	31	..	..	..	..	..	..	..	..	..	..	..	31	..	..	..	..	..	..	..	..	..	..	..	..	..
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
4	5	6	7	8	9	10	2	3	4	5	6	7	8	..	..	1	2	3	4	5	..	4	5	6	7	8	9
11	12	13	14	15	16	17	9	10	11	12	13	14	15	6	7	8	9	10	11	12	11	12	13	14	15	16	17
18	19	20	21	22	23	24	16	17	18	19	20	21	22	13	14	15	16	17	18	19	18	19	20	21	22	23	24
25	26	27	28	29	30	..	23	24	25	26	27	28	29	20	21	22	23	24	25	26	25	26	27	28	29	30	31
..	..	..	..	..	..	..	30	31	..	..	..	..	..	27	28	29	30	..	..	..	..	..	..	..	..	..	..

ROYAL BLUE TRAINS

C. S. WIGHT,
GENERAL TRAFFIC-MANAGER
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT CHICAGO.
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BOOK OF THE

ROYAL BLUE



BALTIMORE & OHIO
ROYAL BLUE LINE

Royal 5-Hour Trains

BETWEEN

NEW YORK
PHILADELPHIA
BALTIMORE
WASHINGTON

The "Royal Special"

SOUTHBOUND

Lv. New York	1.50 pm
23d Street	
Lv. New York	2.00 pm
Liberty Street	
Lv. Philadelphia	4.16 pm
24th and Chestnut	
Lv. Wilmington	4.47 pm
Ar. Baltimore	6.09 pm
Mt. Royal Station	
Ar. Baltimore	6.13 pm
Camden Station	
Lv. Baltimore	6.16 pm
Camden Station	
Ar. Washington	7.00 pm
Union Station	

NORTHBOUND

Lv. Washington	9.00 am
Union Station	
Ar. Baltimore	9.45 am
Camden Station	
Lv. Baltimore	9.50 am
Camden Station	
Lv. Baltimore	9.54 am
Mt. Royal Station	
Ar. Wilmington	11.18 am
Ar. Philadelphia	11.52 am
24th and Chestnut	
Ar. New York	2.00 pm
Liberty Street	
Ar. New York	2.10 pm
23d Street	

The "Royal Limited"

SOUTHBOUND

Lv. New York	3.50 pm
23d Street	
Lv. New York	4.00 pm
Liberty Street	
Lv. Philadelphia	6.12 pm
24th and Chestnut	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station	
Ar. Baltimore	8.13 pm
Camden Station	
Lv. Baltimore	8.16 pm
Camden Station	
Ar. Washington	9.00 pm
Union Station	

NORTHBOUND

Lv. Washington	3.00 pm
Union Station	
Ar. Baltimore	3.44 pm
Camden Station	
Lv. Baltimore	3.48 pm
Camden Station	
Lv. Baltimore	3.52 pm
Mt. Royal Station	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.52 pm
24th and Chestnut	
Ar. New York	8.00 pm
Liberty Street	
Ar. New York	8.10 pm
23d Street	

The "ROYAL SPECIAL" — Beautiful Royal Blue trains of steel-framed Coaches and Observation Parlor Cars, with Cafe-Parlor Cars, on which the service is à la carte.

The "ROYAL LIMITED" — All Pullman Royal Blue trains of Cafe-Smoking Cars, Drawing Room Parlor Cars, and Observation Parlor Cars — Dining Cars serving à la mode dinners.

Royal Blue Line

PERSONALLY CONDUCTED
TOURS

TO

WASHINGTON

ALL EXPENSES INCLUDED

SEASON 1910-11

Seven-Day Tours

\$28.50 from BOSTON

January 20, February 3 and 17,
March 3, 17 and 31,
April 1 (supplementary),
April 7 and 28, May 12, 1911

\$20.00 from NEW YORK

January 21, February 4 and 18,
March 4 and 18, April 1, 8 and 29, and May 13, 1911

Three-Day Tours

\$13.50 from NEW YORK

\$10.00 from PHILADELPHIA

\$ 9.50 from CHESTER

\$ 9.00 from WILMINGTON

December 27, 1910, January 26, February 11,
March 9 and 23, April 10 and 20, May 4 and 27, 1911

Secure illustrated itineraries and Guide to Washington from
any Baltimore & Ohio ticket agent in above-named cities.

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Baltimore & Ohio Railroad

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NEW YORK CITY

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BALTIMORE

Mount Royal Station Camden Station

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BOOK OF THE ROYAL BLUE

NOVEMBER, 1930

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50 CENTS PER YEAR



"STALKING WILD TURKEYS" NEAR KEYSER, W. VA.

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY

BY THE

PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD

WILLIAM ELLIOTT LOWES, EDITOR

VOL XIV

BALTIMORE, NOVEMBER, 1910

No. 2

Some Facts for the American Citizen to Consider



It costs more to haul the farm produce of this country from the farms to the railway stations than it does to operate all the railroads of the United States, comprising nearly half the mileage of the world. This statement will be found in the report of the Industrial Commission made to the Congress in 1901, Volume VI. Yet farm mortgages pay a higher interest than railroad bonds, and the profits of the farmer average over twice as great as those of the railroads.

For the eggs, coffee, rice, potatoes, onions, milk, cabbages, meat and poultry consumed in the City of New York, during the year 1909, the farmers received \$271,289,000, the consumers paid \$461,117,000. The freight bill was approximately \$25,015,000, leaving \$164,813,000 for the middlemen. The railroads serving New York have invested hundreds of millions of dollars in the necessary terminals, and \$610,000,000 have been expended upon street car and subway facilities for the conveyance of the people, but practically nothing is being done to reduce the expense of the distribution of the food supply.

For the year 1905 the net returns to capital averaged 15.1 per cent in the case of manufactures, 9.8 per cent in the case of agriculture, and 1.1 per cent in the case of the railroads. The statistics of the United States Government are the basis for these figures. The net earnings of the national banks,

for the period from 1870 to 1907, have averaged 11.5 per cent on the capital. Little wonder that money has poured into mills and factories, and farms are doubling and trebling in value, while the railroads are compelled to go to foreign countries for new capital, which they can obtain only at a heavy discount.

Nearly all of the freight carried by a railroad company is of commodities for sale. Freight rates have to be adjusted so that the producer can afford to send merchandise to market, and so that the purchaser can afford to buy. Without producer and purchaser there would be no traffic and the railroads could not exist. The railroads are therefore obliged to adjust their rates so that traffic will move. It is this method of rate adjustment that has enabled the industry and commerce of the United States to attain a development which far exceeds that of any other country.

The capitalization of the railroads of the United States is lower than that of any other country of civilization, averaging less than \$60,000 a mile. The average per mile for Great Britain and Ireland is \$266,828; German Empire, \$198,620; France, \$120,361; Austria, \$111,951; Belgium, \$170,543; Switzerland, \$105,837; Italy, \$123,982; Spain \$91,302; the Netherlands, \$82,645; Russia, \$78,701. The lower capitalization in the United States is notwithstanding the fact that the wages of labor and the cost of material are far higher here than in any of these countries of Europe.

The Mound Builders of Ohio

By HENRY C. COCHRAN



It will always remain a puzzling problem to archaeologists how the Mound Builder accomplished what he did with the rude tools left behind him.

Just emerging, as he was, from the stone age, and just beginning, as a race,

which was sufficiently populous to have occupied all of the arable land in the Middle West and have embraced in its military system all of the commanding hills in what we now call Ohio.

None of these works is more puzzling, or less known, than the "rock cuttings" near Glenford, Perry County, Ohio, and within sight of the tracks of



GLENFORD FORT

to experiment with the metals, he left behind him some works in Ohio that are hardly explainable in our limited knowledge of the race—a race, by the way,

the Baltimore & Ohio Railway, Shawnee division. None is less known or less exploited than these works. Yet they raise even in the lay mind the

question of how the work was done by a race of men with only a rudimentary knowledge of metallurgy.

That the Mound Builder might have erected the great mounds, which still, after the erosion of the ages, contain thousands of tons of earth and rock with his flint hoes, horn-shod digging

fense: that he did that work with the flint, gneiss, granite, bone and slate tools with which we are familiar, is just a little beyond the scope of the ordinary imagination.

The Glenford works are, to the lay-mind at least, the more interesting of those in Ohio. Imposing as they are,



THE FAIRMONT MOUND

sticks and primitive baskets, is to be imagined, if great patience and a great multitude are the premises of the syllogism. But that he should have made a defensive work of an immense cliff of rock and chiseled galleries through its adamantine face, galleries which in their method and finish were models in a primitive line of offense and de-

and the appended engravings tell but little of them; they have, in good part, been overlooked by those who have speculated on the other stone and earthen works of the Middle West. Scientific and descriptive writers have hardly done them justice in the treatment accorded to other works by the same hands. No photograph can give

to the eye the picture of the works as they are. Fifty photographs would not give a complete idea of this and the other works about it, which comprise a large section of a system of offensive and defensive works. Only a genius, and on the spot, could point out all there is in these works. The engravings are made from photographs but under the disadvantage of being obstructed by a growth of vegetation at this season of the year at once wanton and cheerful.

The cliff itself is what is known to the glass manufacturer as silica sand rock and is much mined in the locality to supply the immense glass factories of Newark, Ohio. It is Silurian grit to the geologist, and the exposed cliff stands sheer fifty feet from the upper line of the silt, which in turn slopes down 150 feet farther till it reaches the bedrock of the same formation in the bottom of a small and nameless stream, a tributary of Jonathan Creek. Attacked by the primitive stone cutter, two galleries, one running north and the other west, form an angle about fifty feet to the rear of the face of the point of the cliff. From the angle thus formed the cutter, taking advantage perhaps of a vertical seam in the rock, has driven a gallery from the angle into the bowels of the rock. Other galleries lead away from the latter named farther into the solid rock, how many of these the rabbits of the neighborhood only know. They have not all been explored by the natives.

Where these vertical rifts are natural and have been used by the aborigines, some of them rise to the surface. Where they do so the early defenders of the stronghold have taken the precaution to cover the exposed places with immense shells of the rock, carried from the debris of the ages at the foot of the cliff. Some of these shells weigh several tons.

Another engraving gives a good idea of the Fairmont mound. It is situated nine miles north of the Glenford works, a part of the same system and in Licking County, and about three miles from

the tracks of the above named road. The site of the mound is on Fairmont hill, 1,153 feet above sea-level, and one of the higher points in Ohio. The natural top of the mountain has been disturbed and made a table by the primitive builder to furnish the material for the mound. The tableland is also occupied by a beautiful little country church (Presbyterian) and by the village cemetery of Jacksontown, about a mile away. The mound is nearly a perfect truncated cone with the base elliptical in form, slightly indented here and there by the sinking of the surface where intrusive burials were made at an intermediate day by the Indians known to history. The mound proper rises thirty-six feet above its base.

Fairmont is not a sepulchral mound, but one corner of a nearly equilateral triangle, the other two angles of which are similar mounds on Cedar Hill on the north boundary of Newark corporation and on one of the headlands in the "Narrows" of Licking River. The second-named mound has recently been demolished, but after the country was cleared of its timber by the present occupants it was discovered that a small light on one of the mounds was easily seen on both of the others. Each point of the triangle was about ten miles from the other. Just west of the west side of the enclosed triangle began the immense works of the Mound Builders on the present site of Newark, Ohio. They were mapped and described in a former article in the *Book of the Royal Blue*, and many of the more imposing parts of the ancient city still remain in splendid preservation.

Another, the Williams mound, is within the village bounds of Homer, Ohio. Homer is located about four miles west of Utica, a thriving gas and glass town, nine miles north of Newark and on the named railway system, Lake Erie division.

It is one of the better preserved of the abounding signal mounds of the departed race and belongs to the ancestral farm homestead of a well-known attorney of Columbus, Ohio.

A Race for Life

By CHARLES L. SHIPLEY



IN the deeds of personal daring and thrilling bravery that occurred during the desperate engagements of Gen. Arthur St. Clair with the Northwestern Indians, on the 4th of November, 1791, that of William Kennan must not be overlooked or forgotten by his countrymen.

William Kennan at the time of the fight was a young man, eighteen years old, and was a member of a company of rangers from Kentucky, who accompanied the regular forces.

He had been noted from a boy for his remarkable strength and activity, and in the course of the march from Fort Washington (now the site of Cincinnati, Ohio), he had repeated opportunities of testing his powers in that respect, and it was admitted by the entire army that he was the swiftest runner in the light corps.

On the 3d of November, the evening preceding the bloody fight, his company had advanced a few hundred yards in front of the first line of infantry in order to give timely notice of the enemy's approach. Just at the dawn of day he observed about thirty Indians within one hundred yards of their guard fire, advancing cautiously toward the spot where he stood, together with about twenty rangers, the rest being encamped in the rear.

Supposing them to be a mere scouting party, as usual, and not superior in numbers to the rangers, he sprang forward a few paces in order to shelter himself in a spot of peculiar grass, firing with a quick and sure aim upon the foremost Indian. He instantly dropped flat upon his face and proceeded to reload with all possible haste, not doubting for a moment but that the rangers would maintain their position and support him.

The Indians, however, rushed forward in such overwhelming force that the rangers were compelled to quickly retreat. Kennan, in total ignorance of his danger, was again preparing to fire, when his captain suddenly shouted to him, "Run, Kennan, or you are a dead man!"

Springing to his feet he beheld a number of the Indians within ten paces of him, while his own company was already more than one hundred and fifty yards in front in rapid retreat. Not a moment was to be lost. Springing to his feet, he darted off with every muscle strained to its utmost, and pursued by a dozen of the enemy, who aided his pace with savage yells. He at first pressed straight forward to the usual fording place in the creek which ran between the camp of the rangers and the main army, but several warriors who passed him before he rose from the grass threw themselves in his way and completely cut him off from the rest.

By the most powerful exertions he threw the main body of his pursuers behind him, with the exception of one young chief, who displayed a swiftness and perseverance equal to his own. In the circuit which he was compelled to make, the race continued for over five hundred yards. The distance between them was about eighteen feet, which Kennan could not increase or his adversary diminish. Each for the time put his whole soul into the race.

Kennan, as far as he was able, kept his eye upon the motions of his pursuer, lest he should throw his tomahawk, which he held aloft in a menacing attitude, and at length finding no other Indian near at hand he determined to test the mettle of his pursuer in a different manner, and felt for his own tomahawk in order to turn at bay. It had slipped from his belt,

however, as he lay in the grass, and his hair almost lifted his cap from his head when he realized that he was almost totally disarmed.

As he slackened his pace for a moment the Indian was almost within reach of him when the race commenced again, but the idea of being without arms lent wings to his flight, and for the first time he saw he was gaining ground. He had watched the actions of his pursuer too closely, however, to pay proper attention to the nature of the ground before him, and he suddenly found himself in the front of a large tree which had blown down and upon which brush and other rubbish lay to the height of over six feet.

The Indian, who heretofore had not uttered the slightest sound, now gave a short, quick yell of delight, as if secure of his prey. Kennan had not a moment to deliberate. He must clear the obstruction or lose his life. Putting his whole power into play he bounded into the air with a power that astonished himself, and, clearing limbs, trunk and all, alighted in safety on the other side.

A loud yell of astonishment broke from his pursuers, not one of whom had the courage to try the same feat. Kennan, however, had no leisure time to enjoy his triumph, but dashing into the bed of the creek (upon the banks of which his feat had been performed), where the high banks would shield him from the fire of the enemy, he ran up the stream until a convenient place for crossing offered itself, and rejoined his company of rangers in the rear of the encampment, panting from the fatigue and exertion of an exploit that has seldom been surpassed.

No breathing time here was allowed him, for the Indians had now surrounded the forces of St. Clair and opened a murderous fire upon them from all sides. The combat was maintained from sunrise until 9 o'clock with unabated fury. The Americans maintained their ground and returned as well as they could the fire of their unseen foes. St. Clair made every effort to save his men, but without avail.

Dreadful havoc was being made as officers and privates were dropping by scores in all parts of the field. It became evident that only a timely retreat could save the army from total destruction. A desperate bayonet charge was made by Lieutenant-Colonel Darke, with such spirit that the Indians were compelled to fall back, and through this open space the sad remnant of the devoted army rushed in hasty retreat.

When the retreat commenced Kennan was attached to Major Clarke's battalion and had the dangerous service of defending the rear. This corps soon lost its commander and was soon completely disorganized and in full retreat. Kennan was among the hindmost when the flight commenced, but exerting himself with the same power that he did in his first race, he quickly gained the front of the fleeing soldiers, passing several horsemen in his flight.

Here he beheld a private in his own company, an intimate acquaintance, lying on the ground with his thigh broken, and in tones of distress implored each horseman who passed to take him up behind him. As soon as he beheld Kennan coming up he stretched out his arms and called upon him to save him. Notwithstanding the imminent peril of the moment, for all along behind raged the Indian tomahawk and scalping-knife, his friend could not resist so passionate an appeal, but seizing him in his arms he placed him upon his back and ran in that manner for several hundred yards. Horseman after horseman passed them, but all refused to relieve him of his burden. At length the savage foe was gaining upon him so fast that Kennan saw that death was certain unless he relinquished his burden.

He quickly informed his friend that he had made every effort to save his life, but in vain; that he must release his hold around his neck or both would perish. The poor wounded fellow, heedless of every remonstrance, only clung the closer to his friend's back and so impeded his movements until the foremost of the enemy armed with tomahawks alone, were within twenty

yards of them. Kennan now determined on desperate measures. Drawing his knife from its sheath, he cut the fingers of his companion, thus compelling him to release his hold. The unhappy fellow rolled upon the ground in utter helplessness, and Kennan beheld him tomahawked and scalped before he had gone forty yards.

Relieved of his burden he darted forward with an activity which once more brought him to the front. Here he was again compelled to neglect his own safety for that of others.

Governor Madison, of Kentucky, who afterwards commanded the corps which distinguished themselves so honorably at the River Raisin massacre in 1813, and a man who united the most amiable temper to the most unconquerable courage, was at that time a subaltern in St. Clair's army, and being a man of weak constitution, was completely exhausted by his exertions in the terrible fight of the morning, and was sitting upon a log calmly awaiting the approach of the enemy.

Kennan hastily accosted him and inquired the cause of his delay. Madison pointed to a wound which had bled profusely, replied that he was unable to walk any further, and he had no

horse. Kennan instantly ran back to where he had seen a horse grazing, caught him without difficulty, as the poor animal was much exhausted, and having assisted Madison to mount, walked by his side until they were out of danger. Fortunately the chase ceased after about a four-mile run, as the plunder of the American camp presented irresistible attractions to the Indians. The friendship thus formed between Madison and Kennan endured without interruption during life.

William Kennan never fully recovered from the effects of the terrible exertions which he was compelled to make during that bloody fight in which over 700 of his brave countrymen and comrades lost their lives out of a force of 1,100.

After the disbanding of the remnant of St. Clair's forces on their return to Fort Washington, Kennan returned to Kentucky and settled in Fleming County. He was born in Westmoreland County, in 1773, and emigrated to Kentucky in 1789, with his brother-in-law, Capt. Thomas Marshall, a distinguished officer in the Revolution and a brother of Chief Justice John Marshall, the first Chief Justice of the United States Supreme Court.



Kingwood Tunnel



HE comfort and pleasure of travelers using Baltimore & Ohio trains is receiving a great deal of attention from the officers of the railroad company. In

addition to the large amount of money that is being spent for more track and equipment, which will bring about these results, there is also being made a large expenditure to eliminate the disagreeable effects of smoke and gases in the tunnels on the system.

Some success in reducing these troubles has already come from the use of a special smokeless coal and more careful firing, but to carry this matter further and secure absolute freedom from gases five of the tunnels have been eliminated and made open-cut. Some of these tunnels were at a considerable distance below the surface of the ground and the cuts necessary to eliminate them had very high slopes, and many difficulties were encountered in their construction.

The placing of the steam shovels, small locomotives and heavy equipment above the tunnels was considerable of a problem, and to furnish fuel and water to the boilers was difficult because of the scarcity of such supplies at high altitudes.

The work, which was started in the early spring, is now well advanced and has been carried on day and night for the purpose of hurrying its completion before the heavy snows interfere. To continue traffic the excavation had to be carried on above the tunnels, and to give some idea of the total amount of earthwork necessary the following yardage is shown:

Tunnel.	Cu. yds. earth to be moved.
McGuire	270,000
Rodemer	190,000
Everett	112,000
Murray	99,000
Baker-town	180,000
Total	881,000

A somewhat more concrete idea may be had of this large quantity of dirt to be handled when it is realized that it would fill solid a city block 100 feet long on each side to a depth of 150 feet.

The work mentioned covers the entire elimination of some of the tunnels, but in the case of Kingwood it was impossible to do this, and, therefore, to avoid the gases and smoke it was decided to install a ventilating plant and build a new double-track tunnel of standard dimensions.

The Baltimore & Ohio is one of the big trunk lines beginning at the Atlantic seaboard, crossing the Alleghany Mountains, and having termini on the Mississippi River and the Great Lakes. The pathway followed by the Baltimore & Ohio over the mountains is one of the most picturesque that could possibly have been found had this been the especial feature sought when the tracks were first laid.

After reaching Washington this road turns directly westward and begins its ascent of the foothills of the Alleghany Range, and on the Cumberland Division the road climbs two main ridges of these mountains.

At Altamont, 181.1 miles from Washington, the road has reached the highest altitude of any point on the entire system. The town of Altamont is 2,620 feet above mean low tide at Sandy Hook, and as Washington is only eighty feet above the same point, the train in traveling the distance of 181.1 miles has lifted itself through a height of 2,540 feet.

Beyond Altamont there is a slight descent through the glades on the top of the range for a distance of nineteen miles, where a sharp descent begins to the valley of the Cheat River at Rowlesburg. The road in climbing from this valley westward crosses the second decided ridge, and at the summit of this ridge is Kingwood tunnel at an altitude of 1,820 feet above sea-level.

Kingwood tunnel is one of the longest on the Baltimore & Ohio Railroad, and immediately at the east end is the

station on this railroad called Tunnelton. One of the largest, most important and most interesting pieces of construction of the many now being undertaken by the Baltimore & Ohio Railroad Company is found at this location, and consists of the building of a new double-track tunnel and the erection of a ventilating plant to improve the condition of the present tunnel while the new one is being constructed.

The building of Kingwood tunnel is especially interesting, not only because of the magnitude of the work and the engineering features involved, but also because of the very important effect it will have toward increasing the capacity of the division upon which it is located and by insuring the uninterrupted operation of passenger trains and the comfort of travelers.

It is on the Cumberland Division, between Cumberland and Grafton, on the direct line to St. Louis, and is one of six tunnels found on this part of the road between the two cities of Cumberland and Grafton. Four of the tunnels—Rodemer, McGuire, Everett and Murray—are to be eliminated and made open-cut, leaving only the two tunnels, Hitchcock and Kingwood.

Hitchcock tunnel is only 100 feet long, and no inconvenience is experienced in passing through.

Kingwood tunnel is on a grade rising in an eastbound direction between the stations of West End and Tunnelton on the Cumberland Division, and is the only piece of single track between Cumberland and Grafton on a part of the Baltimore & Ohio Railroad that carries a very heavy coal traffic. The present tunnel is 1,138 feet long, and the elevation at the west end is 1,578 feet and at the east end 1,821 feet above mean low tide at Sandy Hook.

The work now being carried on is the construction of a double-track tunnel of standard dimensions and of the most modern type throughout. The tunnel will be located south of the present one, and parallel to it, at a distance of eighty feet. The new tunnel will be 4,250 feet in length, and the grade will be reduced to .5 per cent. This work is now under way, but in order to increase immedi-

ately the capacity of the present tunnel and to insure the comfort of passengers riding through it during the construction of the new one, a ventilating plant has been built at the west end of the old one.

This ventilating system is known as the Wentworth-Churchill, and is similar to the Saccardo system which has been used to a great extent on the Italian State Railways and other European roads, and has so successfully ventilated the Simplon tunnel—12.1 miles long, under the Alps, which is the longest tunnel in the world.

The ventilating plant will relieve the serious heat and accumulation of foul gases, and also prevent any serious results if a train should be stopped unexpectedly; and if the train is equipped with steam or electrical power the ventilating system will remove any ill-effects from the heat of such an apparatus. By means of this ventilating plant the cost of maintaining the tunnel is lessened, the life of the steel rails lengthened, and employes working therein are assured greater safety.

The ventilating plant installed consists of a hood shaped like a wedge, with the small end at the tunnel portal. This end of the hood has an opening of approximately the same area as the annular space between the outline of the car and the inside of the tunnel, and air is blown through this space at the same rate of speed at which an ordinary train travels, thus blowing the smoke and gases ahead of the train.

This plant has two ventilating fans, situated sixty-eight feet from the tunnel portal. There are also three Stirling water-tube boilers of 227 horsepower each, working at 200 pounds pressure per square inch. This apparatus will deliver 600,000 cubic feet of air per minute at 150 revolutions of the fans per minute, and will require 540 horsepower to operate. The air travels through the tunnel at the rate of 1,500 feet per minute, and is sufficient in volume to change the entire cubical contents of air in the tunnel every 2.5 minutes.

The experience and success attained by the use of the newer methods of tunnel ventilation, especially in foreign countries, proves that it has passed beyond the experimental stage, and that if a proper design is selected and installed entirely satisfactory results will be secured.

By mechanical ventilation a tunnel can be kept free from harmful gases even when trains are passing in both directions in a double-track tunnel, or when traffic is very frequent in both directions in a single-track tunnel.

It is essential that the parts of the ventilating apparatus should be properly proportioned, particularly the nozzle and the area of the air draft, which in turn is a function of the length and sectional area of the tunnel to be ventilated.

While gases are heavier than air, and for this reason some think that the ventilating plant should be at the highest end of the tunnel, yet for the convenience and comfort of passengers it has been found that it is better to blow the gases ahead of the engine, which means that the apparatus should be located at the lower end of the tunnel, because the engine in climbing the grade throws out more smoke and steam.

As the ventilation of tunnels became more and more imperative the system above mentioned was finally designed and put into use by the Italian State Railways. In the United States similar plants are already installed at many of the larger tunnels named in list below.

By this system of ventilation air is forced into one end of the tunnel, creating a continuous current through the whole tunnel. This system makes use of the entire annular space between the lining of the tunnel and the extreme cross-section of the train. This system consists of a sheet iron hood about fifty feet long, enclosing the

tracks of the tunnel. This hood has an inner surface connecting in line with the inside of the tunnel arch and walls. The outer surface converges from the outer end of the hood to the portal of the tunnel, so as to give it a wedge-shaped cross-section.

A blower is installed at the end of the hood at each side to deliver the air from it to the tunnel at the portal where the narrow opening in the inner surface of the hood at its inner end permits the blast to be forced into the tunnel nearly parallel with its axis.

The fans are contained in the housings outside of the tunnel portal, and the building contains the boilers and engines necessary for the operation of the fans.

This system is positive in its actions and is adapted to the varying conditions of speed of trains by simply changing the speed of the fans, and it also permits of economy of power by stopping the fans during intervals when there are no trains.

A partial list of the tunnels now successfully ventilated by mechanical means similar to the above apparatus, with their length, is as follows:

Tunnels—Location	Length, Miles
Pracchia, between Florence and Bologna	1.7
Simplon, Italian State Railways	12.4
Giovi, North of Giovi, Italy	6.0
East Mahoney, Philadelphia & Reading Railroad	2.8
Ing Bend, Chesapeake & Ohio Railway	1.2
Elkhorn, Norfolk & Western Railway	0.6
Hoosac, Boston & Maine Railroad	4.7
St. Gotthard, Italian State Railways	9.3
Kaiser Wilhelm, between Coblenz and Trier	2.6
Mont Cenis, Italian State Railways	8.0
Gallitzin, Pennsylvania Railroad	9.7
Kingwood, Baltimore & Ohio Railroad	9.8

The plant on the Baltimore & Ohio Railroad, at Kingwood, has been giving most satisfactory service since the beginning of its operation, and there is no doubt but that similar apparatus will be installed at other plants on this railroad and results obtained which will add materially to the safety and pleasure of travel of its patrons.

The Sultan of Sulu



OR several days the United States has had as a special guest the Sultan of Sulu, who has been an interesting figure in American annals since Admiral Dewey's victory in Manila bay in 1898. After a trip around the world, his Royal Highness, after a few days in New York, visited Washington, paid his respects to President Taft, and was shown the workings of the great government that now protects him and pays his bills. Impressed with the high cost of living in America, and his exchequer becoming low, he cut his American visit short and hurried home by way of Chicago and San Francisco. The photograph shows his Majesty and retinue as they were about to board the Baltimore & Ohio "Chicago Limited" at Washington. It may be of interest, therefore, to those

who have followed the course of this petty ruler of the Orient to review some of the observations made by Theodore W. Noyes in the editorial correspondence of the Washington "Star" during the early days of the American control of the Philippines and adjacent islands ceded to the United States at the close of the Spanish-American War. Mr. Noyes has compiled this correspondence in book form under the title "Oriental America and Its Problems." One of the earlier chapters tells of his visit in January, 1900, to the southern Philippines, and particularly to the realms of the Sultan of the Sulu Archipelago.

"The Sulu archipelago proper, Mindanao and Palawan," Mr. Noyes writes "contain the bulk of the Moros or Mahometan Filipinos.

"Spain's sovereignty here, to which we have succeeded, though fully recognized, was exceedingly feeble, and was



THE SULTAN OF SULU (CENTER OF GROUP WITH OVERCOAT ON ARM) AND HIS RETINUE ABOUT TO BOARD THE BALTIMORE & OHIO "CHICAGO LIMITED" AT WASHINGTON

bolstered up by agreements with and concessions to the Moro sultans or dattos, and especially the potentate who lives on this Island of Jolo.

"The Sultan of the Sulu Archipelago claims political and religious jurisdiction not only over that group of islands, among which he includes Mindanao, but also over Palawan and North Borneo. His religious control, as representative of the prophet, is more widely recognized than his political and military sway. Mindanao, which has sultans of its own, does not recognize him at all. Palawan also has a sultan. Even in the sultan's own Island of Jolo there are dattos who, while grudgingly owning allegiance to him, like the most powerful barons of the middle ages, believe themselves stronger than their liege lord, and quarrel with him, and are entirely ready to fight their nominal superior.

"The sultan has, however, in the Sulu group 120,000 people and 20,000 fighting men of Mahometan contempt for death and of piratical and blood-letting tendency and inclination, who would probably respond enthusiastically to his call for arms, especially if a holy war were declared, so that in spite of his troubles as a ruler he is entitled to receive, and has received, a certain degree of consideration from the meddlesome Americans, who have intervened so recently and so vigorously in Asiatic affairs.

"Through the wise diplomacy of Gen. Bates and the tact of officers serving under him in dealing with the problem the relations between the United States and the Moros are distinctly amicable, and a dangerous period in the history of American operations in the Philippines has been safely passed.

"As evidence of mutual confidence the Moro when he enters a city like Jolo, the American headquarters in the Sulu archipelago, disarms at the gate, and so when the American officer or soldier goes out into the country, as from Zamboanga, he also lays aside his arms.

"The 16th of January, 1900, was a great day for Jolo. An army transport was in the harbor, bringing to the American officers stationed there the second installment of woman visitors recorded

in the red-letter chronicles of the American military occupation. The Sultan of Sulu, whose shanty palace was at his nipa-hut capital of Maibun, some twelve miles away, on the other side of the beautiful little Island of Jolo, was also a guest. And these distinguished visitors were to be brought together in an irresistible combination of Asiatic and American royalty, the great occasion being celebrated both by Moro and American festivities.

"Jolo is a miniature walled town, with broad, clean, tree-lined streets. It has room within its tiny inclosure for a population of a few hundred, and is surrounded by a loop-holed wall eight feet high. A very broad street, as wide as Pennsylvania Avenue in Washington, leads from the pier straight to the south wall. It serves the purpose of a plaza and of a parade and review ground for Jolo. This was the scene of the main festivities of the day, beginning with native dances, to be followed by a review of the American troops.

"The native dances took place in the plaza, in the welcome shade of tall trees of tropical density of foliage. The spectators formed a circle. Chairs protected from the surging crowd by a rope occupied a section of the ring and were used by the American women and other distinguished visitors. Moros in every variety of picturesque attire, further diversified by an occasional soldier, rounded out the circle and supplied an exhibit almost as interesting as the dances themselves. On the Moro side of the circle was the native tom-tom orchestra. Two wooden drums were beaten by men's hands. Three gongs suspended from a rope at regular intervals were struck by sticks tightly bound with cords to muffle the sound. Eight small, covered pots standing on cords above a hollow wooden box were beaten in an intended tune by bamboo sticks.

"In the center of the circle were placed a large heavy wooden shield and a long spear, with bells at the handle. The first actor-dancer was dressed in the customary tight trousers and jacket, a brilliant sash with his barong thrust through its folds, and a turban made by

folded a bright-colored square of cloth. The sleeves of this absurd little jacket were long and came down well over his hands, as if he had outgrown the garment in body, but had shrunken in length of arm. The dancer picked up the spear and shield, looked quickly to the right and the left for his imaginary antagonist, caught sight of him, and advanced with spear pointed toward him, protecting himself with the shield. He circled around his enemy, thrusting again and again, glancing over his shield to aim at another. Finally a well directed stroke placed his enemy at his mercy. Un-heathing his barong, he decapitated his antagonist and retired in triumph.

"In the next war dance, two men participated—until one gave way and the victor strutted from the ring amid the loudest cries of the Moro bystanders, who had kept up a constant shouting during the whole encounter.

"Then followed peace dances in which men, women and children appeared in succession. In America and Europe the legs dance. In Egypt the body achieves so-called dancing. In Jolo the function is transferred still farther upward and the arms and shoulders have their day.

"The performance concluded with more spear dancing by the men, including a snake dance, in which the performer indicated in pantomime the pain and horror of one bitten by a serpent which had hidden under his shield.

"Word was now received that the sultan was really coming, and all the Jolo world moved toward the south gate in order to meet him. His majesty had exercised the royal prerogative of delay. He had been expected the day before, but in the afternoon his sword bearer, a comical manikin, galloped up to the commanding officer, Maj. Sweet, shook hands enthusiastically with everybody and announced that his majesty had found difficulty in securing the necessary horses and would not arrive until the next day. His reception was then fixed for the next morning, but as the hour approached his sword bearer again appeared and announced that his highness, who was fasting, was too feeble to endure excitement at that

period of the day, but would undergo the ordeal in the afternoon. Now, however, the sultan is really coming and all previous disappointments are forgotten.

"We met his highness at the main gate, attended by his two brothers, his prime minister, Datto Calvi, the Moro chief living nearest to Jolo, and a motley crowd of armed and unarmed retainers.

"The procession, with its show of bright and in some cases of rich fabrics, its silver and ivory and gold in kris hilts and betelnut boxes, and rubbing close against this richness its rags and filth and nakedness, sets Mother Goose's jingle to ringing in one's ears:

Hark, hark, the dogs do bark,
The beggars are coming to town;
Some in rags and some in tags,
And some in a velvet gown!

"We were introduced and shook hands with the sultan as informally as if he were Mr. Smith of Kalamazoo. His majesty is short and chubby, with a dark, puffy, pock-marked face, a thin mustache of the rudimentary Japanese type, which failed to cover an ugly mouth, and the dull eye of the blasé, unenthusiastic Turk. His filed and betel-stained teeth are decayed and blackened. He wore a European suit of light gray, with white shirt and collar, but lacking tie and cuffs, tan shoes and a close-fitting black velvet turban. A very broad loosely tied cotton sash encircled his waist, and was in its breadth and in the extent to which it fell to the bottom of his coat the incongruous element in his European costume. He wore several rings, including a large pearl, a gold watch chain showed conspicuously outside his coat, and he carried a black silver-headed cane.

"The sultan and each datto had close at hand a servant, carrying a silver or brass box in which were all the necessary ingredients for betel chewing.

"The companies of the 23d Regiment at Jolo were drawn up in front of the gate to salute in honor of the sultan. The party now proceeded to the plaza, where the companies were paraded and were reviewed. When the 'Star Span-

gled Banner' was played and also when the flag passed the sultan and his retinues stood up with the other Americans.

"After the dress parade the sultan and dattos and some of the attendants were taken out on the launch to the transport, and just before we reached the ship seventeen guns were fired from it in salute. At the first reverberation he grasped the post of the launch with one hand and braced himself against his seat with the other. On the transport the sultan fired one of the six-pounders, and with his party inspected the entire ship.

"At 6 o'clock the sultan could break his fast. So at that hour his party was escorted to the ship's saloon, that it might enjoy a light luncheon. The royal fast was thoroughly broken. Judging from their achievement at table, the remainder of the party, as well as the sultan, had been fasting for an indefinite period. They held possession long past the dinner hour of the ship. After one Moro (not, however, at the sultan's table) had experimented with ice water and lived, he passed it to his table associates. They sipped it, and forthwith all ordered ice water, but before drinking made a heavy drain upon the sugar resources of the ship in order to sweeten the beverage sufficiently.

"The sultan, who had been sullen and sulky in appearance until he had broken his fast, now blossomed out into cheerfulness and affability. He came up on deck, and through his interpreter conversed with the Americans. He said, gallantly, that he could now form an idea of what America must be like after seeing this great ship and the American ladies upon it. One of the ladies aforesaid intimated that America was much grander than the sultan could imagine on the suggested basis, and concluded by saying that there were buildings in at least one of our cities that were twenty-one stories high. At this bit of statistics the sultan gave a distinct cluck, which may have been an exclamation of astonishment and admiration, or, on the other

hand, may have indicated incredulity. The suggestion that the sultan should come to America and settle the matter by personal inspection was received by him with dignified enthusiasm. He wished very much to visit America, and hoped that some day he might be able to do so. He had been to Mecca, and wished to enlarge his travel experiences. Finally the royal party went ashore and its entertainers rushed ravenously to the saloon.

The day's festivities concluded with a ball given at Maj. Sweet's headquarters by the officers of the regiment to the American women on the transport. The sultan's youngest brother represented the royal family on this occasion, the others being exhausted by the labors of the day. The youngster was accompanied by three of his retainers and the interpreter. He is nineteen (1900) and has only three wives in his palace. He is looking for another. He sat chewing constantly the betel nut and watching intently the waltzing couples. He expressed himself as highly pleased with the American dancing and as enjoying the music much more than that of the Spaniards. The Spanish, however, never invited him to a ball, he said.

"When refreshments were passed, he evidently viewed the ice cream with suspicion and distrust. The interpreter explained to him that all Americans were very fond of the dish and that the ladies present were anxious that he should taste it. Thereupon he reluctantly put aside his betel nut quid and took two mouthfuls of the cream. He immediately pronounced the verdict: 'It is very cold,' and devoted himself to the cake, to which the sweet-toothed Moros seemed to take kindly.

"Something of a cloud was thrown upon the day's enjoyment at the eleventh hour by the news that in his visit to the transport the sultan had lost or been robbed of his cane. The first report was to the effect that the missing article was his sacred cane from Mecca; that he had demanded that the ship be stopped and searched for it; that in the event of failure to produce it no compensation short of

the annexation of the American women on the ship as additional wives would be satisfactory, and that lacking both cane and women he would promptly declare war. Later news, however, disclosed that the missing stick was not the sacred cane with jeweled handle, but a darker stick, with a plain silver head. And our ladies breathed more easily."

In closing the chapter Mr. Noyes states: "If we are to follow English example, we would be wiser to imitate the policy of the English officials in

dealing with the native princes who hold relations with their government. A showing both of consideration and of strength and an appeal to the love of the spectacular are especially effective with Asiatic peoples. The suggested trip of the sultan and his brothers and a few of the most powerful dattos to America could hardly fail to have the most beneficial results in the maintenance of peace and good order in the Sulu archipelago and the continuance of amicable relations between Americans and Moros."



BIRDS.

STATE	QUARTER	GAME	PLAIN OR CHIEFLY	WILD-TROPHY	TO	PROTECTED	SABF	WATER	RAIL	DECK	GOOSE-SWAMP	
NORTHERN	1	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	1	
	2	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	2	
	3	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	3	
	4	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	4	
	5	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	5	
	6	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	6	
	7	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	7	
	8	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	8	
	9	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	9	
	10	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	10	
	11	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	11	
	12	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	12	
	13	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	13	
	14	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	14	
	15	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	15	
	16	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	16	
	17	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	17	
SOUTHERN	18	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	18	
	19	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	19	
	20	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	20	
	21	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	21	
	22	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	22	
	23	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	23	
	24	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	24	
	25	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	25	
	26	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	26	
	27	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	27	
	28	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	28	
	29	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	29	
	30	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	30	
	31	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	31	
	32	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	32	
	PACIFIC	33	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	33
		34	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	34
35		All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	35	
36		All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	36	
37		All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	37	
38		All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	38	
39		All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	39	
40		All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	40	
41		All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	41	
42		All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	42	
43		All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	43	
44		All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	44	
45		All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	45	
CANADA		46	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	46
		47	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	47
		48	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	48
		49	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	49
	50	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	50	
	51	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	51	
	52	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	52	
	53	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	53	
	54	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	54	
	55	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	55	
	56	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	56	
	57	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	57	
	58	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	58	
	59	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	59	
	60	All the year			All the year		Mar 1 Aug 1		Feb 1 Oct 1	Jan 1 Sept 1	60	

CLOSE SEASON FOR FOWL IN UNITED STATES AND CANADA

Notes: Always follows that the law in each State contains the following conditions: (1) Game is not to be taken during the season for fowl.

MAMMALS.

INDS. PROTECTING A FEW STATE

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INDS. PROTECTING A FEW STATE

STATE	DEER	ELK	Moose	Cariboo	Antelope	Sheep	Squirrel	Skunk	Rabbit	INDS. PROTECTING A FEW STATE
1 Maine	Dec. 15 Oct. 15	All the year	Dec. 15 Oct. 15	To Oct. 15, 1911	All the year	All the year	All the year	Apr. 1 Sept. 1	Apr. 1 Sept. 1	1
2 New Hampshire	Dec. 1 Oct. 1	All the year	All the year	All the year	All the year	All the year	All the year	Mar. 1 Oct. 1	Mar. 1 Oct. 1	2
3 Vermont	Dec. 15 Nov. 1	All the year	All the year	All the year	All the year	All the year	All the year	Mar. 1 Oct. 1	Mar. 1 Oct. 1	3
4 Massachusetts	All the year	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Nov. 1	Jan. 1 Nov. 1	4
5 Rhode Island	All the year	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	5
6 Connecticut	To June 1, 1911	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	6
7 New York	Nov. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	7
8 New Jersey	Nov. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	8
9 New Jersey	Nov. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	9
10 New Jersey	Nov. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	10
11 Pennsylvania	Dec. 1 Nov. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	11
12 Maryland	Local laws	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	12
13 West Columbia	Jan. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	13
14 Virginia	Jan. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	14
15 West Virginia	Jan. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	15
16 Kentucky	Mar. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	16
17 Ohio	Dec. 1 Nov. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	17
18 Michigan	All the year	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	18
19 Illinois	Dec. 1 Nov. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	19
20 Wisconsin	Dec. 1 Nov. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	20
21 Minnesota	All the year	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	21
22 Iowa	Jan. 1 Nov. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	22
23 Missouri	Jan. 1 Nov. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	23
24 Nebraska	Nov. 1 Aug. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	24
25 South Dakota	Dec. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	25
26 North Dakota	Dec. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	26
27 Montana	Dec. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	27
28 Wyoming	Oct. 21 Oct. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	28
29 Colorado	Oct. 21 Oct. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	29
30 North Carolina	Feb. 1 Oct. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	30
31 South Carolina	Jan. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	31
32 Georgia	Jan. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	32
33 Florida	Feb. 1 Nov. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	33
34 Alabama	Mar. 1 Nov. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	34
35 Mississippi	Jan. 1 Nov. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	35
36 Tennessee	Jan. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	36
37 Arkansas	Jan. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	37
38 Louisiana	Jan. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	38
39 Texas	Jan. 1 Nov. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	39
40 Oklahoma	All the year	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	40
41 New Mexico	Dec. 1 Oct. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	41
42 Arizona	Dec. 1 Oct. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	42
43 California	Oct. 1 July 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	43
44 Nevada	Nov. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	44
45 Idaho	Dec. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	45
46 Washington	Dec. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	46
47 Oregon	Dec. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	47
48 Alaska	Feb. 1 Apr. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	48
49 Hawaii		All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	49
50 Puerto Rico	Dec. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	50
51 Cuba	Mar. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	51
52 Puerto Rico	Dec. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	52
53 Alaska	Dec. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	53
54 Yukon	Apr. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	54
55 Northwest Territory	Apr. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	55
56 Manitoba	Apr. 1 Dec. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	56
57 Ontario	Nov. 1 Nov. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	57
58 Quebec	Nov. 1 Nov. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	58
59 New Brunswick	Nov. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	59
60 Nova Scotia	To Oct. 1, 1912	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	60
61 Prince Edward Island	To Oct. 1, 1912	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	61
62 Newfoundland	Jan. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	62
63 Newfoundland	Jan. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	63
64 Newfoundland	Jan. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	64
65 Newfoundland	Jan. 1 Sept. 1	All the year	All the year	All the year	All the year	All the year	All the year	Jan. 1 Oct. 1	Jan. 1 Oct. 1	65

CLOSE SEASON FOR MAMMALS IN UNITED STATES AND CANADA

NORTHERN SOUTHERN PACIFIC CANADA

Moonlight on the Susquehanna

By GEORGE E. TACK

The golden moonbeams ripple o'er
Fair Susquehanna's tide,
Up stairways of the sky doth glide
The moon, from some far shore.

The ermine of the winter skies
Glow in the radiant light;
How softly sleep the hills tonight,
How watch the starry eyes!



How tranquil gleam the lights of Fome,
And limed against the sky
The dome in beauty uplifts high
Above each radiant home.

Peace treads as when she joyous stopt
Each tranquil shore and grove
That night when Dian told her love
To him who dreamless slept.

Beauty on every snow-clad hill
Of silv'ry sheen and gleam,
And softly now each golden dream
That age may never chill,

Comes with the radiant light of star
And moonbeam's holy ray,
As never dreams may come in day,
And breathes of years afar—

Years that have passed, yet still remain
Sweet, holy memories,
As when each fragrant summer breeze
Comes cooled with glist'ning rain.

O radiant light that ripples o'er
Fair Susquehanna's tide,
Forever in my heart abide,
A gleam from heaven's shore.



Stub Ends of Thought

By ARTHUR G. LEWIS.



EVERY honest man defends a just cause.

NECESSITY dictates every policy of improvement.

THE desire to know, fathers the power to learn.

Too much imagination often leads judgment astray.

INDUSTRY pays the wages of indolence everywhere.

CONCENTRATE upon your aim and take the initiative.

TODAY'S honesty is a part of tomorrow's wisdom.

IT IS SO easy for us to believe what we wish to be true.

A SMALL certainty is preferable to a large contingency.

LET us classify ourselves and clearly outline our ideas.

VITALIZED thought is the parent of emphasized expression.

MAN'S eternal destiny lies in the realization of his desires.

WE CAN seldom go wrong in the conclusion of investigation.

ONE of the first requisites of character is the power of proper appreciation.

THE best preparation for tomorrow is today's work completed and laid aside.

DOCTORS, like laymen, found a large portion of their diagnosis upon personal egotism.

IT IS sometimes more difficult to believe in the fidelity of woman than the divinity of God.

COMMERCIALISM has its various essentials, but the inspiration of public faith leads them all.

CHEER UP, the sun will be shining to-morrow, God still lives and love rules heaven and earth.

SAFETY and sanity lie in the strength of our own convictions, well thought out and digested.

CONDENSED SCHEDULE ROYAL BLUE LINE OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R.—ROYAL BLUE LINE—TO AND FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

EFFECTIVE MAY 29, 1910.		No. 504	No. 52G	No. 522	No. 508	No. 502	No. 524	No. 506	No. 510	No. 514	No. 512
EASTWARD		DAILY	EXCEPT SUNDAY 5 HOUR	SUNDAY	DAILY	DAILY	"ROYAL LIMITED" DAILY 5 HOUR	DAILY	DAILY	DAILY	DAILY
LV. WASHINGTON, UNION STATION	7:00 AM	9:00 AM	9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	8:00 PM	12:15 AM	2:52 AM	---
LV. BALTIMORE, CAMDEN STATION	7:55 AM	9:50 AM	9:52 AM	11:50 AM	1:55 PM	3:48 PM	6:00 PM	9:00 PM	1:15 AM	3:46 AM	---
LV. BALTIMORE, MT. ROYAL STATION	8:00 AM	9:54 AM	9:57 AM	11:54 AM	1:59 PM	3:52 PM	6:05 PM	9:05 PM	1:25 AM	3:51 AM	---
AR PHILADELPHIA	10:15 AM	11:62 AM	12:11 PM	2:02 PM	4:05 PM	6:52 PM	8:19 PM	11:50 PM	3:50 AM	6:00 AM	---
AR NEW YORK, LIBERTY STREET	12:35 PM	2:00 PM	2:30 PM	4:15 PM	6:30 PM	8:00 PM	10:40 PM	3:17 AM	6:35 AM	8:32 AM	---
AR NEW YORK, 23D STREET	12:45 PM	2:10 PM	2:40 PM	4:25 PM	6:45 PM	8:10 PM	10:50 PM	3:33 AM	7:00 AM	8:43 AM	---

BALTIMORE & OHIO R. R.—ROYAL BLUE LINE—TO AND FROM NEW YORK, PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 29, 1910.		No. 555	No. 517	No. 505	No. 501	No. 507	No. 527	No. 519	No. 503	No. 511
WESTWARD		DAILY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY 5 HOUR	"ROYAL LIMITED" DAILY 5 HOUR	DAILY	DAILY
LV NEW YORK, 23D STREET	11:50 PM	---	7:50 AM	9:50 AM	11:50 AM	1:50 PM	3:50 PM	5:50 PM	6:50 PM	---
LV NEW YORK, LIBERTY STREET	1:30 AM	---	8:00 AM	10:00 AM	12:00 AM	2:00 AM	4:00 AM	5:00 AM	7:00 AM	---
LV PHILADELPHIA	4:15 AM	8:15 AM	10:17 AM	12:30 AM	2:17 AM	4:16 AM	6:12 AM	8:31 AM	9:21 AM	---
AR BALTIMORE, MT. ROYAL STATION	6:45 AM	10:50 AM	12:16 PM	2:43 PM	4:16 PM	6:09 PM	8:09 PM	10:50 PM	11:23 PM	---
AR BALTIMORE, CAMDEN STATION	6:50 AM	10:55 AM	12:20 PM	2:47 PM	4:20 PM	6:13 PM	8:13 PM	10:55 PM	11:27 PM	---
AR WASHINGTON, UNION STATION	7:50 AM	11:45 AM	1:15 PM	3:50 PM	6:20 PM	7:00 PM	9:00 PM	12:00 PM	12:22 PM	---

BALTIMORE & OHIO R. R.—TO ALL POINTS WEST AND SOUTHWEST.

EFFECTIVE SEPTEMBER 4, 1910.		No. 1	No. 7	No. 9	No. 3	No. 5	No. 55	No. 11	No. 57-10
WESTWARD		LIMITED DAILY	EXPRESS DAILY	EXPRESS DAILY	EXPRESS DAILY	LIMITED DAILY	EXPRESS DAILY	PITTSBURG LIMITED	PHILADELPHIA LIMITED DAILY
LV. NEW YORK, 23D STREET	9:50 AM	11:50 AM	3:50 PM	5:50 PM	7:50 AM	11:50 PM	6:50 PM	11:50 PM	1:50 PM
LV. NEW YORK, LIBERTY STREET	10:00 AM	12:00 PM	4:00 PM	6:00 PM	8:00 AM	1:30 AM	7:00 PM	1:30 AM	1:30 AM
LV. PHILADELPHIA	12:30 PM	2:17 PM	6:12 PM	8:31 PM	10:17 AM	4:15 AM	9:21 PM	4:15 AM	4:15 AM
LV. BALTIMORE, MT. ROYAL STATION	2:43 PM	4:16 PM	8:09 PM	10:50 PM	12:16 PM	7:45 AM	11:23 PM	7:45 AM	7:45 AM
LV. BALTIMORE, CAMDEN STATION	3:00 PM	4:30 PM	8:00 PM	11:05 PM	12:25 PM	8:00 AM	11:32 PM	8:00 AM	8:00 AM
LV. WASHINGTON, UNION STATION	4:05 PM	5:30 PM	9:10 PM	12:10 AM	1:22 PM	9:10 AM	12:30 AM	9:10 AM	9:10 AM
AR. DEER PARK HOTEL	---	---	6:45 AM	---	9:30 PM	6:20 PM	8:50 AM	6:20 PM	6:20 PM
AR. PITTSBURG	---	---	12:00 AM	---	---	---	---	---	---
AR. CLEVELAND	---	---	---	---	---	---	---	---	---
AR. WHEELING (EASTERN TIME)	---	6:35 AM	---	---	---	---	---	---	6:30 PM
AR. COLUMBUS (CENTRAL TIME)	---	8:45 AM	---	---	---	---	---	---	10:20 PM
AR. CHICAGO	---	6:15 PM	---	---	9:10 AM	---	---	---	7:55 AM
AR. CINCINNATI	8:05 AM	---	---	5:25 PM	---	1:45 AM	---	---	---
AR. INDIANAPOLIS	11:45 AM	---	---	10:35 PM	---	11:45 AM	---	---	---
AR. LOUISVILLE	11:50 AM	---	---	9:35 PM	---	7:20 AM	---	---	---
AR. ST. LOUIS	6:00 PM	---	---	7:28 AM	---	1:40 PM	---	---	---
AR. CHATTANOOGA	---	---	---	6:15 AM	---	6:00 PM	---	---	---
AR. MEMPHIS	11:25 PM	---	---	8:45 AM	---	---	---	---	---
AR. NEW ORLEANS	10:55 AM	---	---	8:15 PM	---	---	---	---	---

Pullman Sleepers to all points. † Except Sunday.
 † Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R.—TO ALL POINTS EAST.

EFFECTIVE SEPTEMBER 24, 1910.		No. 2	No. 4	No. 6	No. 8	No. 10	No. 12	No. 14
EASTWARD		LIMITED DAILY	EXPRESS DAILY	LIMITED DAILY	EXPRESS DAILY	EXPRESS DAILY	DUQUENE LIM. DAILY	EXPRESS DAILY
LV. CHICAGO	---	---	---	5:45 PM	10:00 AM	---	---	8:30 PM
LV. COLUMBUS	---	---	---	6:05 PM	11:20 PM	---	---	10:50 AM
LV. WHEELING (EASTERN TIME)	---	---	6:00 PM	---	---	---	---	---
LV. CLEVELAND	---	---	---	8:30 PM	---	3:00 PM	---	---
LV. PITTSBURG	---	---	---	8:10 AM	---	10:00 PM	---	1:15 PM
LV. ST. LOUIS	9:00 AM	1:45 AM	---	---	---	6:00 PM	---	9:25 PM
LV. LOUISVILLE	2:10 PM	8:10 AM	---	---	---	2:30 AM	---	11:30 AM
LV. INDIANAPOLIS	2:25 PM	8:05 AM	---	---	---	3:22 AM	---	1:25 PM
LV. CINCINNATI	5:35 PM	12:15 PM	---	---	---	8:00 AM	---	3:50 AM
LV. NEW ORLEANS	---	9:15 PM	---	---	---	---	---	6:35 AM
LV. MEMPHIS	---	8:35 PM	---	---	---	---	---	7:00 AM
LV. CHATTANOOGA	5:05 AM	9:45 PM	---	---	---	---	---	---
LV. DEER PARK HOTEL	---	---	---	---	---	---	---	---
AR. WASHINGTON, UNION STATION	12:40 PM	6:30 AM	4:42 PM	10:45 AM	6:40 AM	2:37 AM	---	10:25 PM
AR. BALTIMORE, CAMDEN STATION	1:47 PM	7:50 AM	5:50 PM	11:45 AM	7:50 AM	3:42 AM	---	11:30 PM
AR. BALTIMORE, MT. ROYAL STATION	1:59 PM	8:00 AM	6:05 PM	11:54 AM	8:00 AM	3:51 AM	---	1:25 PM
AR. PHILADELPHIA	4:05 PM	10:15 AM	8:19 PM	2:02 PM	10:15 AM	5:00 AM	---	3:50 AM
AR. NEW YORK, LIBERTY STREET	6:30 PM	12:35 PM	10:40 PM	4:15 PM	12:35 PM	8:32 AM	---	6:35 AM
AR. NEW YORK, 23D STREET	6:45 PM	12:45 PM	10:50 PM	4:25 PM	12:45 PM	8:43 AM	---	7:00 AM

Pullman Sleepers from all points. * Daily † Daily except Sunday.
 A On Sundays No. 4 leaves St. Louis 1:00 a. m. B On Sundays leaves Louisville 1:15 a. m.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

THROUGH PULLMAN CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

Between Washington, Baltimore, Philadelphia and New York.

ROYAL BLUE LINE.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. "Royal Special." Five Hour Train. Drawing Room Parlor Car and B. & O. Cafe Parlor Car Washington to New York.

No. 532. Drawing Room Parlor Car and B. & O. Cafe Parlor Car Washington to New York.

No. 508. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Electrically lighted Buffet and Smoking Car, Parlor and Observation Cars Washington to New York. Drawing Room Parlor Car Richmond to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Electrically lighted vestibuled train of steel framed Coaches. Pullman Observation Parlor Car Pittsburg and Washington to New York. Dining Car, a la carte, Washington to New York.

No. 514. Electric lighted Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Electric lighted Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Electrically lighted vestibuled train of steel framed Coaches. Pullman Observation Parlor Car New York to Washington and Pittsburg. Dining Car, a la carte, New York to Washington and Pittsburg.

No. 501. Drawing Room Parlor Car New York to Washington and Richmond, Va. Dining Car, a la carte, Philadelphia to Baltimore.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 527. "Royal Special." Five Hour Train. Drawing Room Parlor Car and B. & O. Cafe Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Electrically lighted Buffet and Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Philadelphia.

No. 511. Brother-smoking Room Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling, Columbus, Cleveland, Chicago, Cincinnati, St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Entirely new vestibuled train with steel framed Coaches Cincinnati to New York. Electric lighted Drawing Room Sleeping Car New York to St. Louis. Electric lighted Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. New York-Chicago Special. Entirely new electric lighted vestibuled train with steel framed Coaches and Drawing Room Sleeping Car New York to Chicago via Grafton and Leandre. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Electric lighted Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Washington to Pittsburg. Dining Car Conneville to Pittsburg.

No. 5. "Chicago Limited." Entirely new electric lighted vestibuled train, with steel framed Coaches and Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Pullman Brother Drawing Room, Smoking Room Parlor Car Baltimore to Pittsburg. Parlor Car Washington to Wheeling. Dining Cars Martinsburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Has through Coach New York to Chicago, Brother-Drawing Room Smoking Room Parlor Car Baltimore to Pittsburg. Dining Car Martinsburg to Cumberland. Grill Car Conneville to Akron. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Entirely new vestibuled train with steel framed Coaches Cincinnati to New York. Electric lighted Drawing Room Sleeping Car St. Louis to New York. Electric lighted Drawing Room Sleeping Car Louisville to New York. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Express. Drawing Room Sleeping Car St. Louis to Cincinnati and Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Entirely new electric lighted vestibuled train with steel framed Coaches and Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to New York. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Special. Entirely new electric lighted vestibuled train with steel framed Coaches and Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Drawing Room Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington. Drawing Room Parlor Car Washington to New York.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Drawing Room Sleeping Car Pittsburg to New York. Electric lighted Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville and Philadelphia to New York.

No. 14. Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Grill Car Akron to Conneville. Pullman Brother Drawing Room, Smoking Room Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Washington. Pullman Brother Drawing Room, Smoking Room Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

AKRON, OHIO, Union Station, C. D. HONOLD, Ticket Agent. Howard Street, E. C. JACKSON, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets (B. & O. Building), E. A. WALTON, District Passenger Agent; G. W. PAINI, City Passenger Agent; C. W. ALLEN, Traveling Passenger Agent; G. D. CRAWFORD, City Ticket Agent, Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent
BOSTON, 256 Washington Street, H. B. FAROAT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent; E. F. BARKET, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON CO., INC., Ticket Agent
BUTLER, PA., W. M. TURNER, Ticket Agent.
CANTON, OHIO, C. O. McDONALD, Ticket Agent
CHESTER, PA., J. T. MORTLAND, Ticket Agent.
CHICAGO, 24 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent, ROYAL ALLAN, City Passenger Agent; H. W. MCKEWIN, City Ticket Agent, W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building, A. V. HARGER, Traveling Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and Fifth Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, H. C. STEVENSON, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 513 Traction Building, C. H. WISEMAN, District Passenger Agent; S. T. SEELY, Traveling Passenger Agent; G. A. MANN, Passenger Agent. 430 Walnut Street, T. J. WEST, City Ticket Agent. Vine Street and Arcade, J. J. McLANE, Ticket Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agent-General, B. & O. S.-W., office, Avenida 5 de Mayo 3.
CLEVELAND, OHIO, 341 Euclid Avenue, Arcade Building, M. G. CARREL, District Passenger Agent; GEO. A. ORB, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 19 South High Street, F. P. GOFFER, District Passenger Agent. E. H. SLAY, City Ticket Agent. Union Depot, E. J. BUTTERWORTH, Ticket Agent.
CONNELLSVILLE, PA., H. L. DOUGLAS, Ticket Agent
COVINGTON, KY., 4th and Scott Streets, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, W. F. GEISERT, Southwestern Passenger Agent, B. & O. S.-W., 217-51 Main St.
DENVER, COLO., S. M. SHATTUCK, Traveling Passenger Agent, B. & O. S.-W., Room No. 4 Union Station.
HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
KANSAS CITY, MO., 911 Walnut St., J. P. ROGERMAN, Western Passenger Agent, B. & O. S.-W.
LOUISVILLE, KY., B. & O. S.-W., 4th and Market Sts., R. S. BROWN, District Passenger Agent, J. G. ELGIN, City Passenger Agent; LYAN TROSBER, Traveling Passenger Agent, J. H. DOUSEY, City Ticket Agent. 7th Street Station, A. J. CRONE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent, M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, W. H. RICH, Ticket Agent.
MT. VERNON, OHIO, J. C. PATTERSON, Ticket Agent.
NEWARK, OHIO, F. C. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TORNER, Ticket Agent.
NEW YORK, 44 Broadway, J. R. SCOTT, General Eastern Passenger Agent, E. V. EVERTSEN, Traveling Passenger Agent; A. J. SMITH, City Passenger Agent; E. D. AINSLIE, Ticket Agent. 140 Broadway, Times Square, S. R. FLANAGAN, Ticket Agent. No. 6 Astor House, G. P. PERRY, Ticket Agent. 245 Broadway, THOS. COOK & SON, Ticket Agents. 225 Fifth Avenue, RAYMOND & WHITCOMB, Ticket Agents. 65 Avenue B, Cor 14th, MAX LEDEBER, Ticket Agent; 77 Bidge Street, S. W. BARASCH, Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. K.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. S. WALKER, Ticket Agent.
PARKERSBURG, W. VA., J. MCC. MARTIN, Traveling Passenger Agent; C. J. PROUDFOOT, Ticket Agent; J. W. JONES, Ticket Agent (Ohio River).
PHILADELPHIA, 384 Chestnut Street, BERNARD ASHBY, District Passenger Agent; W. W. BAEKEY, Traveling Passenger Agent; C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, CHAS. C. WILLIAMS, Ticket Agent. 1045 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 3956 Market Street, UNION TRANSFER CO., Ticket Agents. 613 5 South 8d Street and 1448 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 34th and Chestnut Streets, E. T. MAGOWAN, Ticket Agent.
PITTSBURG, Henry W. Oliver Building, Sixth Avenue and Smithfield Street, A. W. TIDDY, Traveling Passenger Agent. 403-57 Fifth Avenue, W. S. MILLER, City Ticket Agent, EDW. LEMLEY, City Passenger Agent. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, G. S. BECK, Ticket Agent.
SAN FRANCISCO, CAL., 213 Monadnock Building, H. C. PROBLELL, Pacific Coast Agent; C. W. DOERFLINGER, Traveling Passenger Agent.
SEATTLE, WASH., Room 210 Marion Block, D. L. MELVILLE, Traveling Freight and Passenger Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent, L. L. HORNING, City Passenger Agent; B. N. EDMONDSON, City Ticket Agent; GEO. SCHEER and W. J. SAXTON, Station Passenger Agents; L. G. PAUL, Traveling Passenger Agent, B. W. FRAUENTHAL, Ticket Agent, Union Station.
ST. PAUL, MINN., R. C. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, W. C. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 1417 G Street, N. W., S. B. BEGE, District Passenger Agent; J. LEWIS, JR., City Passenger Agent; C. E. PHELPS, Passenger Agent; H. R. HOWSEA, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent. New Union Station, Massachusetts and Delaware Avenues, JOS. KAMPS, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent, A. L. IRWIN, Station Ticket Agent. McClure House, O. R. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent; 314 Market Street, W. FULTON, Ticket Agent; H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AYREN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT Co., Limited, 23, 24 and 25 Billiter Street, London, E. C., 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at
TICKET OFFICES THROUGHOUT THE COUNTRY.

G. W. SQUIGGINS, Assistant General Passenger Agent, B. & O. Building, Baltimore, Md.

J. P. TAGGART, Assistant General Passenger Agent, Oliver Building, Pittsburg, Pa.

W. E. LOWES, Assistant General Passenger Agent, B. & O. Building, Baltimore, Md.

C. W. BASSETT, General Passenger Agent,
 Baltimore & Ohio Lines East, Baltimore, Md.

B. N. AUSTIN, General Passenger Agent,
 Baltimore & Ohio Linea West, Chicago, Ill.

C. S. WIGHT, General Traffic Manager,
 Baltimore & Ohio R. R., Baltimore, Md.

GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD.

OPPORTUNITIES

The Baltimore & Ohio Railroad is an east and west trunk line, directly connecting the Atlantic sea-ports—New York, Philadelphia and Baltimore—with Chicago, St. Louis and other large cities of the Great Lakes and Middle West. Crossing the States of Pennsylvania, Delaware, Maryland, Virginia, West Virginia, Ohio, Indiana and Illinois, it passes through excellent agricultural tracts in each State.

The middle divisions offer the best, cheapest and most abundant fuel supply for manufacturing in the United States. The deepest and strongest natural gas fields to be found anywhere are in West Virginia, and drift-mining of coal is possible in nearly every part of this State. Other deposits of high quality exist in abundance, such as iron-ore, limestone, dolomite, sand and clays.

Villages of ten years ago are now thriving manufacturing cities, with miles of paved streets, electric car lines, fine hotels, business blocks, schools and public buildings rivaling those of metropolitan cities.

The Industrial Department of the Baltimore & Ohio Railroad offers its services to manufacturers.

W. W. WOOD
General Industrial Agent
BALTIMORE, MD.

BALTIMORE & OHIO

Quick Dispatch Freight Service

"Q. D." No. 97 Westbound

	From New York (Pier 7, 5.45 pm; Pier 22, 6.00 pm)	From Philadelphia (East Side, 10.25 pm)	From Baltimore (Camden, 8.20 pm and 2.05 am)
To Chicago (due 5.00 am),	3d Morning	3d Morning	3d Morning
To Columbus (due 9.00 am),	2d Morning	2d Morning	2d Morning
To Cleveland (due 5.25 am),	2d Morning	2d Morning	2d Morning
To Wheeling (due 2.40 am),	2d Morning	2d Morning	2d Morning
To Pittsburg (due 3.00 am),	2d Morning	2d Morning	2d Morning
To Cincinnati (due 10.05 am),	2d Morning	2d Morning	2d Morning
To Louisville (due 5.15 am),	3d Morning	3d Morning	3d Morning
To St. Louis (due E. St. L. 6.40 am),	3d Morning	3d Morning	3d Morning
To Milwaukee	4th Morning	4th Morning	4th Morning
To Kansas City	4th Morning	4th Morning	4th Morning
To Toledo	3d Morning	3d Morning	3d Morning

"Q. D." No. 94 Eastbound

	To New York (Due 6.30 am)	To Philadelphia (Due 10.40 pm)	To Baltimore (Due 6.00 pm)
From Chicago (6.00 pm),	3d Morning	3d Morning	3d Morning
From Columbus (7.30 pm),	3d Morning	3d Morning	3d Morning
From Cleveland (6.40 pm),	3d Morning	3d Morning	3d Morning
From Wheeling (9.50 am),	2d Morning	2d Morning	2d Morning
From Pittsburg (8.00 pm),	2d Morning	2d Morning	2d Morning
From Cincinnati (8.50 am),	2d Morning	2d Morning	2d Morning
From St. Louis (E. St. L. 3.00 pm),	3d Morning	3d Morning	3d Morning
From Louisville (7.45 pm),	3d Morning	3d Morning	3d Morning

CORRESPONDING FAST TIME BETWEEN OTHER POINTS EAST AND WEST

MERCHANDISE MOVED IN ONE NIGHT

In Both Directions

Between New York, Baltimore and Washington
Philadelphia, Baltimore and Washington

CONTINENTAL LINE FAST FREIGHT LINE OPERATING
VIA B. & O. R. R., EAST AND WEST

O. A. CONSTANS, Western Freight Traffic Manager	-	CHICAGO, ILL.
T. W. GALLEHER, General Freight Agent	-	BALTIMORE, MD.
D. G. GRAY, General Freight Agent	-	PITTSBURG, PA.
E. M. DAVIS, General Eastern Freight Agent	-	NEW YORK
C. H. HARKINS, General Western Freight Agent	-	CHICAGO
S. T. McLAUGHLIN, General Freight Agent B. & O. S. W.	-	CINCINNATI, OHIO
T. H. NOONAN, General Manager Continental Line	-	CINCINNATI, OHIO
C. S. WIGHT, General Traffic Manager	-	BALTIMORE, MD.

BALTIMORE & OHIO

TO

RICHMOND, VA.

THROUGH PULLMAN

Drawing-room Parlor Cars

Daylight Runs

BETWEEN

New York Baltimore
Philadelphia Washington
and Richmond, Va.

DAILY, VIA

Baltimore & Ohio Railroad, Washington Southern Railway and
Richmond, Fredericksburg & Potomac Railroad

"NOON-DAY FLYER"

SOUTHBOUND

Lv NEW YORK, 23d St. Terminal..	9.50 am
Lv NEW YORK, Liberty St.....	10.00 am
Lv PHILADELPHIA,	
24th and Chestnut St. Station ..	12.30 pm
Lv BALTIMORE, Mt. Royal Station	2.43 pm
Lv BALTIMORE, Camden Station..	3.00 pm
Ar WASHINGTON, Union Station..	3.50 pm
Lv WASHINGTON, Union Station..	4.05 pm
Ar RICHMOND, Elba Station.....	7.20 pm

"ROYAL LIMITED"

NORTHBOUND

Lv RICHMOND, Byrd St. Station....	12.01 a'n
Ar WASHINGTON, Union Station..	2.45 pm
Lv WASHINGTON, Union Station..	3.00 pm
Ar BALTIMORE, Camden Station..	3.44 pm
Ar BALTIMORE, Mt. Royal Station	3.52 pm
Ar PHILADELPHIA,	
24th and Chestnut Streets.....	5.52 pm
Ar NEW YORK, Liberty Street	8.00 pm
Ar NEW YORK, 23d Street	8.10 pm

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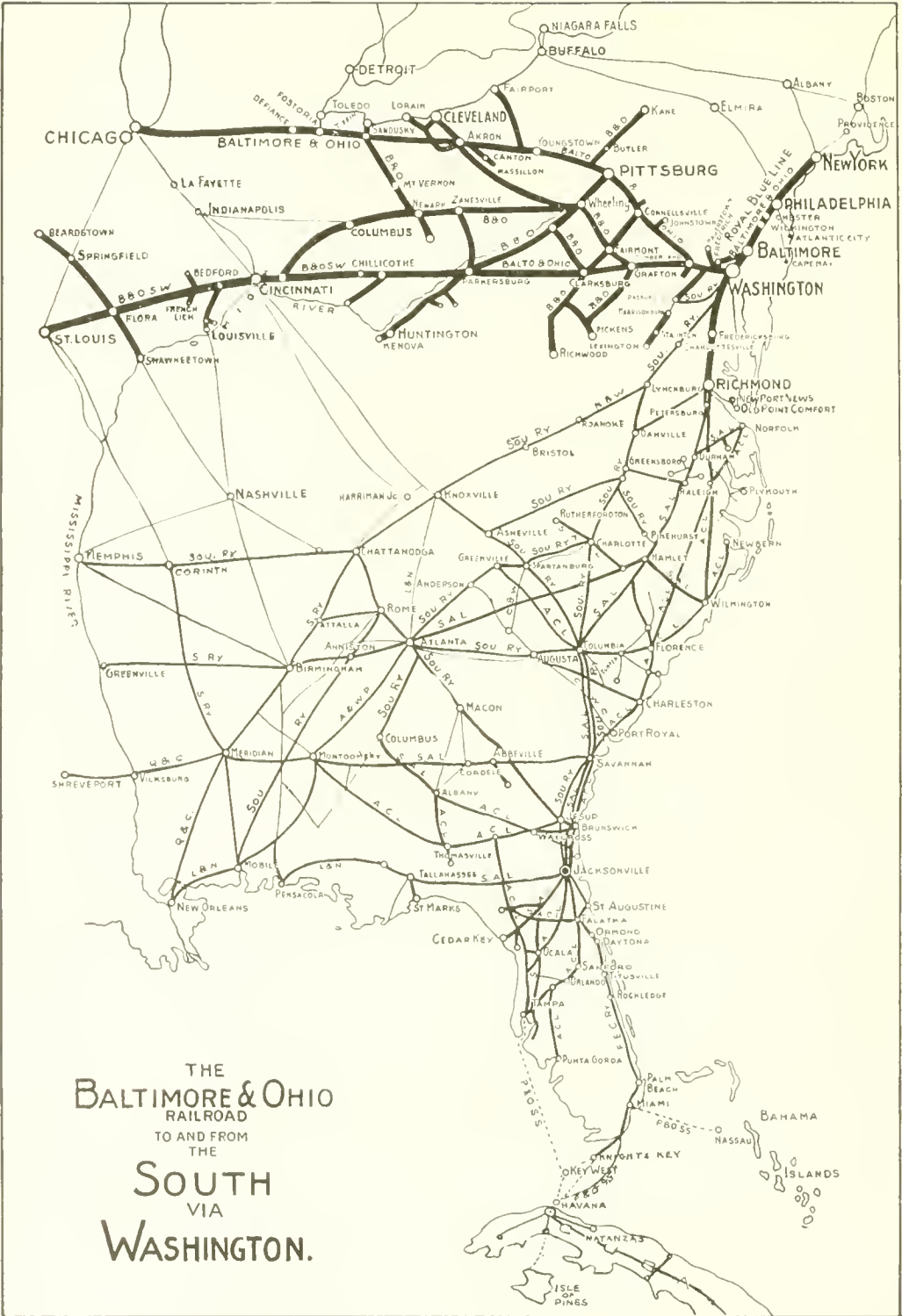
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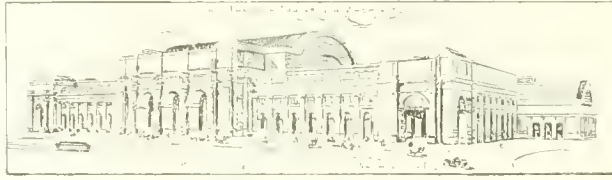
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Trains 1 and 2, the "St. Louis-Cincinnati-New York Limited"

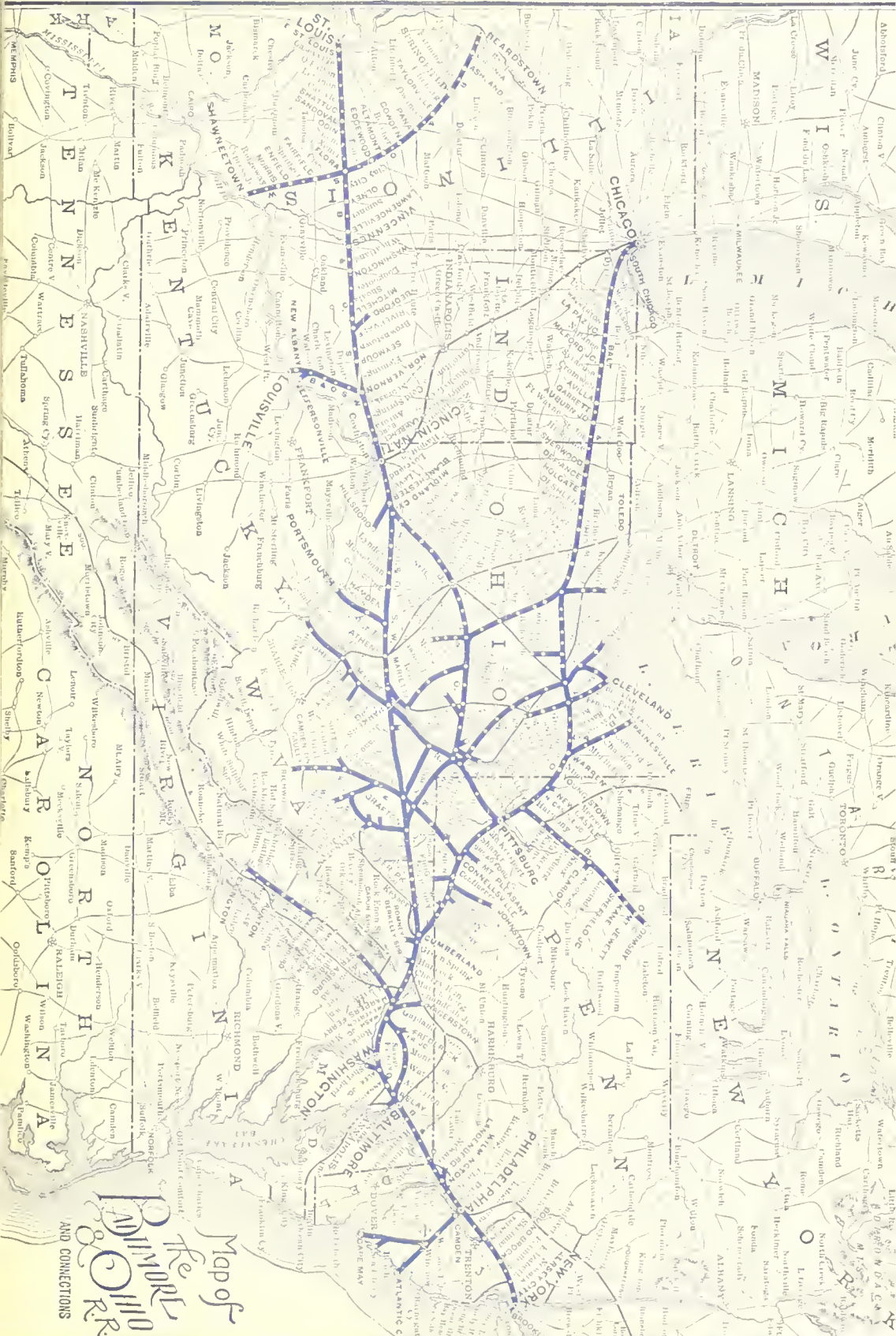
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Trains 526 and 527, the "Royal Special"

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Map of
 Keokuk
 Railroad
 AND CONNECTIONS

Baltimore & Ohio R.R.



EAST AND WEST



CALENDAR - 1910



JANUARY							FEBRUARY							MARCH							APRIL									
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ROYAL BLUE TRAINS



C. S. WIGHT
GENERAL TRAFFIC MANAGER
BALTIMORE, MD.

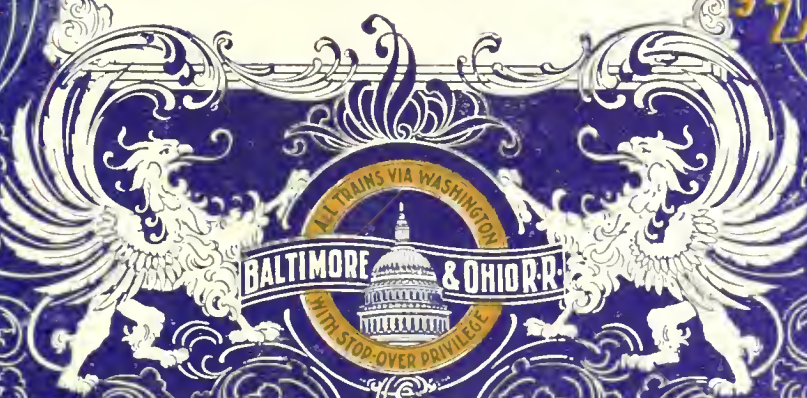
B. N. AUSTIN,
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BOOK OF THE

ROYAL BLUE



LATHAM'S ANTIQUITIES



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BETWEEN

NEW YORK
PHILADELPHIA
BALTIMORE
WASHINGTON

The "Royal Special"

SOUTHBOUND

Lv. New York	1.50 pm
23d Street	
Lv. New York	2.00 pm
Liberty Street	
Lv. Philadelphia	4.16 pm
24th and Chestnut	
Lv. Wilmington	4.47 pm
Ar. Baltimore	6.09 pm
Mt. Royal Station	
Ar. Baltimore	6.13 pm
Camden Station	
Lv. Baltimore	6.16 pm
Camden Station	
Ar. Washington	7.00 pm
Union Station	

NORTHBOUND

Lv. Washington	9.00 am
Union Station	
Ar. Baltimore	9.45 am
Camden Station	
Lv. Baltimore	9.50 am
Camden Station	
Lv. Baltimore	9.54 am
Mt. Royal Station	
Ar. Wilmington	11.18 am
Ar. Philadelphia	11.52 am
24th and Chestnut	
Ar. New York	2.00 pm
Liberty Street	
Ar. New York	2.10 pm
23d Street	

The "Royal Limited"

SOUTHBOUND

Lv. New York	3.50 pm
23d Street	
Lv. New York	4.00 pm
Liberty Street	
Lv. Philadelphia	6.12 pm
24th and Chestnut	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station	
Ar. Baltimore	8.13 pm
Camden Station	
Lv. Baltimore	8.16 pm
Camden Station	
Ar. Washington	9.00 pm
Union Station	

NORTHBOUND

Lv. Washington	3.00 pm
Union Station	
Ar. Baltimore	3.44 pm
Camden Station	
Lv. Baltimore	3.48 pm
Camden Station	
Lv. Baltimore	3.52 pm
Mt. Royal Station	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.52 pm
24th and Chestnut	
Ar. New York	8.00 pm
Liberty Street	
Ar. New York	8.10 pm
23d Street	

The "ROYAL SPECIAL" — Beautiful Royal Blue trains of steel-framed Coaches and Observation Parlor Cars, with Cafe Parlor Cars, on which the service is a la carte.

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BOOK OF THE ROYAL BLUE

DECEMBER, 1910

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PRICE, 5 CENTS

50 CENTS PER YEAR



“SHIPS THAT PASS IN THE NIGHT”

Hubert Latham in His “Antoinette” Monoplane and C. F. Willard in His “Curtiss” Biplane

Photo by G. B. Loekey

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY
BY THE
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WILLIAM ELLIOTT LOWES, EDITOR

VOL. XIV

BALTIMORE, DECEMBER, 1910

No. 3

Practical Aviation

Latham's Record Flight Over Baltimore



THE aviation meet at Baltimore during the first two weeks in November will probably be recorded as marking an epoch in practical aviation. With unprecedented obstacles in the way in the matter of foul weather and broken aeroplanes, the indomitable pluck of the aviators and courage of the managers under almost impossible adverse conditions was most commendable. Repairing their broken aeroplanes and flying in the face of fierce winds, which blew almost continually during the meet, the aviators established the fact beyond peradventure that aviation is practical and has come to stay.

After three months of almost continual dry weather, verging on drouth, the great aviation meet at Halethorpe Field, Baltimore, opened auspiciously on November 2nd, on as beautiful an Indian summer day as ever was known in truth or fiction, and the flight of the "man-birds" awed the thousands of spectators who went home to tell the other tens of thousands to go and see something new under the sun. Under the auspices of the Aero Club of America were gathered together some of the greatest aviators of the world, whose names were known in every country. There were Hubert Latham and Count Jacques de Lesseps, of France; James Radley, of England; J. Armstrong Drexel, of America, and Messrs. Charles F. Willard and Eugene Ely, representing Glenn H. Curtiss, of America, and Archibald Hoxsey, repre-

senting the Wright Brothers, of America. Latham used an "Antoinette" monoplane, which looked like a monster dragonfly and whose symmetrical lines and graceful flights were a continual joy to the multitudes. Count de Lesseps, Radley and Drexel all used monoplanes of the "Bleriot" type; Willard and Ely used the



M. HUBERT LATHAM AND COMTE BERTRAND DE LESSEPS
Looking Over the City of Baltimore from the Top of the
Baltimore & Ohio Building



COMTE ACQUES DE LESSEPS IN HIS "BLERIOT"

curtiss biplanes, and Hoxsey the "baby grand" Wright biplane, in which Ralph Johnstone made his record flight in altitude of 6,730 feet at Belmont Park. The baby grand was ill-fated and fell 800 feet with Hoxsey, but fortunately with no injury to the aviator, although the machine was demolished. Johnstone, who was a wizard with this machine, met his death a week later at Denver in one of the larger Wright machines.

The remarkable calmness of the opening day caused Wilbur Wright, who had incidentally stopped over at Baltimore, to remark that it was a weather breeder and bad weather could be expected at once. That very night one of the most remarkable blizzards swept the eastern seaboard from New York to Norfolk and a forty-mile wind with a blinding snow storm blanketed the east coast to a depth of six inches. The aviation field at Halethorpe, five miles from the city, on the Baltimore & Ohio Railroad, presented an appalling spectacle the next day. The canvas hangars and all temporary tents and shelters were blown to shreds; the tent poles were thrown across the aeroplanes, some of which were demolished beyond repair, and from all appearances the meet had come to a sudden end.

If aviation was to be a practical science, instead of a fancy circus thriller, now was the time to prove it. To all appearances the continuance of the meet was folly. The field looked like a frozen sea in the far North. The graceful machines of the air were masses of broken staves, twisted wires and torn silk and canvas.

But the spirit of the scientist prevailed. With set lips and anxious faces the mechanics drew the twisted things out of the wreckage and hauled them to the nearest machine shops, and the aviators announced their determination to fly as soon as their machines were repaired.

The meet, therefore, instead of being abandoned was only postponed for four days, until the machines were restored and the wind and sun melted away the snow.

A record was thus established in aviation, to wit:

If heavier-than-air machines were to be practical, their manipulators must be prepared at all times to assemble their parts and be ready to combat the elements.

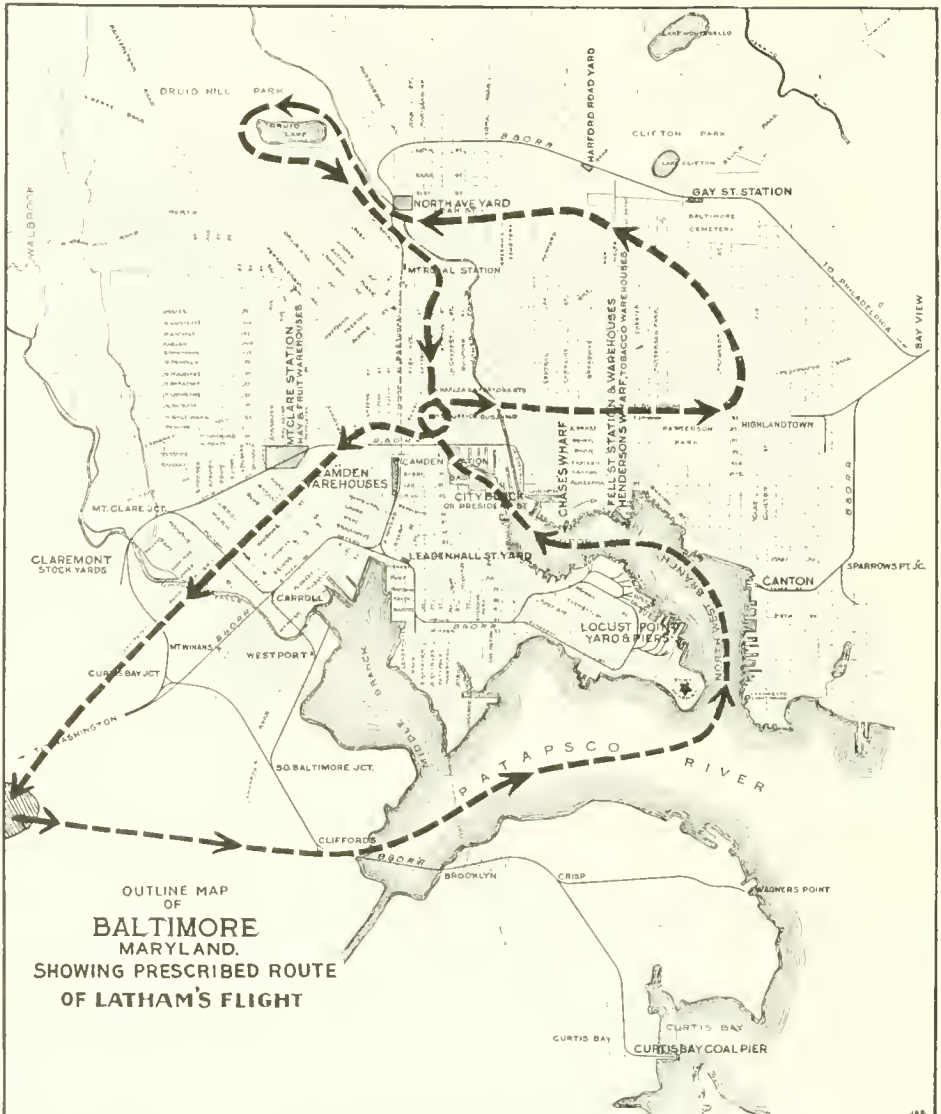
The clouds broke away in a couple of days and by the following Saturday the snow had disappeared, but the wind kept up an almost steady velocity of fifteen to eighteen miles an hour every day thereafter, sometimes dropping as low as six miles and rising as high as thirty miles an hour.

The greatest achievement of the Halethorpe meet was the flight of Hubert Latham over a prescribed course above the city of Baltimore for a purse of \$5,000, offered by the "Sun" and "Evening Sun," of Baltimore, to give all the people of that great city an opportunity to witness the most remarkable scientific triumph of the present age.

It might be said in passing that this is also a remarkable age for advertising, and that the newspaper had a selfish end to accomplish. It most certainly had. The management of this old family newspaper of Baltimore wisely perceived that if this daring aviator who had the world at his feet could be persuaded to accept a prize to fly over the city where all the people rich and poor, high and low, could see and behold, with out money and with out price, that it would be doing a lasting



MARCH HOXSEY IN HIS "WRIGHT"



LATHAM'S FLIGHT OVER BALTIMORE

and its attack will be against the bases of supplies and laying waste of cities. The manœvering of Latham in his magnificent flight over Baltimore demonstrated with what ease any particular section of a city could be destroyed. The greatest value of aeroplanes from a military standpoint will be in naval warfare by the dropping of bombs upon ships, this method of attack being much surer and safer than could be obtained by using rifle or gun, on account of the great in-



LIEUT. GERALD HARMER, R. N.

stability of platform which the aeroplane offers for 'sighting' a rifle or gun. They will be best operated in fleets, possibly of the biplane type, of such construction that when handled by a skilled operator and built to carry safely two or three persons — one operator, one artillerist and scout, with a proportionate supply or weight of high explosives in the shape of bombs — constituting the aerial artillery. However, on analysis of the possibilities of the aeroplane in warfare, so terrible are suggestions that the aero-

plane may prove, after all, to be the greatest factor in obtaining universal peace."

The following graphic description of Latham's wonderful flights is told by Mr. S. C. Appleby in the Baltimore "Sun":

It was from the top of the Baltimore & Ohio Building that the wonderful flight could best be seen, for the entire course of Latham's journey was in full view from the moment he arose above the mist in the Halethorpe region until he made his homing glide into it again.

Twice when he circled above it and the "Sun" Building faint cheers rippled up from the street, 225 feet below, and the cheer was taken up by the 600 spectators on the lofty roof; but the cheers died suddenly, for the awe that was inspired by this brave man's ride aloft there in the thin fluid of the atmosphere brought a lump into the throat and teardrops into the voice. So he sailed along on his creature of canvas and steel and got but the faintest inkling of the mild alarm that was sent up to his credit and glory.

Down on the streets far below, where the people looked like tiny insects, and to the clustering thousands upon the roofs radiating in every direction from this massive Baltimore & Ohio Building, to the hundreds of thousands on the avenues, in the windows, in parks and gardens, in hospital wards and sickrooms, there never before was such a show. So simple was it, so free and popular, so general and so generous that it may be easily concluded that Hubert Latham had the greatest number of admiring spectators for his exhibition that ever any one man has had up to this time.

They had read and heard before of men flying in heavier-than-air machines; they had believed that it was possible for men to rise above the ground with canvas wings and powerful engines of aluminum and steel, because the intelligence of the day told them so; they knew it was possible — now they saw it with their own eyes.

They saw the whirling propeller at the nose of Latham's Antoinette, which sailed thousands of feet above their heads, and they knew that with some momentary derangement of machinery the graceful bird with outstretched wings of frame and canvas and metal engine would topple down with fearful force and a human



LATHAM'S FLIGHT OVER BALTIMORE, SEEN FROM BALTIMORE & OHIO BUILDING



LATHAM IN THE FACE OF A STORM

Photo by Lieut. Gerald Harner, R. N.

form would be crushed and mangled and the soul of the eagle would be gone from a framework of man and machine. No wonder that cheers were choked and crowds of hundreds of thousands gazed on the silent majesty of man's final dominion over the air itself—to say nothing about the beasts of the field or the fowls of the air; for here was a man of the air, and the Scripture sayeth nothing of dominion over him.

The wonder, the danger, the novelty of it! It awed even the children on the house-tops and the streets and older people talked in whispers; yet the coolest, calmest, sauciest of the whole throng in and about old Baltimore was the daredevil sailing up there in the airship far above the gazing multitude.

The lighting of the scene was perfect. The sun shone in a brilliantly clear Southern sky and only patches of white clouds stood out against the blue at any point. Directly south of Baltimore Street, from end to end, was the haze of commerce. Down on Halethorpe Field were the mists of autumn and all the rest of the air was as clear as crystal.

At a quarter before 12 o'clock Latham announced the conditions to be ideal and that he would start on time. A little later, at 16 minutes and 45 seconds past 12 a flying speck was seen over Halethorpe and then it disappeared into the land haze, but a moment later arose. There was a sharp turn to the south and an equally sharp turn to the east and the record-breaking air journey was on.

Now, talking about air, let it be known what Latham was facing. When he rose above the hills of Halethorpe he found the wind blowing at the rate of nearly twelve miles an hour from the northwest. Suddenly it shifted so as to blow from the southwest. This wind prevailed during the whole time of his flight, except that every few minutes there was a sudden flaw from the northwest again, and the velocity increased until it reached fifteen miles an hour. Then it gradually died down until near the end of the flight, when it went down to seven miles an hour, but all the way through was subject to puffs and flaws from the northwest that were calculated to baffle any kind of navigator whether on land or water.

This wind record comes from the weather office at the comparatively sheltered Custom House. On the Baltimore & Ohio Building it seemed much stronger and the man in the airboat, who was from 400 feet to 3,000 feet above the ground, got the benefit of every current that came his way.

A quarter of an hour before the airship was seen all the steam whistles in town blew themselves crazy and kept up the din for a long time, but not until it died out did the airship appear. Then the City Hall bell tolled and the air ride was on.

At 12.20 the airship was going true and straight down the Patapsco. As yet it was but a short, narrow streak in the sky. Two crows flew between it and the

middle of the city and the three looked much alike, except that Latham did not flap his wings. As he approached South Baltimore he was still an elongated black streak, but, having arisen to an altitude of some 1,500 feet, the beautiful soaring motion, almost on a level, was marveled at by the thousands who saw it from elevated places.

At the incredible time of 12.28, before the spectators could believe that Fort McHenry had been reached, the canvas bird turned to come up the Northwest branch, which is Baltimore's main harbor and terminates in the basin at Light Street. Here the Antoinette first became a graceful bird, with enormous wings, sailing so swiftly along that in two minutes from the turn the undergear of the flying ship could be plainly made out.

In one more minute the whirling propeller on the nose of the craft was seen flashing in the sunlight and she was swiftly sailing over the "Sun" Building. At 12.32 she made her swirl to turn to the east for the Patterson Park turn. Here is where she took on another lighting from the southern autumn sun. Her pinions were translucent and so strong was the illumination that her slender, graceful, boat-shaped body, like a rowing shell, could be plainly discerned.

On the turn at Fort McHenry the airship was a bird; in a minute a devil's-needle or dragon fly, but with the tail of an eagle; overhead she was a marvelous machine made by man and then she became a bird again and sailed like a hawk on the higher flight, swerving northward of Baltimore Street in a side flaw until she could be sighted for a lightning flight to Patterson Park.

It was when she was over the crowd around the corner of Charles and Baltimore streets that the cheer arose. But the cheer was soon ended, for feelings that do not go with cheering closed every lip, and the air craft was off to the east.

In the amazing time of two minutes, or, at 12.34 o'clock, the run had been made to the eastern edge of the flight area, and here Latham made a beautiful curve to the northwesterly, aiming for North Avenue. Here he dropped so low that he seemed to touch the dome of the Hopkins Hospital and here his very face could be

seen. From this point the progress was slower. Northwest flaws struck the canvas eagle, but, while her flight was retarded, she saucily dipped first one wing and then the other and breasted the breeze like a thing of life. It was when a half turn was made that all the spectators knew she was over, or ought to be over North Avenue, and thence she continued with all eyes upon the Observatory Tower on the drive at Druid Lake to see the beautiful circle she made there, before moving once again to the southeast.

Now came the exhibition of the day. Breaking off of her southeasterly route, Miss Antoinette called east of Charles Street to pay her respect to Mr. Ross R. Winans, who is confined by illness to his room in his home on St. Paul Street.

Here the giddy Antoinette and her volatile French brains soared around in so nearly an accurate circle as to make all observers wonder, and then, when it was believed she would continue her way southward to round the "Sun" Building again, she crossed her own path and circled the opposite way, making the figure seem like "8."

It was a beautiful maneuver, and goodness knows if these air fellows will not soon be doing the lancers. As it was, Latham did not mean to make any suggestive figures especially for Mr. Winans, and the eight was partly accidental, for on the second curve he went clear over to Greenmount Avenue before he straightened out for Charles Street again. Reaching that thoroughfare he went straight as an arrow to his point, swirled around it 2,000 feet above ground and shot straight out Baltimore Street, intending to veer south on Fulton Avenue.

Here only did he change his course from what was intended. This was because a heavy flaw struck him. He went southward over Fremont Avenue and at Lombard Street went southwest again, finding his way to the suburbs by way of Carroll Park. Barely before 1 o'clock he slanted downward into the aviation field and into the ground mists that barely hid him from the center of the city on his last plunge.

The feat was over; a record-breaking wonder had been performed, for never yet had any man in any heavier-than-air

machine ventured to sail for three-quarters of an hour over spire and steeple and factory and home and alight without mis-

hap or minor trouble. It took a dare-devil to do it. Hubert Latham is a dare-devil.

The Prescribed Route Taken by Hubert Latham in His Flight Over the City of Baltimore, as Shown on Accompanying Map

Aviation field to Fort McHenry.

Water side of Fort McHenry northwest over the harbor to the "Sun" Building.

Around the "Sun" Building east to Patterson Park.

Patterson Park north by west to North Avenue. West on North Avenue to Mount Royal entrance to Druid Hill Park.

Mount Royal gate northwest to Druid Lake.

Druid Lake south to Eutaw Place and North Avenue.

North Avenue east to Mount Royal Avenue.

Mount Royal Avenue southeast around the Winans residence, 1217 St. Paul Street.

Winans residence west to Charles and Chase Streets (Belvedere Hotel).

Charles and Chase Streets south to the "Sun" Building.

The "Sun" Building west to Fulton Avenue.

Thence to aviation field.

Latham's Own Story of His Over-Baltimore Flight

From my own viewpoint as an aviator my flight over Baltimore was an unqualified success and I sincerely trust that it may have proved so to the people from their viewpoint as spectators. My only regret is that I was not able to fly somewhat lower, but so strong was the wind that a flight over the rooftops at a lower level would have been dangerous and virtually foolhardy.

As nearly as I could gauge it, my average altitude was about 1,500 feet, and at that height the machine should have been clearly visible to the spectators—far more clearly visible than they were to me. From my seat the people on the streets and the high buildings looked like ants, but objects in the air are far more distinct to persons on the ground than objects on the ground are to a man in the air.

First of all, I would explain that the delay in my start was not due to my own delinquency but to the tardiness of the man who supplied the petrol and who did not deliver the fuel until just about noon. My Antoinette was in readiness and I was on the ground, but the oil man was late and the delay was unavoidable.

In my preliminary trial of the engine before leaving the ground I found everything working beautifully, and with the knowledge that my engine was in good shape I had no misgivings as to the success of my flight. The wind, I should judge, blew about 20 miles an hour, rather too strong for comfort or absolute peace of mind, but still not sufficient to be terrifying. So, with confidence in my engine and my machine, I left the ground without any nervousness.

At the outset I circled the field a couple of times, ascending gradually to a height of about 100 feet, whence I could get my bearings and lay my course for the city. The whole country and the city lay spread out beneath me and I carried a map of the city in my head.

Once pointed toward town, I began to rise steadily, as the wind not only was strong but also was gusty. And so I passed onward without incident until I neared Fort McHenry, where I first heard the whistles below me and saw crowds of people grouped in various open spaces. The whistles followed me up the basin, and I almost believed that the spectators below might hear the throbbing of the engine.

From the end of the basin the course was easy, the Baltimore & Ohio Building, with its roof load of people, guiding the way to the "Sun" Building, which also I identified without any trouble. At this time especially I was anxious to descend to a

lower level, but the wind is uncertain over a great city, and I did not believe in taking foolhardy chances.

So clear was the air that I could distinguish every landmark without the slightest trouble, and I felt as much at home over 1,000 feet up as if I were reading the names on the street signs. East Baltimore Street stretched plainly before me, with Patterson Park, my objective point in the east, distinctly visible. At this point, from the "Sun" Building, the wind was favorable for speed, and, although I did not turn on more power, the machine traveled apace. I should judge that I ran from the "Sun" Building to Patterson Park in a trifle over one minute.

By this time my hands had gotten very cold, and with everything running smoothly I let go of the steering wheels and beat my fists together to restore circulation. Indeed, I believe that I even could have lighted a cigarette had not my fingers been too numb to manipulate a match.

Arrived at Patterson Park, I found further crowds awaiting my arrival, and I hoped to myself that they were not disappointed at the big bird flying above them. Then I turned my attention to my course and swung around to head for North Avenue. Here, too, the traveling was smooth and easy; Greenmount Cemetery lay plain before me, with Druid Lake farther in the distance, and I could almost have closed my eyes and followed the route as laid down for my guidance. Here, also, I found time to warm my hands, and the tingling in my finger tips told me that the blood was coursing through the veins.

Few words are needed to tell the story of my trip over Druid Lake and back to North Avenue and eastward, my thoughts at this time being with Mr. Winans, who had offered me a generous reward for a view of the flight. I could imagine him as I had seen him, at the window of his chamber, gazing anxiously upward and waiting for "the bird," and my one thought was that he should not be disappointed. So I laid my course as nearly as I could calculate within his line of vision and described a complete circle in front of his window, between his house and Greenmount Cemetery.

This feature performed, I started for Charles Street, finding time to put a hand in my pocket and extract a card given me by a citizen to drop in the street near his place of business. Then, as close to his place as I could well navigate, I consigned the pasteboard to the wind and watched it flutter eastward.

"At the rate the wind is blowing that will reach

ground near Patterson Park. I thought to myself, and I am rather curious to learn if it was picked up, or what ultimately became of it after its fall of 1,500 feet.

Right over the heart of the city I saw the whole town lay out beneath me—flat, flat, flat. Neither Washington Monument nor the highest building gave any idea of height; everything was level to my view and looked exactly like a huge map. The æsthetic features of the city could not be appreciated—all was flatness.

And, speaking of maps, I noticed that, while Charles Street seems straight on the map, it is, in reality, somewhat crooked—the mapmaker cannot deceive the aviator.

Thus down Charles Street I ran to the "Sun" Building again, and then turned Antoinette's nose westward for the last lap of our flight.

Although I steered a straight course westward on Baltimore Street, the wind caught me and blew me somewhat off the course, and I brought up almost directly over Carroll Park, in spite of my efforts to keep more to the northward. Still I believe that all Fulton Avenue must have seen the machine and have obtained as good a view as if I had been overhead.

Above Carroll Park I soared still higher, driven upward by my desire to get away from the wind, which seemed to blow with redoubled force at the

lower level, and at this point, I estimate, I reached 3,000 feet.

In the distance the aviation field was plainly visible, and I steered straight for it in the knowledge that the worst was over. So high was I flying and so favorable was the direction of the wind that I could have made a safe landing in any one of a dozen places had my motor failed me and compelled an unwilling descent. Indeed, throughout my flight I sighted several landing places of which I had no previous knowledge, and I might have come down without trouble at two or three points along North Avenue.

The flight from Carroll Park to the aviation field was easy, and my machine behaved beautifully and made a perfect landing.

So, thanks to the enterprise of the "Sun" and the "Evening Sun" in offering an inducement for the flight, the first trip in the air on a scheduled course over a city has been accomplished.

As to my sensations in the air, my brain principally was busy in calculating the strength and direction of the wind and inspiring my hands to instant and accurate action as each wind current struck me. At the same time I found opportunity to enjoy the great flight and the view of the great city and its great crowds.

In a word, as you Americans would put it: It was "great."
H LATHAM.

Principal Aerial Distance Flights of the World

Aviator or Balloonist	Dates	Place	Miles	Time	Machine
Louis Blériot	July 13, 1909	Etampes to Tourey, then Chevally	33	15m.	Monoplane
Louis Blériot	July 25, 1909	Crossed English Channel	25	37m.	Monoplane
Count Zeppelin	Aug. 29, 1909	Friedrichshaven to Berlin	450		Dirigible balloon
Wilbur Wright	Sept. 20, 1909	Circled Statue of Liberty, New York Harbor			Biplane
Wilbur Wright	Oct. 4, 1909	Over New York City waterfront	21	33m. 39s.	Biplane
Orville Wright and Prince Ludewig-William	Oct. 2, 1909	Berlin		10m.	Biplane
Jean Farman	Nov. 3, 1909	Chalons, France	137	4h. 6m. 25s.	Biplane
Louis Paulhan	April 28, 1910	London to Manchester, with one stop	186	4h. 41m.	Biplane
Count F. de Lesseps	May 21, 1910	Crossed English Channel	26	50m.	Monoplane
Glen H. Curtiss	May 30, 1910	Albany to New York	137	54m. 1r.	Biplane
Capt. Espinasse and Capt. Moutonnet	June 9, 1910	Chalons to Amennes, France, without stop	110	2h. 39m.	Biplane
Charles K. Hamilton	June 13, 1910	New York to Philadelphia, no stop	86	1h. 59m.	Biplane
Charles K. Hamilton	June 13, 1910	Philadelphia to New York, five hours' stop	86		Biplane
Walter Wellman	Oct. 18, 1910	Atlantic City over Atlantic Ocean	1,008	72h.	Dirigible balloon
Alan R. Hawley and Augustus F. Post	Oct. 19, 1910	St. Louis, Mo., to Chautauque, Que.	1,355	46h.	Balloon
Maurice Farman	Oct. 28, 1910	Aerodrome, at Etampes, France, without stop	280	6h.	Biplane
Claude Grahame-White	Oct. 29, 1910	Over Belmont Park, N. Y.	62.14	1h. 4m. 47s.	Monoplane
John B. Moisant	Oct. 30, 1910	Belmont Park, N. Y., to Statue of Liberty	34	34m. 38s.	Monoplane
Claude Grahame-White	Oct. 30, 1910	Belmont Park, N. Y., to Statue of Liberty and return, no stop	34	35m. 21 ¹ / ₂ s.	Monoplane
Count de Lesseps	Oct. 30, 1910	Belmont Park, N. Y., to Statue of Liberty and return, no stop	34	41m. 56 ¹ / ₄ s.	Monoplane
Phil O. Parmelee	Nov. 7, 1910	Dayton, Ohio, to Columbus, Ohio, without stop	65	66m.	Biplane
Hubert Latham	Nov. 7, 1910	Over Baltimore, following a charted route, without stop	22.5	42m. 25 1-5s.	Monoplane

The Pan-American Union Building at Washington



THE building of the Union of American Republics is unique and one of the finest examples of distinctive architecture in the capital city. An impressive structure, the bold lines of the exterior blending to graceful

Before continuing the description of this structure it may be well to give a short résumé of the history of the Pan-American Union, its object and the character of the work it has been carrying on from the date of organization, in 1890, under the guiding hand of the famous Secretary of State of the United States, James G. Blaine, to the



INTERNATIONAL BUREAU OF AMERICAN REPUBLICS,
WASHINGTON, D. C.

curves, detailing the features of the interior construction, the effect is to suggest the dominant characteristics of the Anglo-Saxon and Latin races—strength and beauty. In style it is severe Spanish, tempered by bits of detail reminiscent of renaissance models, with minor ornamental sections copied in part from the Aztec originals, thus carrying out in the architecture of the building the Latin-American idea.

present day when it has arrived at a high state of business efficiency, a result due in a great measure to the unceasing efforts of the present director general, John Barrett. In 1889 James G. Blaine, in his capacity of Secretary of State of the United States, invited the governments of the different Latin-American countries to send delegates to Washington to discuss with colleagues from the United States matters of political and economic interests



THE PATIO, PAN-AMERICAN UNION BUILDING, WASHINGTON, D. C.

to the peoples of all America. The governments accepted the invitation and thus the first conference of the American republics, with James G. Blaine as presiding officer, was brought about. The meeting was held during the winter of 1889-1890. The object of this conference was to discuss matters of mutual interest, so as to arrive at a mutual understanding, and it was from a resolution adopted by the delegates that the Bureau of American Republics came into being as a permanent home for the office devoted to the furthering of peace and good will among all American people. Succeeding conferences held in Mexico in the winter of 1901-2 and Rio de Janeiro in 1906 confirmed the purpose of the bureau. The fourth international conference of the American republics was held in Buenos Aires, during July and August, 1910.

For years the staff of the bureau was housed in a modest building opposite the State, War and Navy Department in Washington, but with the establishment of the Columbus Memorial Library under the charge of the institution, and the steady increase of work that developed coincidentally with the growing importance of the Latin-

American commerce, the necessity for a new home became imperative. Tentative plans were considered in 1903, but it was not until 1907, shortly after the appointment of John Barrett as executive head of the union, that Senator Root, then Secretary of State of the United States, an eminent Pan-Americanist, made the announcement that Andrew Carnegie, philanthropist, had offered to contribute \$750,000, the amount to be applied to erecting a suitable building as a permanent home for the International Bureau of American Republics. This offer was accepted by the board of governors, which is composed of the diplomatic representatives of the Latin-American countries with the Secretary of State of the United States ipso facto chairman, and soon after the United States Congress appropriated \$250,000 to be added to the sum donated by Mr. Carnegie. This latter amount was spent in the purchase of the present site. Thus the funds for carrying out the plans of erecting a suitable structure as headquarters were supplied and John Barrett, under whose administration the building has been so successfully completed, furnished the executive ability and carried out the work.



RECEPTION-ROOM, PAN-AMERICAN UNION BUILDING

The Pan-American conference that has just finished its labors in Buenos Aires adopted resolutions changing the name of the bureau to that of the Pan-American Union, and modifying the titles of the director to director general, and the former secretary to assistant director.

Entering the grounds of the building one passes through the pillars that supported the old gate of the historic Van Ness mansion, a house that was intimately connected with the early history of our republic and which occupied the site where the bureau now stands, and from the very first glimpse of the classic edifice, one cannot but help realize that the architects have succeeded in carrying out the essential inspiration of Pan-Americanism.

Two great groups of statuary flank the entrance portico. The group to the right as you face the building symbolizes North America and the aggressive spirit that has brought this country to its present high state of civilization. To the left is seen a group symbolizing South America, having in its conception something of the softness of the tropics, suggesting rather more than its companion, advancement along the lines of culture. Carrying

out the Pan-American idea two bas-reliefs depicting historical scenes that have taken place in North and South America, are placed on the pylons above the statues. One represents the scene of Washington's farewell to his generals at Fraunces Tavern in New York, and the other the meeting between those two great South American liberators, General San Martin and Bolivar at Guayaquil, in 1822. Above these will be seen respectively the eagle of American liberty and the condor, its prototype in South America.

Entering the building its distinctive character is at once brought to mind, for one gets a first glimpse of that distinctive feature of all Moorish-Spanish architecture, the patio. This open court is necessary in large houses constructed in tropical climes in order to afford free circulation of air, thus insuring coolness in the house even under the most resplendent sun. The principal feature of the patio is the fountain, the decoration of which is based upon the art of the ancient inhabitants of Mexico, the three races, the Aztec, Zapotecan and Mayan, being depicted by the artist. The feathered serpent is the symbol of Quetzalcoatl, that mysterious figure of Mexican mythology.

The whole fount is reminiscent of the ancient cities of Yucatan and Guatemala. The details of the hidden construction of the fountain are also worthy of notice as there are over 1,500 feet of tubing used in its building, and by an ingenious arrangement of electric lights it is possible to show a wonderful display of many-colored waters.

The pavement of the patio is also distinctive, the group on the east floor

Two main stairways lead up to a gallery extending around three sides of the interior of the building on the second floor where the Hall of the Heroes and the great Hall of the Republics will be found at the eastern extremity, while the offices of the director general, assistant director general and the governing board room occupy the south face. This latter room is considered one of the finest of its character and the taste shown in its decor-



CORRIDOR, PAN-AMERICAN UNION BUILDING

being copied from a building in Palenque. That to the west is copied from a representation found on the wall in one of the ancient structures of Tiahuanaco, while the figures to the north and south are copied from walls of houses in Copan.

Surrounding the patio, many species of distinctive tropical plants are seen growing, and while the whole court is open to the sky, still an electrical appliance permits the closing of a glass roof necessary to cover the same during the winter season.

ation is worthy of special notice. The frieze in gilt bronze, depicting historical scenes from all American history, is excellently carried out in detail, while all the other features of the decoration are such as to give the whole room an appearance of dignity in keeping with the use it serves. The proportions of the Hall of the Republics are so admirable that one does not get a true impression of its vast size. In ornamentation and finishing it suggests some of the halls of similar kind in Europe.

The offices of the union are located on the lower floor, while within the north face library accommodations are built with a view of accommodating two hundred thousand volumes. Another notable room to the left of the entrance is the general reception-room, finished in Oregon fir, a gift of the manufacturing lumbermen of Oregon in compliment to the director general,

who held legal residence in that State at the time of his appointment.

In conclusion it can be stated that at last the International Union of American Republics is housed in a structure worthy of the work which is the end and aim of all connected with its staff, the ideal of Pan-Americanism.



The American Army at Valley Forge

(The Winter of 1777-78)

By CHARLES L. SHIPLEY



HERE is certainly no other spot associated with our early struggle for freedom from England—except it be the old Independence Hall—that possesses a deeper or more thrilling interest to the citizens of the American republic than that long, rolling highland on the banks of the Schuylkill, and known in our history as Valley Forge.

From the snow-elad mountains of Vermont to the burning sands of Georgia our territory is dotted with places of interest that recall the stirring scenes of that terrific contest of the times "that tried men's souls."

Like a splendid but tragic panorama, there passes in a rapid review before our vision the tragedy of the village green of Lexington, the fight at the old bridge at Concord, that hot June afternoon of Bunker's Hill, the death grapple at Long Island, the dance of death in the vales of Wyoming and Cherry Valley, the fury of Wayne at Stony Point, the whirlwind charge of Howard at the Cowpens, the brutality of Tarleton at Waxhaw, and the glorious culmination of all in the surrender of Cornwallis. But of all these hallowed associations, that of Valley Forge stands forth as the main shrine for the worshiper of freedom.

After the disastrous defeat of the American forces at the battle of the Brandywine on September 11, 1777, followed by the doubtful victory at Germantown on October 4th, the demoralized condition of the patriot forces, and the rapid approach of cold weather, which promised a winter of unusual severity, Washington determined for the time to suspend active operations and put his weary and half-famished men into winter quarters at Valley Forge.

General Washington chose this position for the encampment of his troops, because it was near enough to Philadelphia to keep a vigilant watch on the British army under Lord Howe, who had gone into winter quarters in that city, and also on account of its natural advantages, as it was well adapted for a strong fortified encampment, and had an abundant supply of fresh water at hand.

Valley Forge is situated in Chester County, on the west side of the Schuylkill, about twenty-two miles from Philadelphia. From the northwest a deep creek ran between high hills and emptied into the Schuylkill. A forge was located some distance up the creek, whose hammers were worked by the stream.

This forge is what originated the name Valley Forge, which at first was applied to the village and then to the whole campground. This old forge, built some time previous to the Revolution, was still there during the progress of that conflict.

It was used for the conversion of pig iron into "blooms," and then into rod iron. This was before the advent of steam rolling mills.

The valley creek, above mentioned, and its high banks, protected the encampment completely on the northwest, and all the rest of the ground to the southwest was surrounded by high bluffs, upon whose summits a large force could be posted, while the river, with its banks, closed in and encompassed the whole campground.

Guarded by a well-fed and warmly clad army, such a position could have been made almost impregnable, and a winter there, although severe, in comfortable huts, could have been passed with but a few hardships, but alas! history gives us a much sadder picture.

On the 19th of December the army went into position at Valley Forge and proceeded to lay out its encampment. Washington gave explicit instructions for constructing the huts. By general order the commanding officer of each regiment was directed to divide or classify the enlisted men into squads of twelve in number, and provide them with the necessary tools to build their quarters.

The following details will serve to show the minuteness of the orders: "The quarters must be fourteen by sixteen feet each; the sides, ends and roofs made with logs; the roof made tight with slabs, or some other way; the sides made tight with clay; a fireplace made of wood and secured with clay on the inside, eighteen inches thick; this fireplace to be on the rear of the huts; the door to be in the end next the street; the door to be made of split oak slabs, unless boards can be procured; the side walls to be six and a half feet high. The officers' huts are to form a line in the rear of the troops, one hut to be allowed to each general officer; one to the staff of each brigade; one to the field officers of each regiment, and one to every twelve non-commissioned officers and soldiers."

As an inducement to the weary and war-worn soldiers to complete the quarters as rapidly as possible to shelter them in their partial nakedness, Washington offered them from his own purse the sum of twelve dollars to the party or squad in each regiment who would finish their quarters in the quickest time and most workmanlike manner. An additional prize of \$100 was offered to the officer or soldier who should substitute a covering for the huts cheaper and more quickly made than boards.

Until their quarters were completed and occupied by the troops, Washington occupied his marquee, without chimney or fire, other than that made of logs and built outside. While the main body of his army was toiling and suffering from the pelting storms of winter shelterless, he felt that he must

share their hardships, and when at last he saw them in quarters, his lines of defense drawn, fortifications and lines of earthworks established and manned, his extreme outposts established, then, and only then, it was that he made his own headquarters at the home of Isaac Potts, in the village at the Forge.

The disposition of the troops was as follows: Near Washington's headquarters, on a gentle slope toward the river, was stationed his body guard, commanded by Maj. Charles Gibbs, of Rhode Island. A little to the right of the guard was the brigade of General McIntosh, and further up the hills were the brigades of Huntington, Conway and Maxwell. Between these and McIntosh's brigade was a redoubt and a slight intrenchment, and directly in front of them was a line of abatis. Nearer the Schuylkill, and on the top of the hill, was the brigade of General Varnum, near a star redoubt. At the distance of about a mile, and forming a line from the Schuylkill to Valley Creek, was the main portion of the army under Brigadiers Muhlenburg, Weedon, Patterson, Larned, Glover, Poor, Wayne, Scott and Woodford, with a line of intrenchments in front. The artificers of the army were on the north side of the creek, opposite the general's quarters. Knox's artillery was posted on the heights between Woodford and Scott's brigades, and a redoubt stood just above the artillery. Opposite Washington's headquarters, tradition fixed the location of the army bake house, when they were fortunate enough to have bread to bake.

Something like order having been established in the camp and its safety provided for in the disposition of the troops as above stated, Washington now sought in every way, with the means at hand, to contribute to the comfort of his army. Blankets and wrappings of every character which the men had been provided with during the campaign just closed, were much worn, while many had none at all. Many were the groups of these poor men that kept themselves warm night after night by huge fires, sleeping by turns

and reliefs as regularly as their comrades took post for guard duty on the lines of defense surrounding the camp.

The condition of the patriot army now commenced to go from bad to worse. While the English army under Lord Howe was comfortably garrisoned in Philadelphia, clothed, fed and warmed, Washington and his band of worn and ragged soldiers were enduring the most terrible sufferings from hunger, cold and sickness. The winter had now closed in with terrible severity, and the troops were fast be-

not have continued in camp. The want of provisions would have forced them out of it; and their deplorable condition with respect to clothes disabled them from keeping the field in the winter. The returns of the first of February exhibited the astonishing number of 3,989 men in camp unfit for duty for want of clothes.

Of this number scarcely a man had a pair of shoes. Even among those returned capable of duty, very many were so badly clad that exposure to the colds of the season must have destroyed



coming destitute of proper food and clothing.

"At no period of the war," writes Chief Justice Marshall, "had the American army been reduced to a situation of greater peril than during the winter at Valley Forge. More than once they were absolutely without food. Even while their condition was less desperate in this respect, their stock of provisions was so scanty that there was seldom at any time in the stores a quantity sufficient for the use of the troops for a week.

"Consequently had the enemy moved out in force, the American army could

them. Although the total of the army exceeded 17,000 men, the present effective rank and file amounted to only 5,012. The returns throughout the winter did not essentially vary from that which has been particularly stated."

For a detailed account of their sufferings the student of history has only to look here and there in the old diaries of the brave men who spent the winter there. As early as the latter part of December, Surgeon Waldo, of the Eleventh Connecticut Militia, wrote as follows:

"December 18.—Universal thanks-

giving—a roast pig tonight! We are poorly supplied with provisions, owing, it is said, to the neglect of the commissary to purchases. The Congress have not made their commissions valuable enough. Heaven avert the bad consequences of these things!

"December 22.—Lay excessive cold last night. My eyes are started out of their orbits like a rabbit's eyes, occasioned by great cold and smoke. 'What have you got for breakfast, lads?' 'Friccake and water, sir.' 'The Lord send that our Commissary of Purchases may live on friccake and water until their glutted stomachs are turned to pasteboard.'"

The surgeon continues his mournful diary day after day, telling of deaths, of meals passed because there was nothing to eat, of wholesale resignations of officers, of his learning to darn stockings and "making them look like knit-work."

On January 1, 1778, he wrote that "he was still alive and well," which we may consider a blessing on account of the ordeal which he and thousands of others were passing through.

The situation of the camp became so desperate that on the 12th of February General Varnum wrote to General Greene, "that in all probability the army must dissolve. Many of the troops are destitute of meat and are several days in arrears. The horses are dying for want of forage. The country in the vicinity of the camp is exhausted. There cannot be a moral certainty of bettering our condition while we remain here; what consequences have we reasonably to expect?"

On the 16th of the same month Washington wrote to Governor Clinton: "For some days there has been little less than a famine in camp. A part of the army has been a week without any kind of flesh, and the rest three or four days. Naked and starved as they are, we cannot enough admire the incomparable patience and fidelity of the soldiers, that they have not been, ere this, excited by these sufferings to general mutiny and desertion."

We must remember that the American forces at this trying hour numbered only 17,000 men. Four thousand of them were unfit for duty from lack of clothes. Not over 5,000 of the whole number could be brought into the line of battle. The warm-clothed and well-fed English ever threatened from near-by Philadelphia and the danger of a sudden attack added to their cup of bitterness.

Dr. Thatcher in his private journal writes as follows: "That it was with the greatest difficulty that enough men could be found in a fit condition to discharge the military camp duties from day to day, and for this purpose, those who were naked borrowed of those more fortunate of their comrades who had clothes."

Says Benson J. Lossing: "Yet amidst all this suffering, day after day, surrounded by frost and snow, patriotism was still warm and hopeful in the hearts of the soldiers, and the love of self was merged into the holy sentiment of love of country. Although a few feeble notes of discontent were heard at times and symptoms of intention to abandon the cause were visible, yet the great body of the army were content to wait for the returning spring and be ready to enter anew upon the field of strife for the cause of freedom."

It was one of the most trying periods in the life of Washington, but a ray of doubt seemed never to enter his mind concerning the ultimate triumph of his cause, which he knew was a just and holy one. His faith in God as a defender and helper of right caused him to move a bright figure in the midst of general despair and plan brilliant schemes for the future.

Isaac Potts, at whose house Washington had his quarters, relates that one day he strolled up the creek, when not far from his dam he heard a solemn voice as if in prayer. He walked quietly in the direction of the sound, and saw Washington's horse tied to a small tree. In a thicket nearby was the beloved chieftain upon his knees in prayer, his cheeks suffused with tears.

Mr. Potts was greatly moved by the scene and at once withdrew from the spot unobserved. Greatly agitated he returned to his home, where meeting a member of his family he burst into tears. On her inquiring the cause, he informed her of what he had seen and heard, and added: "If there is anyone on this earth whom the Lord will listen to it is George Washington; and I feel a presentiment that under such a commander there can be no doubt of our eventually establishing our independence, and that God in his Providence had willed it so."

"Oh! who shall know the might
Of the words he uttered there?
The fate of nations there was turned
By the fervor of his prayer.

"But wouldst thou know his name,
Who wandered there alone?
Go, read enrolled in heaven's archives,
The prayer of Washington!"

Heavy snows now fell in quick succession, blocking up the roads, that for a week at a time not a wheel could turn or a hoof travel to camp, consequently rations were cut down and down, until there was barely enough dealt out to keep the men from dying of hunger, not a crumb more. "Why," says an old veteran, "a thousand well-fed countrymen, armed with old-fashioned flails, could have thrashed the whole of us easy."

The patriots now thought that they had been abandoned by their God and country. When they could no longer endure their terrible sufferings, they sent a committee to the general officers. Their sufferings were explained as respectfully as could be, but their looks spoke the plainest English. When the wretched story was told, the men said right out plain that it was no longer possible to keep soul and body together without food. It was bread, or every man for himself.

The officers fared little better than the private soldiers, yet pride kept them from complaining. Yet it was known that they borrowed hats, boots and belts from each other, in order that they might appear decently before their commands on parade. When this

resource failed they would feign sickness or some other excuse.

Many a sore heart beat under those threadbare uniforms, and we can only say, eternal honor to the officers of the Continental Army of 1777-78.

Thatcher also related that a foreign officer of distinction said that "At one time, he was walking with General Washington among the huts, when he heard many voices echoing through the open crevices between the logs, 'No pay, no clothes, no provisions, no rum.'" And when a miserable wretch was seen flitting from one hut to another, his nakedness was only covered by a dirty blanket. It was then that officer despaired of the independence of America. Exposure and the want of proper food brought on putrid fevers and other fatal disorders, and the poor soldiers died by scores. The paper money issued by Congress had depreciated so much that the pay of a general was hardly sufficient to keep him in clothes.

This lamentable state of affairs filled the breast of Washington with anguish, and we find him repeatedly writing to Congress to take some definite action to relieve the pressing wants of the patriot army.

In one letter he says: "I can assure those gentlemen that it is a much easier and less distressing thing to draw remonstrances in a comfortable room, by a good fireside, than to occupy a cold, bleak hill and sleep under frost and snow, without clothes or blankets. However, although they seem to have little feeling for the naked and distressed soldiers, I feel superabundantly for them, and, from my soul, I pity those miseries which it is neither in my power to relieve nor prevent."

Again in another letter he writes: "To see men, without clothes to cover their nakedness, without blankets to lie on, without shoes (for the want of which their marches might be traced by the blood from their feet) and almost as often without provisions as with them, marching through the frost and snow, and at Christmas taking up their winter quarters within a day's

march of the enemy, without a house or hut to cover them, till they could be built, and submitting without a murmur, is a proof of patience and obedience, which, in my opinion, can scarce be paralleled."

This anguish of Washington was increased by the injustice of some of his countrymen. The Pennsylvania legislature censured him for withdrawing his troops to winter quarters. Congress wavered in its confidence, and in appointing a new board of war gave a prominent place to Gates, Conway, Mifflin and others known to be hostile to the commander-in-chief. Some even demanded that he should be superseded by Gates or Lee. Washington bore these unjust complaints with patience, knowing that time would place them in their true light.

He was not wrong. The proposition to remove him was met with indignant remonstrances from all parts of the country; and Congress, finally convinced that the blame rested with themselves for not making suitable provisions, took measures for the proper equipment of an efficient army.

Unbounded joy was soon diffused through America by the news that France had at length (February 6, 1778) recognized the independence of the United States and entered into a treaty of alliance with its commissioners. This result was brought about by the unremitting labors of Benjamin Franklin. A general favorite at the French court, he had embraced the opportunity of proving to the king and ministry the certainty of his country's ultimate triumph in the struggle with England. Burgoyne's surrender furnished him with an irresistible argument, and the long-desired treaty was the result.

The arrival of Baron Steuben threw another ray of light on the gloom which overshadowed the patriot army at Valley Forge. Steuben had served as an aide-de-camp and lieutenant-general under Frederick the Great, king of Prussia. One of our most eminent historians thus describes his introduction to Valley Forge: "A more sorry introduction to our army, to one who

had served in Europe, could not well be conceived. He had found our cities in the possession of a powerful enemy, and when he came to look for the force to retake them, he saw only a few thousand famished, half-naked men, looking more like beggars than soldiers, cooped up in miserable log huts, dragging out a desolate winter amid the straw beds of their quarters."

As the doors of these hovels opened he beheld men destitute of clothing, wrapping themselves up in indifferent blankets, and muttering complaints and curses against Congress, who could treat them with such injustice and inhumanity. He was astonished and declared that no European army could be kept together under such sufferings. All discipline was gone, and the troops were no better than a ragged horde, with scarcely energy enough to struggle for self-preservation. There was hardly any cavalry, but slender artillery, while the guns and accoutrements to a great extent were unfit for use. Our army had never before been in such a condition, and a more unpropitious time for Steuben to enter upon his work could not have been selected.

Nothing daunted, however, and with all the sympathy of his noble nature roused in our behalf, he began, as soon as spring opened, to instruct both officers and men. His ignorance of our language crippled him at first very much, while the awkwardness of the militia, who, gathered as they were from every quarter, scarcely knew the manual exercise, irritated him beyond measure and he swore at them in high Dutch.

Still the soldiers loved him, for he was ever mindful of their sufferings, and often his manly form was seen stooping through the doors of their hovels to minister to their wants and relieve their distresses. It was his practice to rise at 3 o'clock in the morning, dress his hair, smoke and take his cup of coffee, and at sunrise to be in the saddle and have the men out for drill.

His severity as a drill master, however, soon manifested itself throughout the entire camp, and it was not

long until the militia and regulars were drilled in the tactics of war that equaled or surpassed the best English regiments. In May, 1778, at Washington's request, Baron Steuben was appointed inspector-general, and the results of his experience were soon apparent everywhere in the army.

Although the soldiers during their entire time of encampment had little to enliven their spirits, yet there were several occasions when a ray of joy and merriment penetrated their dreary abodes. One of these was the celebration of St. Patrick's Day, the 17th of March.

Early on the morning of that day, some of the Pennsylvania German volunteers made a Paddy and set it up in a conspicuous place in the camp, to the great indignation of the Irish. It soon attracted a crowd of the sons of Erin. Some came with their arms, others with clubs, and all swearing vengeance against the New England troops encamped there, declaring them to be the authors of the insult.

The affair soon assumed formidable proportions, and the subordinate officers were unable to restore order, and the difficulty was reported to the officer of the day on duty. Washington having hastily ascertained the entire innocence of the New England troops and not wishing to disclose the mischievous and fun-loving Germans of Pennsylvania mounted his horse and rode in among the angry and threatening crowd and reasoned with them, but in vain.

This plan having failed, he tried another, and suddenly seemed to share their feeling and displeasure at the violent breach of discipline, and requested the guilty parties to be pointed out and he would have them punished. This they were unable to do. "Well then," said Washington, "I, too, am a lover of St. Patrick, and we will settle the affair by making all the army keep the day." He then directed the commissary to issue the whiskey ration to every man in camp, and the day was one of merriment for the men at Valley Forge, and long remembered

as a ray of sunlight in the gloom of camp life.

Washington attempted little during his melancholy sojourn at Valley Forge. Towards the close of the spring of 1778, La Fayette was sent with 2,100 men to Barren Hill, on the Schuylkill, twelve miles from Valley Forge, to keep the foraging parties of the English in check, and to be ready for action in case of any decided movement. With the connivance of a Tory at whose house the marquis lodged, General Howe forthwith laid a plan to cut off the detachment. Fortunately La Fayette discovered the scheme in time to defeat it by a skillful retreat.

Washington, who had been watching the threatening movements of the British through his field-glass, could hardly restrain his joy when his beloved brother-in-arms reached the camp in safety.

Washington's army spent exactly six months at Valley Forge. When the sufferings of that terrible winter ended, the American forces on June 19, 1778, marched out of their encampment and commenced the pursuit of the English, who had on the 21th of May, evacuated Philadelphia and were marching across New Jersey. On June 28th, they overtook the enemy at Monmouth (now Freehold) and a desperate fight ensued, ending in a brilliant victory for the Americans.

The battle of Brandywine was the high-water mark of British success, and after June 28, 1778, until the surrender of Lord Cornwallis at Yorktown, the devoted army which had gone through the awful ordeal at Valley Forge came off victors in nearly every fight.

The passing of one hundred and thirty-two years has made but little change at Valley Forge. This is due, we are informed, to the nature of the soil which is very sterile. Had it been suitable for farming purposes, every vestige of the old earthworks would have disappeared many years ago. The land is hard and stony, and on this land today are most of the Revolutionary remains, including sections of the intrenchments, and Forts Washington

and Huntington. The farm-houses occupied as headquarters by Stirling, Wayne, Varnum and Muhlenburg, also remain, the whole being included within a territory of about six square miles.

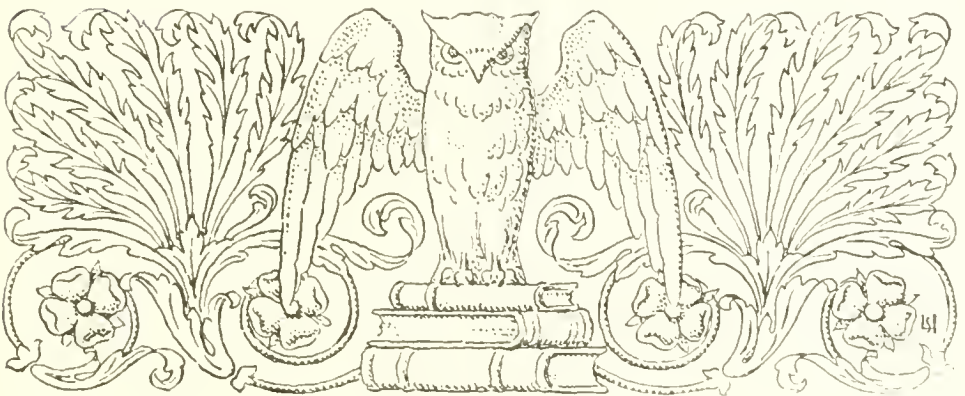
The old Potts mansion which sheltered Washington during the darkest and gloomy period of the struggle for liberty, appears today almost exactly as it did when the commander-in-chief had his headquarters there. From cellar to garret it is in a good state of preservation.

"The doors with their bolts and locks are the same that his hands moved. The floors are the same over which the great chieftain walked in many a weary hour. The window glass and sash are unchanged since the days when his anxious eyes looked through them at the soldiers' huts upon the hills."

The interest centers in the back room which Washington used as a

private office. In one of the deep window-seats is a secret depository which he used for his private papers. The building taken as a whole has a silent and dreary aspect as in the days of the Revolution.

Valley Forge is now a public park, and is under the care and attention of several patriotic societies, who have been untiring in the efforts to preserve and improve the historic old campground. Several monuments have been erected by the different states to the memory of their soldiers who suffered there, and one of the later improvements is a handsome memorial church built upon the spot where Washington knelt in prayer. An addition was recently added to this building called the Cloister of the Colonies, in which each of the thirteen original States is to place memorials to its soldiers who suffered so severely in that bleak and gloomy winter at Valley Forge.



The 1910 Claus

'Twas the night before Christmas—
For a tour of the world
Old Santa his aeroplanes
Quickly unfurled.
What if times they are changing,
He his gifts must deliver
And uphold the traditions
Of this bountiful giver.

Instead of his furs, he
Wore a jacket of leather
And skull cap of ditto,
To keep out the rough weather.
Old Boreas, amazed,
Held his breath for a moment,
Half inclined to get ugly
And kick up a foment.

"Up, Antoinette! Up, Bleriot!
Up, Curtiss! and Wright!
We're off for a jolly good
World-beating flight.
Let no earthly mortal
Escape empty handed;
We'll mark every roof,
To show where we landed."

So, away with a flash
And a whirr and a clatter;
The motors revolved—propellers, too,
For that matter.
And before old Boreas
Had recovered his fright,
Old Santa was lost
Away off in the night.

L'Envoi

Aside from his method of travel,
I think you'll agree
He's the same old Santa Claus,
Both to you and to me.
Whether coming by reindeer,
By airship or auto,
It makes little difference—
At least it ought not to.
We'll hang up our stockings
Expectantly, when
December rolls round in
Nineteen hundred and ten.



Stub Ends of Thought

By ARTHUR G. LEWIS.



IT IS NO JOKE to take one's self seriously.

THERE is nothing so inane as a bankrupt idea.

EDUCATION is a question of substantial proof.

BE A man today, and a good fellow tomorrow.

LOVE may listen, but is deaf to the voice of reason.

THE battle of fact against fiction deserves victory.

EVERY earnest effort holds the possibility of success.

THE only accepted standard of excellence is the best.

THERE can be no rivalry within the circle of perfection.

JUDGMENT is the only safe dictator of self impression.

THERE is a certain merit in the initiative of everything.

THE public at large quickly recognize truth at first glance.

THOUGHT is the embryo form of every material condition.

EVERYTHING that public sentiment cares about is important.

LET us endeavor to find an exit from the dilemma of doubt.

THE artist's Shrine is the workbench of his own success.

LET us create a new precedent, something of our very own.

INNOCENCE always looks at vice through a magnifying glass.

THE highest authority in the world is that expressed from experience.

PERFORMANCE must be piloted by well defined and consistent theory.

PERFORMANCE is only made possible through the agency of ideas.

IT is better to instill one virtue into the lives of others than to practice many alone.

A de luxe edition of Mr. Lewis' work in book form (107 pages), bound in limp leather, and silk lined, will be forwarded, postpaid, upon receipt of \$1.00, by THE BOHEMIAN SOCIETY, Norfolk, Va

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To Chicago (due 5.00 am),	3d Morning	3d Morning	3d Morning
To Columbus (due 9.00 am),	2d Morning	2d Morning	2d Morning
To Cleveland (due 5.25 am),	2d Morning	2d Morning	2d Morning
To Wheeling (due 2.40 am),	2d Morning	2d Morning	2d Morning
To Pittsburg (due 3.00 am),	2d Morning	2d Morning	2d Morning
To Cincinnati (due 10.05 am),	2d Morning	2d Morning	2d Morning
To Louisville (due 5.15 am),	3d Morning	3d Morning	3d Morning
To St. Louis (due E. St. L. 6.40 am),	3d Morning	3d Morning	3d Morning
To Milwaukee	4th Morning	4th Morning	4th Morning
To Kansas City	4th Morning	4th Morning	4th Morning
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	To New York (Due 6.30 am)	To Philadelphia (Due 10.40 pm)	To Baltimore (Due 6.00 pm)
From Chicago (6.00 pm),	3d Morning	3d Morning	3d Morning
From Columbus (7.30 pm),	3d Morning	3d Morning	3d Morning
From Cleveland (6.40 pm),	3d Morning	3d Morning	3d Morning
From Wheeling (9.50 am),	2d Morning	2d Morning	2d Morning
From Pittsburg (8.00 pm),	2d Morning	2d Morning	2d Morning
From Cincinnati (8.50 am),	2d Morning	2d Morning	2d Morning
From St. Louis (E. St. L. 3.00 pm),	3d Morning	3d Morning	3d Morning
From Louisville (7.45 pm),	3d Morning	3d Morning	3d Morning

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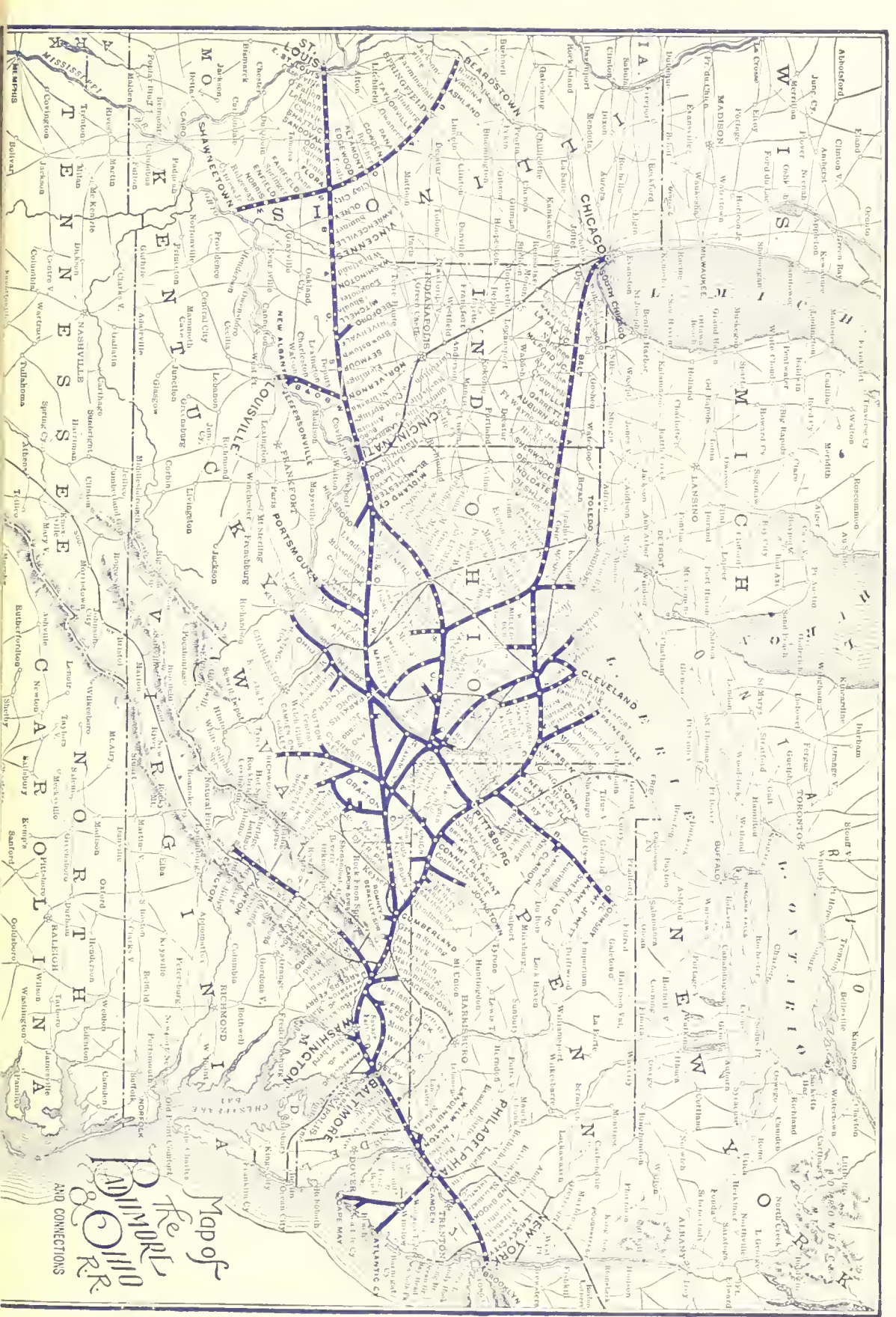
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 the
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Baltimore

Ohio R.R.



EAST AND WEST



CALENDAR - 1910



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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30	31
MAY							JUNE							JULY							AUGUST						
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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..	30	31

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ALL TRAINS VIA WASHINGTON
BALTIMORE & OHIO R.R.
WITH STOP-OVER PRIVILEGE

WASHINGTON, PA., AND ITS ADVANTAGES TO MANUFACTURERS
THE COST OF TRAVELING BY RAIL IN EUROPE AND AMERICA

Problems

FOR

Manufacturers

I

A, making a product which must be sold in competition, pays \$3.00 a ton for coal. How long can he compete with B, who pays \$1.00 a ton for coal?

II

For \$1.00-a-ton coal substitute 5 cents a thousand feet for natural gas and solve.

NOTE—5 cents a thousand feet for natural gas equals \$1.00 for coal in thermal units, so cents for coal in practice, as there is no ash, no cinder and no fireman's needed.

III

If A's plant is in one corner of a country of vast railroad mileage and B's is near the center of population, on an east and west trunk line, what effect, if any, will that have on A's staying powers?

IV

If A and B should learn that C had built a \$1,000,000 plant, having 5-cent gas and \$1.00 coal, had operated it seven years and then, desiring to increase his output, had erected another \$1,000,000 plant just ten miles from the first one, what psychical effect would this information have on A? What on B?

V

If D were thinking of erecting a plant to compete with A and B, which would he consider his more formidable competitor?

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BOOK OF THE ROYAL BLUE

JANUARY, 1911

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WILLIAM ELLIOTT LOWES, EDITOR

VOL. XIV

BALTIMORE, JANUARY, 1911

No. 4

Washington, Pa.

Its Advantages to Manufacturers



try to be proud of, the inheritance of a good name, a reputation of a solid business foundation, it enters its second century with a full understanding that neither ancestry nor inheritance are the prime factors in the race of modern business progression. That it has lived one hundred years, established a solid footing and now is just beginning to open up its vast resources to build a greater future, is worthy of careful consideration.

Washington, the county seat of the third richest county bearing the same name in Western Pennsylvania, celebrated a centennial in October, 1910. With an ances-

Washington's population in 1910 was 18,778, as compared with 7,670 in 1900, making a gain of nearly 150 per cent in ten years. This is a splendid showing, but is not a surprise to those who have been watching Washington's industrial development in recent years, and the starting of new plants and the resumption of operations by mills long idle. The hustling business men have been notably active in securing new enterprises and portraying the great natural advantages which Washington offers to those contemplating a change of location. Then the desirability of the town from the residential standpoint has been a factor in its growth, while its educational institutions, as ever, have helped on the good work.

Washington is well known as a place where living conditions are of the highest standard; where, in addition to earn-



CENTENNIAL ARCH, OCTOBER, 1910



THE NEW COURTHOUSE

ing good wages, a man may bring up his children amid wholesome, helpful surroundings. It is a borough with the conveniences of a city, and the moral tone of the community is all that could be asked. Her merits now becoming known, an even larger increase in population may be looked for in the ensuing ten years.

Located on the main line of the Baltimore & Ohio Railroad, and at the terminus of one of the branches of the Pennsylvania Railroad and the Pittsburg and Washington trolley line, are the special advantages that combine to render Washington pre-eminently a business and residence center.

Oil and gas each brought tribute to the aggregate riches of the town, and with the tremendous development of the coal resources of the county and the constant impouring of wealth, Washington has steadily flourished.

Numerous manufactories are to be found in the industrial sections of the town. The aggregate payroll each year of the various concerns is between \$3,000,000 and \$4,000,000, and the output finds its way to all parts of the inhabited globe.

Aside from the unfailling current of business, one of the principal advantages of Washington is, it is rapidly becoming a home city. Many of the employes of the factories and mills own their own homes, a fact that evinces an abiding faith in the place of their choice.

Many Washington County people who formerly owned farms, and became wealthy through oil and gas and coal

operations, have removed to Washington and built substantial homes, with broad, well-kept lawns surrounded by shady, well-paved streets. There are no congested residence sections, but on the other hand hundreds of homes scattered over an area larger than any town of its size in the country.

The site of the town is over 1,100 feet above sea-level, giving every one the chance to breathe the pure air of nature, which gives health. The water is as pure as modern methods can make it, and the sewage system is second to none. The town is well illuminated with electricity, and is amply protected against fire by the Gamewell fire alarm system and a paid fire department. Every economic advantage of the larger city is possessed by Washington at less expense.

Washington's educational advantages are unsurpassed; it has always been known as a "college town," and had the first college west of the Alleghany mountains. The public school system is the finest in the State. Washington Seminary and Jefferson College and the Washington Seminary are institutions of national reputation.

Years ago, in 1787, it began its career as an educational center when the Washington Academy was chartered, which afterward became the Washington College in 1806, and with its union with Jefferson College in 1809 became better known as Washington and Jefferson College. Benjamin Franklin donated fifty pounds, in which originated the present library of Washington College, in 1790. The academy building having been de-



POSTOFFICE

stroyed by fire, a permanent edifice of stone was built in 1793 and completed in 1795, which is still standing on the college campus.

The progress of the college from that time has been steady, but it has never experienced a boom. During the past thirty years its endowment has increased from \$180,000 to \$635,000, and its buildings and grounds have grown from a valuation of \$200,000 to one of not less than \$475,000. The corps of instructors has grown from seven to twenty-eight and its enrollment from 180 to over 400. The reputation of the college as an educational institution has also become much more widely extended and it is not uncommon to find colleges, chiefly in the West, referring to its history and present methods as models for their own imitation. The presence of so noted an institution has had much to do with attracting the best class of families to settle in Washington as a delightful place of residence and an ideal place for the training and education of a family. The tone of society is high without the characteristics that too often accompany wealth. Character and intelligence are standards of the best society, rather than wealth.

It is not the college alone that attracts people to the town, but the other schools of a lower grade. The college has developed an academy of high grade, investing nearly \$150,000 to furnish it, a well-equipped home for its boarding boys and a study and recitation hall with all the best appliances. Here, or in the high schools of the town, boys can be prepared to enter any college, and in these schools



WASHINGTON TRUST BUILDING

or in the seminary, girls can be equally well prepared for college. The seminary, however, is not merely a preparatory school, but gives the kind of an education that fits young women for entering into their stations in life. It has also the distinction of being one of the oldest institutions of its kind in the country, having been founded in 1830.

There are seven public school buildings and one high school building, none of which is over twelve years old. The approximate cost of these buildings is \$800,000.

There are twenty-six churches in Washington and over thirty places in which services are held, and all the organizations exercise unmistakable power in the moral life of the town.

The local Y. M. C. A. is housed in a building that cost \$80,000. It is a strong and thriving organization and one of the most beneficent influences of the community.

Washington has two hospitals, where modern treatment and attention are accorded the patients.

A public park and playgrounds for the children also provide means for healthy recreation.

There are thirty miles of paved streets - in fact Washington is the best paved and lighted city in the state.

Fortunate is the town with a good water supply. Washington has for so many years been blessed with excellent water that it has come to take it as a matter of course. The Citizens Water Company many years ago commenced the installation of that fine system of



NEW CITIZENS' NATIONAL BANK



MAIN STREET, LOOKING NORTH

reservoirs and pipe lines which now enables them to give unfailing service to the town, and never since the construction of this public service utility has there been an epidemic of typhoid fever or other malignant disease of any consequence. The water furnished is clean and clear, having been drained from a watershed where there is no possible source of contamination. It is equally good for culinary services and for drinking. For many years the Pennsylvania Railroad procured the water from Washington for its locomotives, it having been discovered that there was little formation of scale in the boilers after the use of water from this point.

Twenty years ago Washington took a decided step towards the conservation of the public health by employing Colonel Waring, of New York, who afterwards gained fame by cleaning up Havana when the American troops occupied it, to design a complete system of modern sewers. This was installed in 1891. Since then the town has built a modern sewage-disposal plant, first in the State, at a cost of \$108,000. It is indorsed by Dr. Dixon, the Pennsylvania commissioner of health, as a model.

In choosing a location for a home or for the site for a manufacturing establishment, the first question is health. That should be a controlling consideration, and when health is the object sought Washington is there with the goods.

The municipality is proud of its sewage arrangements. The entire borough is underlaid with a network of branching sewer lines, the main arteries of which

traverse the principal streets. The sewage is gathered into one large conduit and transported to a new sewage-disposal plant just below town in the Chartiers Valley. At this point it is drained into big septic tanks and chemically treated so as to render it innocuous. The disposal plan is one of the most modern in the United States. It was completed two years ago and cost the borough over one hundred thousand dollars. East Washington has a separate sewage system of its own, with a separate disposal plant of capacity sufficient to take care of the accumulations from that borough.

These are some of the things which make Washington a good home town.

During the year 1909 the banks of Washington County reached the highest totals, in the aggregate, in their history. On December 31, 1901, the total amount of deposits in all the banks of Washington County was \$6,537,580. On December 31, 1909, the total amount was \$20,345,082.86. In eight years the amount of deposits more than trebled, the increase being \$13,807,502.86. The great material prosperity of the people of this county is reflected in these impressive figures.

While the above statement applies to 1909, the bank statements for 1910 will show an even greater proportionate increase because of continued prosperity.

The prosperous growth of the town of Washington was largely due to the oil and gas development, which attained its height during the year 1886. Men who were mature at that time and are still young can remember the excitement



PUBLIC PARK

caused by the finding of oil, the sudden wealth that descended on many, and the ensuing invasion of oil workers and speculators which changed the community over night from a quiet college town to a bustling modern city.

Washington is the center of great natural resources. No section of the United States has been greater blessed with rich minerals than Washington County. Countless millions of rich deposits of coal, oil, gas and limestone have been taken from the hills and valleys of this county and many millions of dollars of deposits still lie beneath the soil.

The Washington County bituminous coal field is not surpassed by any in the United States. Yet the possibilities of this rich field have hardly yet dawned upon its citizens. For twenty to thirty years its people were so busy drilling for oil and gas that the abundant veins of coal remained beneath the surface untouched until within a comparatively short period. The past ten years have seen the development of the coal industry in this county and it has yet hardly commenced. The future of Washington and of Washington County cannot be discounted because it is an economic fact that the great manufacturing plants go to the fuel and not the fuel to the manufacturers. It was the abundance of gas in this territory which was responsible for the rejuvenation of Washington.

With the coal, oil and gas development the industrial feature of Washington took on a new phase. The oil business required machine shops, boiler works, tank factories and many similar works.



RESIDENCE SECTION, LE MOYNE AVENUE

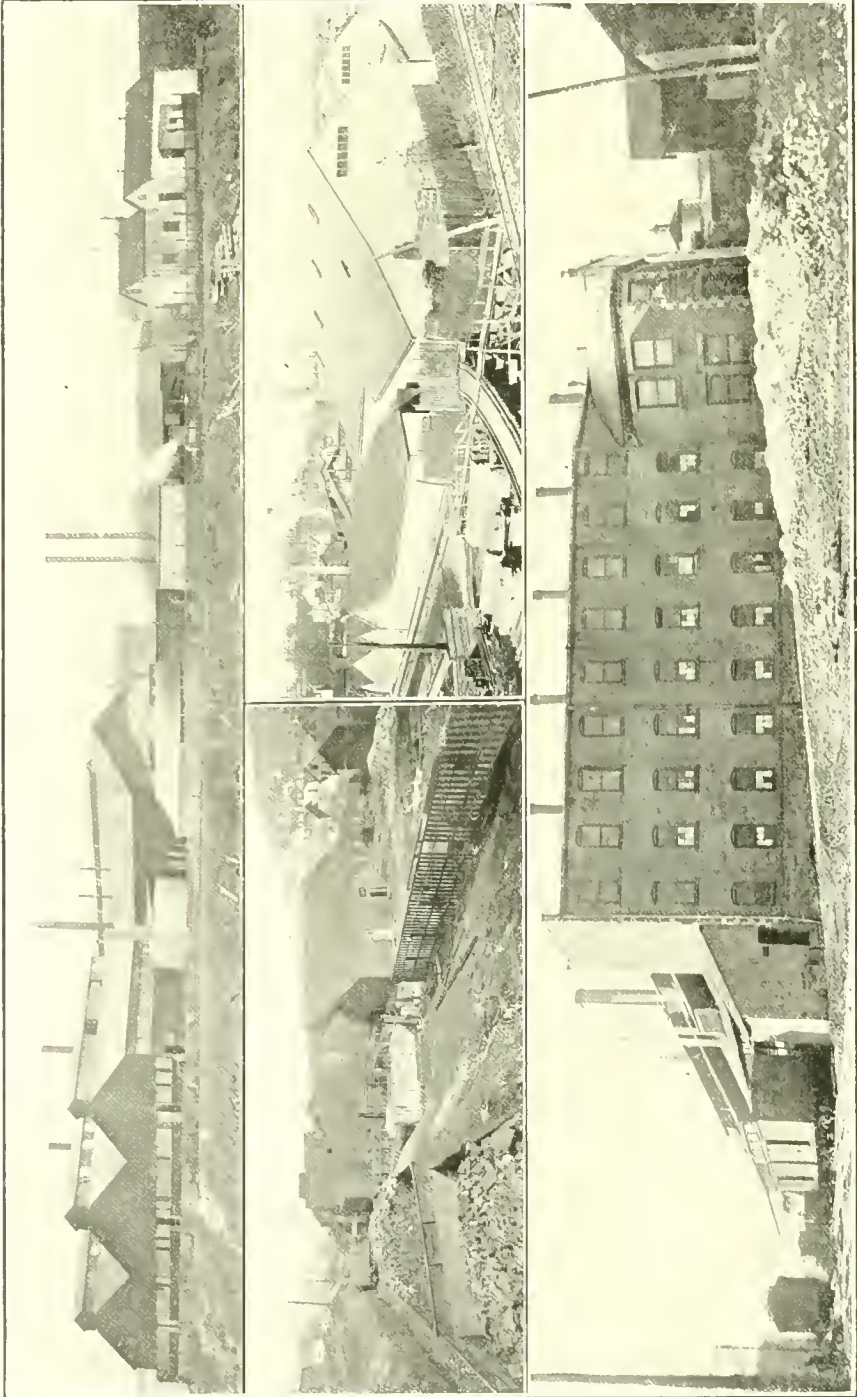
The coal mines that were opened gave work to a new class of labor, with which this section was unacquainted before. The advantage of cheap fuel attracted notice of manufacturers and started the town into its present industrial development.

Washington from a manufacturer's viewpoint will be found to be an excellent assembling point rather than a town of great natural resources. It is situated right in the heart of the fuel district and has a practically unlimited supply of coal. The gas rates have been steadily rising of late years, as the gas is drawn away, so that it is to the solid fuel that the district is commencing to look for energy for future operations. The products of the manufacturing activity of the town are varied, ranging all the way from charcoal iron tubes for battleships to glass fruit jars. Washington is the home of the Mason fruit jar, which is turned out by the Hazel-Atlas Glass Company, one of the largest glass companies in the United States. It is also the principal manufacturing point of the Tyler Tube & Pipe Company, which makes the charcoal iron tubes above referred to, and ships them to all parts of the world for use in building boilers. There are also factories for making tin plate, clay pots, wire glass and cathedral glass, glassware for the table, etc.

In the matter of fuel supply, a glance at the map of the Pittsburg coal field will show that Washington has an important strategic advantage. The town is situated right in the heart of the coal field, and will always have cheap coal. At the present time coal sells for about \$1.40



EAST WHEELING STREET



PLANTS OF THE HAZEL ATLAS GLASS CO. - HAZEL NO. 2, STORAGE PLANT, ATLAS AND HAZEL NO. 1



SEVENTH WARD SCHOOL.

per ton, run of mine, delivered to consumer, and 80 cents per ton for slack delivered. The development of the Washington County coal field has just begun, so that there is an outlook ahead for still cheaper coal and more local business as the various companies open up their properties. The matter of making producer gas has within the past few years attracted much attention in the scientific world, so that there are now several processes for making this gas at a low cost. Washington County coal lends itself well to the making of producer gas, and manufacturing interests which require a gas flame for their purposes can still enjoy that advantage, although the supply of natural gas is not so great as formerly.

Labor conditions are favorable in the district for any branch of manufacturing. Many laboring men own their own homes and enjoy the opportunities offered by the Washington schools for educating their children. The town has never had any serious labor trouble. As a rule, the local manufacturers have treated their men with the greatest consideration, and have granted them all concessions demanded. The great labor troubles, with their attendant evils of suffering, rioting and bloodshed have passed by Washington without causing the slightest stir.

Washington has no saloons. It has been said that industrial plants could not exist where license was not granted, but this town has demonstrated that this is not true, for a comparison of the growth of Washington with that of other towns

in the western part of the state that have had license all these years is positive evidence that license is not necessary for the growth of any town.

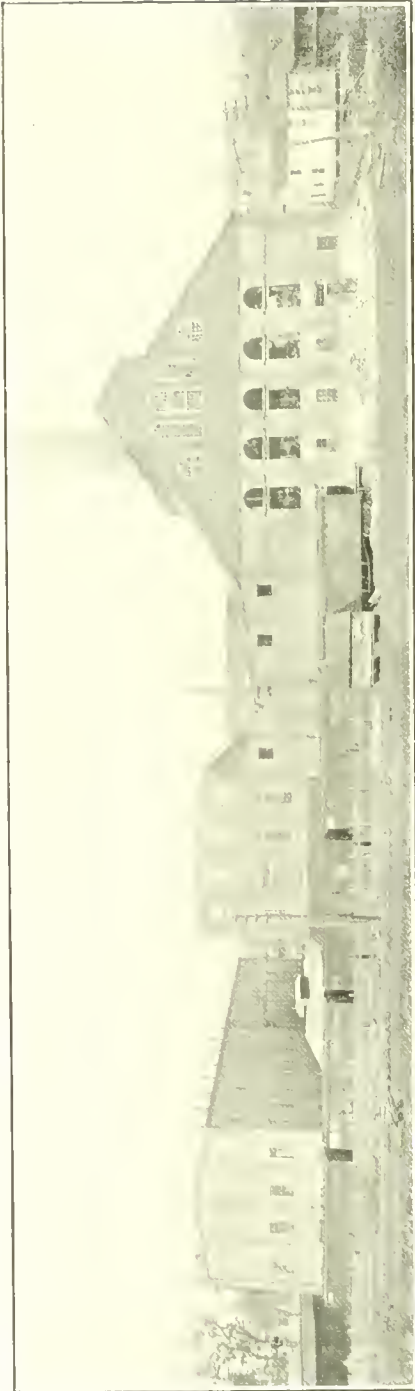
Washington has excellent transportation facilities, having the Baltimore & Ohio main line—Pittsburg to Columbus, Cincinnati, Louisville and St. Louis, to the southwest, and Akron, Cleveland, Sandusky and Chicago to the northwest and the Great Lakes region; to the east it has two gateways via either Pittsburg or Wheeling to Washington, D. C., Baltimore, Philadelphia and New York—the Pennsylvania, and the Washington & Waynesburg. There is one mile of industrial road, owned jointly by the Baltimore & Ohio and Pennsylvania, along which are excellent factory sites. There are also excellent sites contiguous to either line no less desirable because of switching arrangement between the lines. Many plants locate at Washington because of this advantage, to which is added the great advantage of being in the Pittsburg rate district.

Quick-dispatch freight is delivered in New York, Philadelphia, Baltimore and Washington on the east; Buffalo, Erie, Rochester, Cleveland, Chicago, Cincinnati, St. Louis, Indianapolis, Louisville and St. Louis on the second and third morning after shipment, and time-freight about one day later.

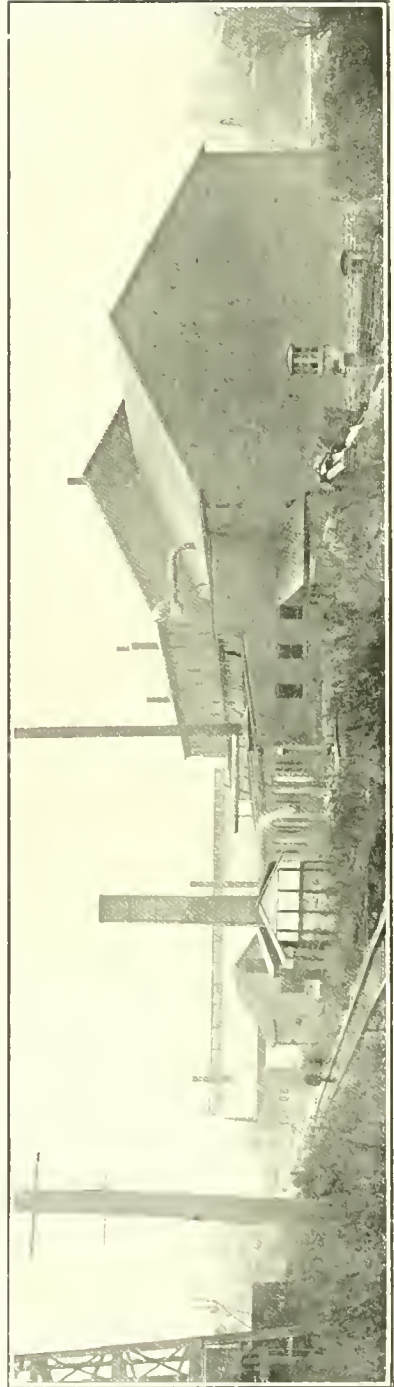
The old Pittsburg almanac—long the monitor of Western Pennsylvania families—was wont to describe Washington as "twenty-two miles southwest of Pittsburg, as the crow flies." While all the transportation lines which connect the



WASHINGTON HIGH SCHOOL.



DUNCAN & MILLER GLASS COMPANY



FINDLAY CLAY POT COMPANY

two places are longer than twenty-two miles, on account of the contour of the intervening country, yet Washington is away within the 40-mile radius which insures the benefit of the same freight rate fixed for Pittsburg.

Founded in 1781, during the closing days of the Revolution, when George Washington was at the height of his military fame, the shire town of Washington County was named in honor of the illustrious hero who was the chief

and about forty miles west of the Alleghany Mountains. These hills culminate about three miles south of Washington in a knob 1,537 feet above sea-level, known as Mount Wheeler. The altitude of Washington and the splendid drainage of the surrounding country, entirely free from swamps and marshes, contribute to giving it a situation where the mortality rate is remarkably low. Another factor which increases the salubrity of the climate is made clear by a



WASHINGTON AND JEFFERSON COLLEGE

figure in the struggle for American freedom. It was the first town in the United States to bear his name. He was among the first to recognize the possibilities of the neighborhood and before the Revolution had purchased a large tract of land within ten miles of the present town of Washington.

For more than a century Washington has been noted for two things; the extraordinary healthfulness of its location and the devotion of its people to education.

One who examines an altitudinal map of Southwestern Pennsylvania will find a high ridge of hills, coming up out of West Virginia and running parallel with

map accompanying the United States Census of 1890, on which is shown by colors the average temperature in many parts of the United States. A noticeable feature of this map is the warm streak just west of the mountains, which is accounted for by explaining that the warm winds of the Gulf of Mexico moving northeastward strike the Alleghanies and creep northward until they exhaust themselves.

As every 100 feet in altitude is equivalent to a reduction of 1 degree of temperature in summer, the dwellers in Washington and its suburbs have the advantage of an average of 6 to 9 degrees

lower temperature in summer than the residents in the point district in Pittsburg; and in humid weather this means a decidedly lower mortality rate, especially among children.

One notable characteristic of Washingtonians is their spirit of "get together," their willingness to work together for the common good, and pre-eminence in this respect is the board of trade.

This was evidenced recently when the board of trade engaged as managing secretary, G. W. Dudderar, then industrial agent of the Baltimore & Ohio Railroad.

A man of natural talents and experienced in municipal enterprises was required, and a fund for the purpose had to be raised; but the spirit of co-operation common to the men of Washington made it easy to procure such a fund for the selection of their managing secretary for a term of years. From his long connection with the industrial department of the Baltimore & Ohio, Mr. Dudderar was deemed eminently competent to assure the successful operation of industries of various kinds, knowing the many ways in which communities can and should assist various enterprises.

It is the policy of the board to aid in every way possible the industries now located in Washington and to give prompt consideration to the needs of industries seeking locations. Industries located in Washington enjoy all the advantages of the Pittsburg district without any of the drawbacks incident upon location in the city proper.



OLD WASHINGTON ACADEMY BUILDING, 1793

Correspondence with Mr. Dudderar will soon make clear the many advantages of Washington as a manufacturing center.

Washington has two national banks. The First National, the oldest, was established in 1836. The Citizens National was organized during the oil excitement and now ranks first in the county and seventh in the State; its new bank building, in process of construction, is of white marble, one story colonial in style with mezzanine floors; its cost will be in the neighborhood of \$200,000, and the company expects to occupy it about April 1, 1911.

There are three trust companies, the Washington, the Union and the Real Estate. The Washington Trust Company is housed in a magnificent modern office building, a credit to any metropolitan city. There is one private bank, that of Wm. Smith & Sons.

The most magnificent edifice in the city is the new courthouse, which was completed in 1900, at a cost of \$1,000,000. The Washington County jail, erected at the same time as the new courthouse, is a most artistic structure. The new postoffice and Federal building, constructed in 1906, is another public building constructed along the lines of artistic architecture.

Washington has the distinction of owning the first crematory constructed in America; it was built by Dr. Francis LeMoyne, and was first used in 1876. Dr. LeMoyne himself was cremated therein and in his will provided that his crematory was only to be used for residents of Washington County.

Although the census of 1910 does not



THOMPSON MEMORIAL LIBRARY
WASHINGTON AND JEFFERSON COLLEGE



DORMITORIES, WASHINGTON SEMINARY

give Washington 20,000 inhabitants, yet this thriving city supports three first-class daily newspapers. The "Observer" and "Reporter" are owned and published by the Observer Publishing Company. The "Reporter" was established in 1808 and the "Observer" in 1871. The "Observer" is a morning paper and the "Reporter" an afternoon paper; the circulation of the morning paper is not only in the city, but covers the county through the postal rural delivery system. The Washington "Record" was established in 1905 and publishes a morning paper. This company purchased the old Washington "Democrat" and issue it weekly.

In 1887 Washington became the center of glass plant industries.

Washington Packing Company, organized twelve years ago, is a combination of the Home-Dressed Beef Company and the E. J. Young Packing Company, with a capital of \$100,000. They give employment to twenty-five men and their annual output amounts to \$450,000.

Beaver Refining Company, established thirty years ago, is engaged in refining crude oil, producing gasoline, naphtha, water-white oil, petroleum, etc., giving employment to twenty five men. Its officers are C. A. Wales, president, and E. A. Kelley, secretary and treasurer.

Findlay Clay Pot Company, representing a present investment of \$150,000, is engaged in the manufacture of glass house pots, block and furnace supplies and was established in 1902. They give employment to fifty men, using coal as fuel. The local plant is a branch concern, the main works being located at Findlay, Ohio. The firm is composed of C. H. Lambie, president, and Jos. Lambie, general manager.

Capitol Oil, Paint & Varnish Company, established in 1905, is engaged in the manufacture of oils, paints and varnish, and makes a specialty of house paints.

Highland Glass Company, manufacturers of high-grade cathedral, rough-rolled and wire glass, was organized in 1901 and operates three plants, giving employment to 225 men. Its officers are J. W. Paxton, president; K. M. Paxton, vice-president; R. M. Torrence, secretary, and W. P. Paxton, treasurer.

Griffith Charcoal Iron Mills was incorporated in 1901 with an investment of \$200,000, which has since been increased to \$300,000. They are engaged in the manufacture of a superior grade of roofing tin, made with a pure charcoal iron base; the raw material—pig-iron and scrap—is melted, made into blooms and then rolled. Coal and charcoal are used for fuel. The firm gives employment to 215 men, and is composed of W. H. Griffith, president; John A. Scott, vice-president; N. R. Baker, secretary and treasurer.

Zahniser Bros. & Sten was organized in 1894 with an investment of \$65,000, and reorganized in 1910, increasing their investment to \$100,000. The present officers of the firm are A. J. Zahniser, general manager, and V. O. Zahniser, treasurer. Employment is given to forty men, most of whom are skilled mechanics. They are engaged in the manufacture of oil-well supplies of all kinds, drilling and fishing tools, steel pipe, oil-well derricks, gray iron castings, light and heavy forgings, and engine and pump repairs, operating a branch shop at Waynesburg, Pa.

This firm has steadily grown for sixteen years and the plants have been continually in operation on all working days during that time.

The Washington Tin Plate Company, established in 1900, has a present investment of \$350,000 in an up-to-date plant in the manufacture of roofing plates and tin, terne and black plate, with an annual output of 15,000 tons, and gives employment to about 300 people, most of whom are skilled labor. The officers of the company are I. J. O'Conner, president; E. T. McNulty, general manager; T. P. McDonough, superintendent.



WASHINGTON SEMINARY BUILDINGS



BIRD'S-EYE VIEW

Washington Ice Company, engaged in the manufacture of ice, was established sixteen years ago with an investment of \$25,000, which has since been increased to \$100,000, increasing its capacity from twenty-five to sixty tons a day, having installed the most up-to-date machinery known to the ice-making trade. Geo. T. Walker, president; John B. Murphy, vice-president; Geo. E. Lockhart, treasurer; W. F. Brown, secretary, and I. L. Jones, manager.



TYLER TUBE & PIPE

Duncan & Miller Glass Company was organized seventeen years ago, with an investment of \$200,000. This company is one of Washington's most successful manufacturing concerns, and is engaged in the manufacture of fine glass tableware of all kinds. The products of this company are perhaps more widely known throughout the country than any line of goods made in Washington. They give employment to 200 men and have an annual output valued at a quarter of a million. Its officers are H. B. Duncan, president; J. E. Miller, vice-president, and A. P. Duncan, treasurer.



GRIFFITH'S CHARCOAL

The Donley Brick Company, composed of J. E. Duncan, Jr., president; J. W. McNulty, secretary and treasurer, and Wm. Donley, manager, was established eight years ago with an investment of \$50,000 and is engaged in the manufacture of red-face brick, common brick, rough-face brick, shale paving blocks and radial chimney blocks, giving employment to thirty men.



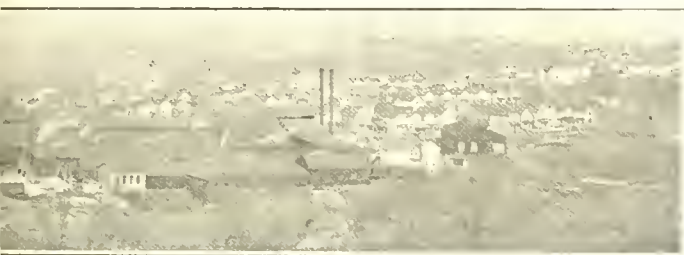
JESSOP STEEL

The Phoenix Glass Company, successors of the Washington Glass Works, was established nine years ago with an investment of \$35,000 and is engaged in the manufacture of electric and gas globes and shades, decorated lamps, etc. This factory is one of five others which are located at Monaca, Pa., with general



WASHINGTON, PA.

Photo by Harbaugh. Copyright, 1910.



COMPANY'S WORKS



IRON TIN MILLS



ANY'S PLANT

offices in the National Bank Building, Pittsburg, and showrooms at New York City and Chicago. The officers of the company are T. H. Howard, president; A. H. Patterson, vice-president and manager, and E. P. Ebberts, secretary and treasurer.

The Vester, Stewart & Rossell Company are engaged in general planing-mill work, high-grade interior finish, stair work, etc. The firm was incorporated in 1903 and began operation on a very small scale; they now have an investment of \$60,000 with a gross output of from \$100,000 to \$200,000, giving employment to about thirty-five men, practically all skilled mechanics. Its officers are H. B. Rossell, president; H. P. Weaver, vice-president, and A. J. Stewart, secretary and treasurer.

The Dunbar & Wallace Lumber Company, retail lumber dealers, planing mill, etc., is composed of J. H. Wallace, president, and J. W. Wallace, secretary and treasurer. The firm was organized ten years ago with an investment of \$50,000 and has an annual output valued at \$125,000, giving employment to fifteen men.

W. A. Little, lumber dealer, planing mill and oil-well supplies. Investment \$30,000, established twenty years ago.

Jessop Steel Works, with an investment of \$500,000, is engaged in the manufacture of high-grade steel for making saws, plows, shovels, cutlery, etc. This company located in Washington in 1902 and is a subsidiary of Wm. Jessop & Sons of Sheffield, England, established in 1774, the largest makers of crucible tool steel in England.

Its officers are S. J. Robinson, president; W. F. Wagner, vice-president; F. E. Otley, general manager, and W. H. Morton, treasurer.

The Meurer Bros. Company, manufacturers of tin plate, located in Washington about two years ago on account of central location, excellent shipping facilities and cheap fuel. They have an investment of \$100,000 with an annual output of 75,000 boxes, giving employment to about seventy-five people, twenty-five of whom are skilled workmen.

The officers of the company are Jacob Meurer, president; Chas. E. M. Brock, superintendent. This company was formerly located at Brooklyn and has been in business sixteen years.

National Wrought Iron Annealing Box Company is a comparatively new industry, being engaged in the manufacture of annealing boxes for sheet and tin plate mills and galvanizing bath. The firm has an investment of \$80,000, with an annual output of from \$150,000 to \$170,000, and was formerly located at Anderson, Ind. Mr. J. J. Markey is president of the firm.

B. D. Northrup engaged in the manufacture of convertible gas and steam engines, oil-well and glass foundry supplies, iron and brass castings, patternmakers, founders and finishers. This firm started with an investment of \$1,500, which has been increased to \$75,000, with an annual output valued at \$80,000 and gives employment to sixty men. Washington was selected on account of its oil development.

Washington Brick Company, founded in 1000, with an investment of \$20,000, is engaged in the manufacture of hard-burned building shale brick with an annual output of 8,000,000 brick, giving employment to twenty men. Its officers are C. S. Chalfant, president; J. S. Forsythe, secretary and treasurer, and J. C. Wilson, manager.

Hazel-Atlas Glass Company, founded in 1887 by C. N. Brady, is engaged in the manufacture of all kinds of fruit jars, olive, pickle and catsup bottles, vaseline, pomade and ink bottles, opal glass articles, druggist sundries, amber tobacco



RECITATION HALL AND SENIOR DORMITORY,
WASHINGTON SEMINARY

jars, etc. These plants are three of several others located in Wheeling, W. Va.

This firm started with less than 100 employes and has steadily grown until now they give employment to 2 000 employes, with an annual payroll in Washington in excess of \$750,000.

The firm is represented by C. N. Brady, chairman; W. S. Brady, president; J. C. Brady, vice-president and treasurer; A. B. Paxton, secretary; G. G. Oliver, general manager; H. H. Dawson, general superintendent; C. E. Frazier, superintendent of power; T. F. Pickett, A. M. Algeo and H. H. Carothers, superintendents.

Tyler Tube & Pipe Company, founded in 1809 by W. P. Tyler, is engaged in the manufacture of boiler tubes made from charcoal blooms manufactured at the plant, one of the stable industries of Washington. Considerable material from these works is purchased by the United States Government to be used in the construction of boilers for war vessels. With an investment of \$125,000, the firm has steadily grown until the present investment approximates \$1,000,000. About 900 men are employed, with an approximate annual pay-roll of \$500,000. During the past year this plant has practically been rebuilt. Its officers are J. F. Doyle, president; C. A. Bumpus, vice-president and general manager, and Chas. Stratmen, general superintendent.

Washington Electric Light and Power Company has recently installed one of the largest and most powerful plants in the country. It furnishes the electric lights and the power used in Washington and vicinity, also supplies the town of Cannonsburg, seven miles away. The company at present maintains a system of incandescent lights on all the streets, and is also the proprietor of a steam-heating system, which supplies many of the public buildings and homes of the town.

This Company furnishes electric power to manufacturers at a very attractive rate.



LE MOYNE CREMATORY, THE FIRST IN AMERICA

A Scrap from the Record of a "First" Family



BY S. W. HALL.



IF the illustrious "Father of His Country," who was "first in war, first in peace, and first in the hearts of his countrymen," could have foreseen just what would

happen—all the consequences that would follow such a "fathering" of his country—would he have "accepted the position?" Assuredly, the prospect, could he have viewed it all along down through the years, would have been such as might well have "give him pause." Either his heart would have swelled—and, but let us say it not irreverently, perhaps his head also—with "fatherly" joy and pride, or, on the other hand, utterly dazzled and dismayed by such a glimpse into the future, he might have taken a most sober second thought before assuming such a multitudinous and miscellaneous parental responsibility, so to describe it.

Had he been permitted to look adown the vista of the coming years and to behold the future of the country he was about to "father," and thus to gaze, awestruck, upon the tremendous and ever-increasing flock of Washingtons, big and "little," with all the possible—and some mighty nearly impossible—combinations of prefixes and affixes, etc., intended to so enable them to bear and to wear the

illustrious patronymic without undue infringement upon the rights and prerogatives of the other members of the great family in the next state, or county, or township, as they have spread themselves like loests over the whole land; and if he could have foreseen that the poet's doleful picture

"How sharper than a serpent's tooth,
It is to have a thankless child,"
were to have shockingly speedy exemplification in the case of the very firstborn of his national children—or, should we call them grandchildren?—and that the aforesaid firstborn should yell and kick so vigorously and persistently that the illustrious one—father or grandfather as you please—then our first President, and with the seat of authority scarce warmed beneath him, should find it necessary to administer a severe spanking to the unruly and undutiful youngster; and had he foreseen the interminable and ever-

increasing "mixing-up" of things in transit, from love letters and Christmas gifts to whole carloads of lumber or cabbage, suffered during these hundred and odd years by the sons and daughters of his country who have come to be dwellers within the unnumbered cities, towns, villages and hamlets of Washingtons, Washingtonvilles, Washington Circles, Washington Cross Roads, Washington Boroughs, North, South, East and West Washingtons, Upper and Lower Washingtons, Right and Left Washingtons, Top and Bottom Washingtons, Front and Back Washingtons, and divers and sundry other kinds of Washingtons too numerous to mention—had he foreseen all these queer things, with the countless others which have happened because of his having "fathered" his country at the time she had orphaned herself by snipping off Old Mother England's apron strings, he might have asked for another night's sleep on the matter before accepting such a picturesque and variegated, so to term it, fatherhood—or, grandfatherhood if we should call it that. But he assumed it in ignorance, we must believe, of such future consequences; and ever since he has been reaping the reward, or, paying the penalty, as you may prefer to look at it, of having done so by having the great family name more and more diffused or spread out, so to speak, throughout the length and breadth of the land.

The first of this great and still-growing family—the very firstborn of the host of Washington children of our glorious republic—has just about recovered its breath and taken a fresh start after indulging in the giddy whirl of enjoyment of the celebration of the centennial of her incorporation in 1810—of her incorporation only, mind you, not of her *birth* or *christening*, for *that* takes us back thirty to forty years earlier. Yes, indeed; for two or three decades before L'Enfant began to lay out among the desolate and uninhabited mud flats of the Potomac that gigantic cobweb of lines along which has since materialized our magnificent national capital, this other and much more "previous" Washington, the very first as aforesaid, was born away out beyond the Alleghany Mountains, among the beautiful hills of the extreme southwestern part of "Penn's

Woods," and after having for years gone under other names, was duly christened in 1781 (or earlier) with the great name so many other places and so many persons have since so proudly borne. But, while Pennsylvania may thus be proud that she gave birth to the first Washington, Virginia came mighty near gobbling the honor instead. Both the provinces of Pennsylvania and Virginia laid claim to that section of the then great western wilderness in which the first Washington lies, Virginia's claim covering what is now embraced in a number of Pennsylvania counties. Rival officers and courts of the two provinces claimed jurisdiction. In this respect Virginia was actually first in the field. Under her claim the section was called West Augusta County or district, and in the exercise of her rights as claimed she built close by this first Washington the first courthouse west of the Monongahela River, and held court therein in 1776. The dispute over the possession of this section was not settled until the final extension of the famous Mason and Dixon's line to its true western terminus and the running north from this of the western boundary of Pennsylvania—and this, as a glance at the map will show, placed the first Washington well within Pennsylvania territory and robbed Virginia of the honor of her possession. The location thus of the boundary line between these states left that little strip of Virginia (now of West Virginia) in which Wheeling is situated, sticking up between the Pennsylvania line and the Ohio River, and its resemblance to the *handle* of a *pan* represented by the whole of the other part of the then divided Old Dominion gave the familiar nickname of the "Panhandle" to that little strip. Taking its name from the district, the town was for a time known as Augustatown, until, the "Father of His Country," having fully established his right to that title, the town honored herself and him by rechristening herself WASHINGTON in the year above cited.

It is, of course, quite a distinction to be the first Washington—to be the very firstest, where so many others have followed. And, as her namesake was *first* in so many things, so this first of the country's Washingtons, seemingly catching the "first" spirit from him, has like-

wise been first in a good many things besides—indeed, we might even term it a "little previous" in some of them—as, notably, the very first of these other first things, to-wit: the first armed rebellion against the newly organized government of the very President whose name she had been the first to bear! With the new nation (following the final ratification of the constitution) little more than fairly launched, and with Washington, its first President, hardly seated in the chair of state, and laboring earnestly to bring about unity and harmony among the more or less jealous new States of the new nation, this undutiful first offspring inaugurated the Whisky Insurrection, which had its head in David Bradford and its headquarters in David Bradford's famous mansion—still standing—in that very selfsame firstborn Washington—a rebellion which extended over a period of about two years and assumed such serious proportions throughout the counties of Southwestern Pennsylvania that, local forces being inadequate, President Washington was forced to send quite an army from the east across the Alleghanies to quell it. Pretty conduct for a firstborn, eh? But odd enough it certainly seems that, though those sturdy Scotch-Irish settlers of the new town and county of Washington thus "fought, bled and died" in defense of the principle of the "free and unlimited coinage," so to speak, of their toddy, their descendants, perhaps ashamed and repentant of the deeds of the fathers, have taken so greatly different a view of the matter of making and dealing in the juice of the rye and other things that for more than forty years this oldest town of Washington, once the headquarters of this great rebellion in favor of free and un-taxed whisky, has utterly tabooed the saloon.

Some other "first" things in this first of the Washingtons are: The first great institution of learning west of the Alleghanies, famous old Washington and Jefferson College, whose thousands of graduates since its founding more than a century ago have likewise been first in many ways and many lands. Here, too, is the first crematory in the United States, built in 1876 by Dr. LeMoyné, himself one of the "firsts" in many radical and progressive organizations—the

Abolitionists, cremationists, etc. And the old town sits astride the first great national highway of our country, the famous and really wonderful National Road, built nearly a century ago by the general Government, not merely to unite in the ordinary sense the older eastern and the newer western sections of our country, but really, so it is claimed, to hold that great western empire, then just beginning to rouse and rise as a giant in his strength, from setting up house-keeping for itself as another nation, by supplying in this great highway the tie needed to bind this new section to the older East—a truly magnificent highway, stretching from Baltimore westward across the great mountain barrier to Wheeling, then "away out west," connecting the great river system of the western country with the ocean, and over which rolled almost ceaselessly an enormous traffic in merchandise hauled in the great six-horse conestoga wagons, in flocks and herds almost without number from the prairies, in passengers in the many stage-coaches of the rival companies—statesmen to and from the national capital; merchants and traders to and from the Eastern cities; tourists and settlers for the new great West—a traffic which, increasing with the years, increasingly taxed the capacity of the great road to handle it until, with the coming of the iron horse, and the stretching of the first line of rails westward over the Alleghanies—a tremendous and unparalleled undertaking for the time—by the Baltimore & Ohio Railroad between those same points—Baltimore on the Chesapeake and Wheeling on the Ohio—the glory of the old road, as the great artery of traffic between the East and the West, departed never to return.

But the old road died hard—oh, it did! And one of the most curiously interesting chapters in the history of the Baltimore & Ohio Railroad is just that recording the tremendous, and all too-successful, fight made by the great army of partisans of the National Road—the tens of thousands in various ways interested in its operation—to prevent the Pennsylvania legislature granting a charter to the railroad company enabling it to build its line across the southwestern corner of the state. So strong was this mistaken opposition that the road was denied a

place on Pennsylvania soil, and the company was compelled to build its line, at a tremendous additional cost of time and engineering skill and money, by a much longer route through a much more mountainous country, keeping entirely below the Pennsylvania line, as the map will show, until, the farthest corner of the State passed, it turned northward to Wheeling. But it is, by the way, this very piece of the great road which especially entitles it to the familiar designation, "The Picturesque B. & O.,"—its history being somewhat "picturesque" as well as its scenery. So bitter, indeed, was the opposition to the building of the railroad, which was to destroy the prosperity of the great turnpike, that the citizens of Claysville, a town ten miles from the first Washington, named after Henry Clay, one of the first and ablest advocates of the building of the highway and regarded somewhat in the light of its patron saint—actually burnt in effigy one of their own townsmen who, viewing things in a different light from his fellow-citizens, had, as a member of the legislature, voted for the granting of the charter to the railroad company. He left the town, going west, and vowed not to return until he could do so on a railroad

train. And he made good his boast—though it was much more than a quarter of a century later before the Baltimore & Ohio finally had a road through the section from which it had so long been shut out—and through this very town of Claysville, now a thriving and loyal station of the road, its earlier citizens felt, with much reason, indeed, would mean its ruin. As in all properly constructed stories, "at last they were united, and lived happily ever afterward."

For many years the old town was the center—and so first—of the wool production of the United States; then of the great oil and natural gas production of the state; and now, by virtue of her position upon the very heart of the wonderful Pittsburg coal bed, she seems fated to become the center of the vast bituminous coal and coke industry of the future.

Whether or not the "Father of His Country" may be proud of all his varied and interesting progeny, certain it seems that, if permitted to look over the great land he "fathered" in its infancy and weakness, he must, notwithstanding the little controversy above referred to, be mighty proud of this firstborn of all the host that have taken his illustrious name, WASHINGTON.



Florida

By ESTHER JACKSON WIRGMAN

To her hummocks, to her sand-hills, to her balmy breath of pine
She is calling, "Come, ye snowbound, to this summer-land of mine,
Ponce de Leon, brave and bold,
Found here in the days of old
The life-giving sunny fountain that immortal youth doth hold.

"Forego your wide white snowfields for the glitter of my sand,
Where the softly lapping wavelets ripple in a saraband,
And the bitter winds that blow
For my gentle breeze forego,
Come and dip in softest water that no cruel ice doth know."

O luring land of languorous palm, of mystic everglade,
'Neath tropic trees to lie at ease, a silhouette of shade,
Where a golden treasure trove,
In the luscious orange grove,
Or a world of game inviting to the man who loves to rove.

She is calling, calling, calling, when the land that gave us birth
Lies in stony, frozen silence, destitute of life and mirth,
In our brilliant starry train,
Swiftly over field and plain,
We are coming, we are seeking our lost summer once again.

The Cost of Traveling by Rail in Europe and North America



THE question as to whether traveling by railroad in Europe is or is not more comfortable than in North America is one the decision of which depends largely upon the opinion of the individual as to what he considers are the most essential elements of comfort. An American using the compartment of contracted size in the coaches of Europe, in the absence of the larger space to which he is accustomed in the ordinary American passenger coach, or in the parlor or sleeping car, is apt to feel cramped and constrained unless he happens to be the single occupant. On the other hand, the native European traveler prefers the company of the few he encounters in the compartments to that of the many who occupy our ordinary coaches or parlor cars.

The question as to the cost of traveling is, however, one of fact, not of opinion, and any testimony that tends to throw light upon the subject ought to be of interest at the present time, when so many politicians seeking popular favor desire to force reductions or resist increases in the rates of fare charged by our American roads.

The figures given below are taken from notes made by a not inexperienced traveler, of amounts actually paid during a recent tour of several thousand miles on the European continent, in passing through countries having a total population of about one hundred and thirty millions of people and traveling between sixteen cities with an aggregate population of about nine millions. A large number of the railways used are owned and operated by the respective governments.

In the journeyings in North America with which a comparison is made the country traversed has a population of about fifty millions and the routes are between sixteen cities having an aggregate population of a little less than ten millions. These figures are taken in both cases from the former, not the recent census, as the complete statements

of the latter are not as yet accessible. The figures for 1910 will doubtless show a large increase in both aggregates. Many of the European cities have made phenomenal growths in the past ten years, while our own cities have not stood still.

The territory covered in Europe was within a square of about six hundred miles by nine hundred miles, and is therefore about equal to that part of the United States north of the Ohio River and between the Atlantic coast and the Mississippi River.

The comparison is made between the fares charged for tickets on each continent, such as an ordinary passenger purchases in traveling from place to place. In no instance was a "train de luxe" included. There are, of course, much cheaper rates of fare in each country, as for instance the commutation fares in the vicinity of our large cities where the rate of charge is sometimes but little over three-quarters of a cent a mile, and the term tickets sold in some restricted parts of Europe by which, upon the payment of a fixed sum, the holder may travel as often and as far as he wishes for two weeks or a month. Local conditions, which greatly vary, govern the use and price of such forms of tickets, and no fair comparison can therefore be made between them. Higher fares are also paid in both countries when special compartments or saloon carriages are reserved, but these cases are also incomparable. It is believed that the comparison presented is as fair a one as can be made.

In both instances the cost of traveling in the daytime only is reckoned. Sleeping-car fares in Europe are much higher than in America, but their consideration is outside the purpose of this article.

A first-class ticket on the continent of Europe gives to the passenger a seat in a compartment which accommodates generally six passengers, three of whom can ride facing the engine, and three facing to the rear. Some first-class compartments provide places, which may face in either direction, for three only;

while in others two adjoining compartments are without partitions between them, so that the traveler finds himself one of twelve. In this latter case the privacy of the smaller compartment is lost.

A first-class ticket does not ordinarily secure a specially reserved seat to the holder. On some roads, however, a seat is assigned by the conductor when the passenger takes his place, and the fact of the assignment is marked upon an indicator on the door of the compartment. On others a special ticket assigning a certain seat may be obtained at the ticket office at a small cost, but this is so rarely done as not to be a factor of importance to the traveler, having been encountered but once in the journey quoted. The extra charge paid was 60 cents for a journey of 264 miles.

Taking everything into consideration, a first-class ticket in Europe may be fairly compared, as to price and accommodations given, with a first-class ticket in America, plus a parlor car seat.

In America the possession of a first-class ticket entitles the holder to have 150 pounds of large baggage transported free, while in some parts of Europe the entire weight is charged for, and in others a small amount only is free. We say "large baggage," because in both countries no charge is made for hand baggage taken along with him by the passenger, unless the quantity is excessive.

The statement covers cost of traveling first class for one person over a course of 2,154 miles in Europe, including eleven different journeys varying in length from 38 miles to 497 miles, with a trunk of the average weight of 168 pounds. It shows that the total fare paid was \$76.55, and the transportation by rail of the baggage, \$19.42, making a total of \$95.97. This is nearly four and a half cents a mile in all. The average speed of the trains was thirty and four-tenths miles per hour.

To compare this expense with the cost of traveling in North America a table has been made up of eleven different journeys varying in length from 40 miles to 411 miles, over well-known routes, the total distance being 2,211 miles. For this the total fares, including the cost of parlor car seats, figure up to \$60.15, with

a possible excess charge for baggage of \$2.75, making a total of \$62.90, or a trifle over two and eight-tenths cents per mile, the average speed being thirty-eight and six-tenths miles per hour.

Reducing the calculation for America to the distance actually traveled in Europe, we find the following result:

Traveling first class, 2,154 miles in Europe, at 30.4 miles per hour, with an average of 168 pounds of baggage, cost \$95.97, or 4.46 cents per mile.

Traveling first class, 2,154 miles in North America, at 38.6 miles per hour, with an average of 168 pounds of baggage, including reserved seat in parlor car, would cost \$61.56, or about 2.86 cents per mile.

In this last calculation the cost of extra baggage and of parlor car seats is reckoned exactly the same as for 2,211 miles, that is respectively \$2.75 and \$9.70.

Under the above conditions, the cost of railway traveling in Europe is over 55 per cent higher than in North America.

To state the matter differently: A passenger with a trunk in Europe would travel first class 500 miles in 16 hours and 27 minutes at a cost of \$22.25; while a passenger in North America with the same baggage would travel in a parlor car 500 miles in 12 hours and 56 minutes at a cost of \$14.30.

The following tables show the details of the charges upon the respective routes traversed in Europe and those considered in this country:

ROUTES IN EUROPE

Route	Miles	Speed of train, Miles per Hour	First-Class Fare	Baggage Charge	Total Charge	Cents per Mile.
1	94	29.14	\$ 3.82	\$0.92	\$ 4.74	5.0
2	152	26.82	5.57	1.27	6.84	4.5
3	413	32.39	13.46	2.92	16.38	3.9
4	73	25.82	2.94	.81	2.85	3.9
5	165	31.43	5.92	1.62	7.54	4.6
6	497	24.85	18.09	5.66	23.75	4.7
7	168	34.70	5.47	1.32	6.79	4.0
8	264	37.71	11.92	2.99	13.71	5.2
9	38	28.50	1.59	.41	2.00	5.3
10	112	39.53	3.49	.66	4.06	3.6
11	178	40.69	6.17	1.14	7.31	4.1
Total...	2,154	AV 30.41	\$76.55	\$19.42	\$95.97	AV 4.5

The weight of the trunk as stated on the baggage tickets varied from 143 to 187 pounds, partly owing to the difference in the scales and partly from the fact that certain articles were sometimes carried as hand baggage and sometimes packed in the trunk.

ROUTES IN NORTH AMERICA

Route	Miles	Speed of train, Miles per Hour	First-Class Fare	Parlor Car Fare	Total	Cents per Mile
1	115	35.38	\$ 2 50	\$0 60	\$ 3 10	2 7
2	125	38.46	2 30	.50	2 80	2 2
3	390	30.00	11 90	2 00	13 90	3 5
4	85	42.50	1 70	.35	2 05	2 4
5	317	28.82	7 05	1 00	8 05	2 5
6	411	42.16	8 00	2 00	10 00	2 4
7	116	33.14	3 50	.50	4 00	3 4
8	84	40.57	5 50	1 00	6 50	2 3
9	40	40.00	1 00	.25	1 25	3 1
10	90	45.00	2 25	.50	2 75	3 0
11	232	41.18	4 75	1 00	5 75	2 5
Total	2,211	AV 38.62	\$50 45	\$0 70	\$50 15	AV 2 7

The charge for extra baggage with the weights of less and over 150 pounds (carried free), distributed as was actually the case in Europe, would have amounted to \$2.75 in all, making the total fare \$53.20, or, including parlor car seats, \$62.90. This is 2.28 cents per mile for the ordinary fare, a trifle over 2.41 cents per mile, including baggage excess, and 2.86 cents per mile including the parlor car.

A considerable part of the travel in Europe is in the second-class and third-class compartments. Second-class compartments may be compared with the ordinary first-class coach in America, and an examination of the second-class fares is therefore necessary to a fair consideration of the whole subject. Third-class accommodations, and consequently fares, have no parallel in North America, exclusive of emigrant trains, and need not be considered.

The price of second-class tickets varies from sixty to seventy-five per cent of the first-class tickets. The average is about sixty-six and two-thirds per cent. The extra charge for baggage in Europe is the same for a second-class passenger as for one holding a first-class ticket, and a comparison may therefore be fairly made with the first-class fare in America, without a parlor car seat. The actual second-class fares on the eleven routes are the basis of the calculation. This gives the following results:

The cost of traveling 2,154 miles second class in Europe, at 36.4 miles per hour, with an average of 168 pounds of baggage, is \$60.26, or 3.21 cents per mile.

The cost of traveling 2,154 miles first class in America, at 38.6 miles per hour, without parlor car seat, with an average of 168 pounds of baggage, is \$51.86, or 2.41 cents per mile.

The traveler above referred to also made sixteen journeys in Europe with hand baggage only, covering 1,284 miles, for which first-class fare amounting to \$46.72 was paid, the average speed being a trifle over 28 miles an hour. This rate figures out a trifle over three and a half cents a mile. If second-class tickets had been purchased the cost at the published rates for the same routes, with hand baggage only, would have been \$30.93, or 2.41 cents per mile.

At the rates above stated traveling first class in America for a similar distance in ordinary coaches, with hand baggage only, would cost 2.28 cents per mile, or \$20.28 for the distance of 1,284 miles. This is \$17.44 less than the first-class fare in Europe for the same distance, under similar conditions, and \$1.65 less than the second-class fare.

The cost of traveling second class in Europe with only hand baggage is, therefore, about the same as the cost of traveling first class in America with only hand baggage. The cost of traveling second class in Europe with baggage of the weight given above is thirty-three and a third per cent higher than the cost of traveling in America with the same baggage. This percentage will not be as large, of course, with a smaller amount of baggage; but whatever is paid on the continent of Europe on that account in the great majority of cases will be found to be in excess of the cost here.

Various other comparisons may be made in the figures given, but they all show that under equal conditions the ordinary passenger fares in North America are considerably cheaper than in Europe, notwithstanding the much greater density of population in the countries of the latter. Judging from these figures, the American people have no just cause of complaint of the cost of traveling by rail in this country.—From THE OFFICIAL RAILWAY GUIDE, November, 1910.



Stub Ends of Thought

By ARTHUR G. LEWIS.



THE active principle of thought is result.

LET us reverently consider before we decide.

PRIVILEGE always pays the price of its license.

EVERY demand of art is for the masterpiece.

A DIRECT lie is an indirect form of dishonesty.

PHILOSOPHY leads to truth first, and agreement last.

INTELLIGENCE is always ready to recognize its peer.

THE exercise of thought develops the muscles of action.

KNOWLEDGE gathers information from its own source.

BEAUTIFUL women are seldom dissatisfied with their sex.

EVERYTHING is valued according to its productive capacity.

ONLY strength can find the lines of weakness and master them.

PURCHASE happiness if you can, borrow trouble if you must.

WE can only depend and build safely upon the foundation of fact.

THE basis of all success and accomplishment is self-confidence.

WE should respect all conditions that help to mold our judgment.

THERE is sometimes a sweetened fiction within the circle of realism.

ACCIDENTAL conditions are only occasional; system establishes the rule.

EXCELLENCE can only be reached through the channel of persistent effort.

GENEROUS appreciation of their worth teaches women to grow old gracefully.

THE excitation of good impulse subsides quickly unless stimulated by recognition.

THE matrimonial ceremony term "For Better or Worse" is too often regarded from a personal standpoint.

A de luxe edition of Mr. Lewis' work in book form (107 pages), bound in limp leather, and silk lined, will be forwarded, postpaid, upon receipt of \$1.00, by THE BOHEMIAN SOCIETY, Norfolk, Va.

CONDENSED SCHEDULE ROYAL BLUE LINE OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R.—ROYAL BLUE LINE—TO AND FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

EFFECTIVE MAY 29, 1910.											
EASTWARD											
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 8 HOUR	No. 522 SUNDAY	No. 503 DAILY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 506 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY	
	AM	AM	AM	AM	PM	PM	PM	PM	AM	AM	
Lv. WASHINGTON, UNION STATION	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	12.15	2.52	-----
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	5.00	9.00	1.15	3.46	-----
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	1.25	3.51	-----
Ar. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	5.52	8.19	11.50	3.50	6.00	-----
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.17	6.35	8.32	-----
Ar. NEW YORK, 23D STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	7.00	8.43	-----
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	

BALTIMORE & OHIO R. R.—ROYAL BLUE LINE—TO AND FROM NEW YORK, PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 29, 1910.									
WESTWARD									
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	
Lv. NEW YORK, 23D STREET	11.50	-----	7.50	9.50	11.50	1.50	3.50	5.50	6.50
Lv. NEW YORK, LIBERTY STREET	1.30	-----	8.00	10.00	12.00	2.00	4.00	6.00	7.00
Lv. PHILADELPHIA	4.15	9.15	10.17	12.30	2.17	4.15	6.12	8.31	9.21
Ar. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.16	2.43	4.15	6.09	8.09	10.50	11.23
Ar. BALTIMORE, CAMDEN STATION	6.50	10.55	12.20	2.47	4.20	6.13	8.13	10.55	11.27
Ar. WASHINGTON, UNION STATION	7.50	11.45	1.15	3.50	6.20	7.00	9.00	12.00	12.22
	AM	AM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R.—TO ALL POINTS WEST AND SOUTHWEST.

EFFECTIVE SEPTEMBER 4, 1910.									
WESTWARD									
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 55-15 EXPRESS DAILY	
	AM	AM	PM	PM	AM	PM	AM	AM	
Lv. NEW YORK, 23D STREET	9.50	11.50	3.50	5.50	7.50	11.50	5.50	11.50	
Lv. NEW YORK, LIBERTY STREET	10.00	12.00	4.00	6.00	8.00	1.30	7.00	1.30	
Lv. PHILADELPHIA	12.30	2.17	6.12	8.31	10.17	4.15	9.21	4.15	
Lv. BALTIMORE, MT. ROYAL STATION	2.43	4.16	8.09	10.50	12.16	7.45	11.23	7.45	
Lv. BALTIMORE, CAMDEN STATION	3.00	4.30	8.00	11.05	12.25	8.00	11.32	8.00	
Lv. WASHINGTON, UNION STATION	4.05	5.30	9.10	12.10	1.22	9.10	12.30	9.10	
Ar. DEER PARK HOTEL									
Ar. PITTSBURG			5.45		9.30	6.20	8.50	6.20	
Ar. OLEVELAND			12.00						
Ar. WHEELING (EASTERN TIME)		6.35				8.55			
Ar. COLUMBUS (CENTRAL TIME)		8.45						6.30	
Ar. OHIOAGO		5.15			9.10			7.55	
Ar. CINCINNATI	8.05			5.25		1.45			
Ar. INDIANAPOLIS	11.45			10.35		11.45			
Ar. LOUISVILLE	11.50			9.35		7.20			
Ar. ST. LOUIS	6.00			7.28		1.40			
Ar. OHATTANOOGA				6.15		6.00			
Ar. MEMPHIS	11.25			8.45					
Ar. NEW ORLEANS	10.55			8.15					

Pullman Sleepers to all points. † Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R.—TO ALL POINTS EAST.

EFFECTIVE SEPTEMBER 24, 1910.								
EASTWARD								
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUENNE LIM DAILY	No. 14 EXPRESS DAILY	
	AM	AM	AM	AM	AM	AM	AM	
Lv. OHIOAGO			5.45	10.00			8.30	
Lv. COLUMBUS				6.05				
Lv. WHEELING (EASTERN TIME)		5.00		11.20			10.50	
Lv. OLEVELAND			8.30		3.00			
Lv. PITTSBURG			8.10		10.00			
Lv. ST. LOUIS	9.00	1.45				6.00	1.15	
Lv. LOUISVILLE	2.10	8.10				9.28		
Lv. INDIANAPOLIS	2.25	8.05				2.30		
Lv. CINCINNATI	6.35	12.15				4.22		
Lv. NEW ORLEANS		9.15				8.00		
Lv. MEMPHIS		8.35						
Lv. CHATTANOOGA	5.05	9.45						
Lv. DEER PARK HOTEL								
Ar. WASHINGTON, UNION STATION	12.40	6.30	4.42	10.45	5.40	2.37	10.25	
Ar. BALTIMORE, CAMDEN STATION	1.47	7.50	5.50	11.45	7.50	3.42	11.30	
Ar. BALTIMORE, MT. ROYAL STATION	1.59	8.00	6.05	11.54	8.00	3.51	1.25	
Ar. PHILADELPHIA	4.05	10.15	8.19	2.02	10.15	5.00	3.50	
Ar. NEW YORK, LIBERTY STREET	5.30	12.35	10.40	4.15	12.35	8.32	6.35	
Ar. NEW YORK, 23D STREET	6.45	12.45	10.50	4.25	12.45	8.43	7.00	

Pullman Sleepers from all points. * Daily. † Daily except Sunday.
A On Sundays No. 4 leaves St. Louis 1.00 a. m. B On Sundays leaves Louisville 1.15 a. m.

TRAINS "EVERY OTHER HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

THROUGH PULLMAN CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

Between Washington, Baltimore, Philadelphia and New York.

ROYAL BLUE LINE.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. "Royal Special." Five Hour Train. Drawing Room Parlor Car and B. & O. Cafe Parlor Car Washington to New York.

No. 522. Drawing Room Parlor Car and B. & O. Cafe Parlor Car Washington to New York.

No. 508. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Electrically lighted. Buffet and Smoking Car, Parlor and Observation Cars Washington to New York. Drawing Room Parlor Car Richmond to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Electrically lighted vestibuled train of steel framed Coaches. Pullman Observation Parlor Car Pittsburg and Washington to New York. Dining Car, a la carte, Washington to New York.

No. 514. Electric lighted Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Electric lighted Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Electrically lighted vestibuled train of steel framed Coaches. Pullman Observation Parlor Car New York to Washington and Pittsburg. Dining Car, a la carte, New York to Washington and Pittsburg.

No. 501. Drawing Room Parlor Car New York to Washington and Richmond, Va. Dining Car, a la carte, Philadelphia to Baltimore.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 527. "Royal Special." Five Hour Train. Drawing Room Parlor Car and B. & O. Cafe Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Electrically lighted. Buffet and Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Philadelphia.

No. 511. Broiler-Smoking Room Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, St. Louis,
Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Entirely new vestibuled train with steel framed Coaches Cincinnati to New York. Electric lighted Drawing Room Sleeping Car New York to St. Louis. Electric lighted Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. New York-Chicago Special. Entirely new electric lighted vestibuled train with steel framed Coaches and Drawing Room Sleeping Car New York to Chicago via Grafton and Bellefleur. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Electric lighted Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Washington to Pittsburg. Dining Car Conneville to Pittsburg.

No. 5. "Chicago Limited." Entirely new electric lighted vestibuled train, with steel framed Coaches and Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Pullman Broiler Drawing Room, Smoking Room Parlor Car Baltimore to Pittsburg. Parlor Car Washington to Wheeling. Dining Cars Martinsburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Has through Coach New York to Chicago. Broiler-Drawing Room Smoking Room Parlor Car Baltimore to Pittsburg. Dining Car Martinsburg to Cumberland. Grill Car Conneville to Akron. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Entirely new vestibuled train with steel framed Coaches Cincinnati to New York. Electric lighted Drawing Room Sleeping Car St. Louis to New York. Electric lighted Drawing Room Sleeping Car Louisville to New York. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Express. Drawing Room Sleeping Car St. Louis to Cincinnati and Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Entirely new electric lighted vestibuled train with steel framed Coaches and Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to New York. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Special. Entirely new electric lighted vestibuled train with steel framed Coaches and Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Drawing Room Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington. Drawing Room Parlor Car Washington to New York.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Drawing Room Sleeping Car Pittsburg to New York. Electric lighted Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville and Philadelphia to New York.

No. 14. Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Grill Car Akron to Conneville. Pullman Broiler Drawing Room, Smoking Room Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Washington. Pullman Broiler Drawing Room, Smoking Room Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, E. C. JACKSON, Ticket Agent.
 BALTIMORE, N. W. Cor. Charles and Baltimore Streets (B & O. Building), E. A. WALTON, District Passenger Agent; G. W. PAINT, City Passenger Agent; C. W. ALLEN, Traveling Passenger Agent; G. D. CRAWFORD, City Ticket Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
 BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
 BOSTON, 256 Washington Street, H. B. FAROAT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent; E. E. BAEKEY, Ticket Agent.
 BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON CO., INC., Ticket Agent.
 BUTLER, PA., WM. TURNER, Ticket Agent.
 CANTON, OHIO, C. O. McDONALD, Ticket Agent.
 CHESTER, PA., J. T. MORTLAND, Ticket Agent.
 CHICAGO, 24 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent, ROYAL ALLAN, City Passenger Agent, H. W. MCKEWIN, City Ticket Agent, W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 118 Mer chants' Loan & Trust Building, A. V. HARGER, Traveling Passenger Agent. Baltimore & Ohio Station, Corner Harrison Street and Fifth Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
 CHILLICOTHE, OHIO, H. C. STEVENSON, Traveling Passenger Agent, B. & O. S. W.
 CINCINNATI, OHIO, B. & O. S. W., 513 Traction Building, O. H. WISEMAN, District Passenger Agent, S. T. SEELY, Traveling Passenger Agent; G. A. MANN, Passenger Agent. 430 Walnut Street, T. J. WEST, City Ticket Agent. Vine Street and Arcade, J. J. McLANE, Ticket Agent. Central Union Station, E. BEISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
 CITY OF MEXICO, MEX., D. BANKHARDT, Agent-General, B. & O. S. W., office, Avenida 5 de Mayo 3.
 CLEVELAND, OHIO, 341 Euclid Avenue, Arcade Building, M. G. CARREL, District Passenger Agent; GEO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
 COLUMBUS, OHIO, 13 South High Street, F. P. COFFER, District Passenger Agent, E. H. SLAY, City Ticket Agent. Union Depot, E. J. BUTTERWORTH, Ticket Agent.
 CONNELLSVILLE, PA., H. L. DOUGLAS, Ticket Agent.
 COVINGTON, KY., 4th and Geist Streets, G. M. ABBOTT, Ticket Agent.
 DALLAS, TEXAS, W. F. GEISERT, Southwestern Passenger Agent, B. & O. S. W., 247-51 Main St.
 DENVER, COLO., S. M. SHATTUCK, Traveling Passenger Agent, B. & O. S. W., Room No. 4 Union Station.
 HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
 KANSAS CITY, MO., 911 Walnut St., J. P. ROGERMAN, Western Passenger Agent, B. & O. S. W.
 LOUISVILLE, KY., B. & O. S. W., 4th and Market Sts., R. S. BROWN, District Passenger Agent; J. G. ELOIN, City Passenger Agent. EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th Street Station, A. J. CBONE, Ticket Agent.
 MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
 MARIETTA, OHIO, G. M. PAINE, Depot Ticket Agent, M. F. NOLL, City Ticket Agent, First National Bank Building.
 MASSILLON, OHIO, W. H. RUCH, Ticket Agent.
 MT. VERNON, OHIO, J. O. PATTERSON, Ticket Agent.
 NEWARK, OHIO, F. O. BARTHOLOMEW, Ticket Agent.
 NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
 NEW YORK, 434 Broadway, J. B. SCOTT, General Eastern Passenger Agent; E. V. EVERTSEN, Traveling Passenger Agent; A. J. SMITH, City Passenger Agent; E. D. AINSLIE, Ticket Agent. 1430 Broadway, Times Square, S. R. FLANAGAN, Ticket Agent. No. 6 Astor House, G. F. PERRY, Ticket Agent. 245 Broadway, THOS. COOK & SON, Ticket Agents. 225 Fifth Avenue, RAYMOND & WHITCOMB, Ticket Agents. 55 Avenue B, Cor. 4th, MAX LEDERER, Ticket Agent; 77 Ridge Street, S. W. BARANOFF, Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.
 NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent, I. S. WALKER, Ticket Agent.
 PARRERSBURG, W. VA., J. MCC MARTIN, Traveling Passenger Agent. C. J. PROUDFOOT, Ticket Agent; J. W. JONES, Ticket Agent (Ohio River).
 PHILADELPHIA, 84 Chestnut Street, BERNARD ANSRY, District Passenger Agent; W. W. BAEKEY, Traveling Passenger Agent; C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, CHAS. C. WILLIAMS, Ticket Agent. 1005 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 3956 Market Street, UNION TRANSFER CO., Ticket Agents. 603 1/2 South 3d Street and 1145 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, E. T. MAADOWAN, Ticket Agent.
 PITTSBURG, Henry W. Oliver Building, Sixth Avenue and Smithfield Street, A. W. TIDDY, Traveling Passenger Agent. 495-7 Fifth Avenue, W. S. MILLER, City Ticket Agent, EDW. EMERY, City Passenger Agent. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
 SANDUSKY, OHIO, G. S. BECK, Ticket Agent.
 SAN FRANCISCO, CAL., 203 Monadnock Building, H. C. PICULELL, Pacific Coast Agent, C. W. BOERFLINGER, Traveling Passenger Agent.
 SEATTLE, WASH., No. 20 Marion Block, D. L. MELVILLE, Traveling Freight and Passenger Agent.
 SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S. W.
 ST. LOUIS, B. & O. S. W., 6th and Olive Streets, F. D. GILBERTSLEEVE, Assistant General Passenger Agent, L. L. HORNIN, City Passenger Agent; B. N. EDMONDSON, City Ticket Agent; GEO. SCHEER and W. J. SEXTON, Station Passenger Agents. L. G. PAUL, Traveling Passenger Agent; B. W. FRAENTHAL, Ticket Agent, Union Station.
 ST. PAUL, MINN., B. C. HAASE, Traveling Passenger Agent.
 TIFFIN, OHIO, W. C. FRANCE, Ticket Agent.
 VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S. W.
 WASHINGTON, D. C., 147 G Street, N. W., S. B. HEGE, District Passenger Agent, J. LEWIS, JR., City Passenger Agent; C. E. PHELPS, Passenger Agent; H. R. HOWER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FIRKE, Ticket Agent. Union Station, Massachusetts and Delaware Avenues, EDWARD BIRCH, Ticket Agent.
 WHEELING, W. VA., B. & O. Station, T. O. BURR, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent. McClure House, O. R. WOOD, City Ticket Agent.
 WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent. 814 Market Street, W. FULTON, Ticket Agent, H. A. MILLER, Traveling Passenger Agent.
 WINCHESTER, VA., T. B. PATTON, Ticket Agent.
 YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
 ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
 EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C., 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at
TICKET OFFICES THROUGHOUT THE COUNTRY.

G. W. SQUIGGINS, Assistant General Passenger Agent, B. & O. Building, Baltimore, Md.
 J. P. TAGGART, Assistant General Passenger Agent, Oliver Building, Pittsburg, Pa.
 W. E. LOWES, Assistant General Passenger Agent, B. & O. Building, Baltimore, Md.
 C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.
 B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
 C. S. WIGHT, General Traffic Manager, Baltimore & Ohio R. R., Baltimore, Md.
GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD.

BALTIMORE & OHIO

ROYAL BLUE LINE

Royal 5-Hour Trains

BETWEEN

NEW YORK
PHILADELPHIA
BALTIMORE
WASHINGTON

The "Royal Special"

SOUTHBOUND

Lv. New York	1.50 pm
23d Street	
Lv. New York	2.00 pm
Liberty Street	
Lv. Philadelphia	4.16 pm
24th and Chestnut	
Lv. Wilmington	4.47 pm
Ar. Baltimore	6.09 pm
Mt. Royal Station	
Ar. Baltimore	6.13 pm
Camden Station	
Lv. Baltimore	6.16 pm
Camden Station	
Ar. Washington	7.00 pm
Union Station	

NORTHBOUND

Lv. Washington	9.00 am
Union Station	
Ar. Baltimore	9.45 am
Camden Station	
Lv. Baltimore	9.50 am
Camden Station	
Lv. Baltimore	9.54 am
Mt. Royal Station	
Ar. Wilmington	11.18 am
Ar. Philadelphia	11.52 am
24th and Chestnut	
Ar. New York	2.00 pm
Liberty Street	
Ar. New York	2.10 pm
23d Street	

The "Royal Limited"

SOUTHBOUND

Lv. New York	3.50 pm
23d Street	
Lv. New York	4.00 pm
Liberty Street	
Lv. Philadelphia	6.12 pm
24th and Chestnut	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station	
Ar. Baltimore	8.13 pm
Camden Station	
Lv. Baltimore	8.16 pm
Camden Station	
Ar. Washington	9.00 pm
Union Station	

NORTHBOUND

Lv. Washington	3.00 pm
Union Station	
Ar. Baltimore	3.44 pm
Camden Station	
Lv. Baltimore	3.48 pm
Camden Station	
Lv. Baltimore	3.52 pm
Mt. Royal Station	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.52 pm
24th and Chestnut	
Ar. New York	8.00 pm
Liberty Street	
Ar. New York	8.10 pm
23d Street	

The "ROYAL SPECIAL" — Beautiful Royal Blue trains of Steel-framed Coaches and Observation Parlor Cars, with Cafe Parlor Cars, on which the service is a la carte.

The "ROYAL LIMITED" — All-Pullman Royal Blue trains of Cafe-Smoking Cars, Drawing-room Parlor Cars and Observation Parlor Cars. Dining Cars serving famous table d'hôte dinners.

NO EXTRA FARES ON THESE TRAINS

THE BALTIMORE & OHIO

Railroad Company

Quick Dispatch Service

Eastbound and Westbound

Fast Freight

Prompt Deliveries

Eastbound "Q. D." Train 94	Between BALTIMORE, PHILADELPHIA, NEW YORK and	Westbound "Q. D." Train 97
2d morning delivery	Pittsburg, Pa., Wheeling, W. Va., Cincinnati, Ohio	2d morning delivery
3d " "	Columbus, Ohio, Cleveland, Ohio	2d " "
3d " "	Chicago, Ill., St. Louis, Mo., Louisville, Ky	3d " "
4th " "	Kansas City, Mo., Milwaukee, Wis	4th " "

Corresponding quick service between other points East and West.

Through Package Cars operated daily between principal points East and West, insuring prompt movement of less carload freight without transfer en route.

Unsurpassed facilities of the Baltimore & Ohio Railroad Company for handling export and import traffic insure best service; through bills of lading to foreign ports issued at principal stations; ocean and inland rates quoted promptly on application.

Inquiries from shippers and receivers of freight are respectfully solicited, and information as to rates, deliveries, routes, service, etc., will be cheerfully and promptly furnished upon application.

T. W. Gallieher	General Freight Agent	O. A. Constans	Western Freight Traffic Manager
Baltimore, Md.		Chicago, Ill.	
R. B. Ways	Foreign Freight Agent	D. G. Gray	General Freight Agent
Baltimore, Md.		Pittsburg, Pa.	
H. M. Matthews	General Coal and Coke Agent	W. W. Hook	General Dairy Freight Agent
Baltimore, Md.		Chicago, Ill.	
Ben Wilson	General Live Stock Agent	C. H. Harkins	General Western Freight Agent
Baltimore, Md.		Chicago, Ill.	
E. M. Davis	General Eastern Freight Agent	S. T. McLaughlin, G. F. A.	B. & O. S. W. R. R.
New York, N. Y.		Cincinnati, Ohio	

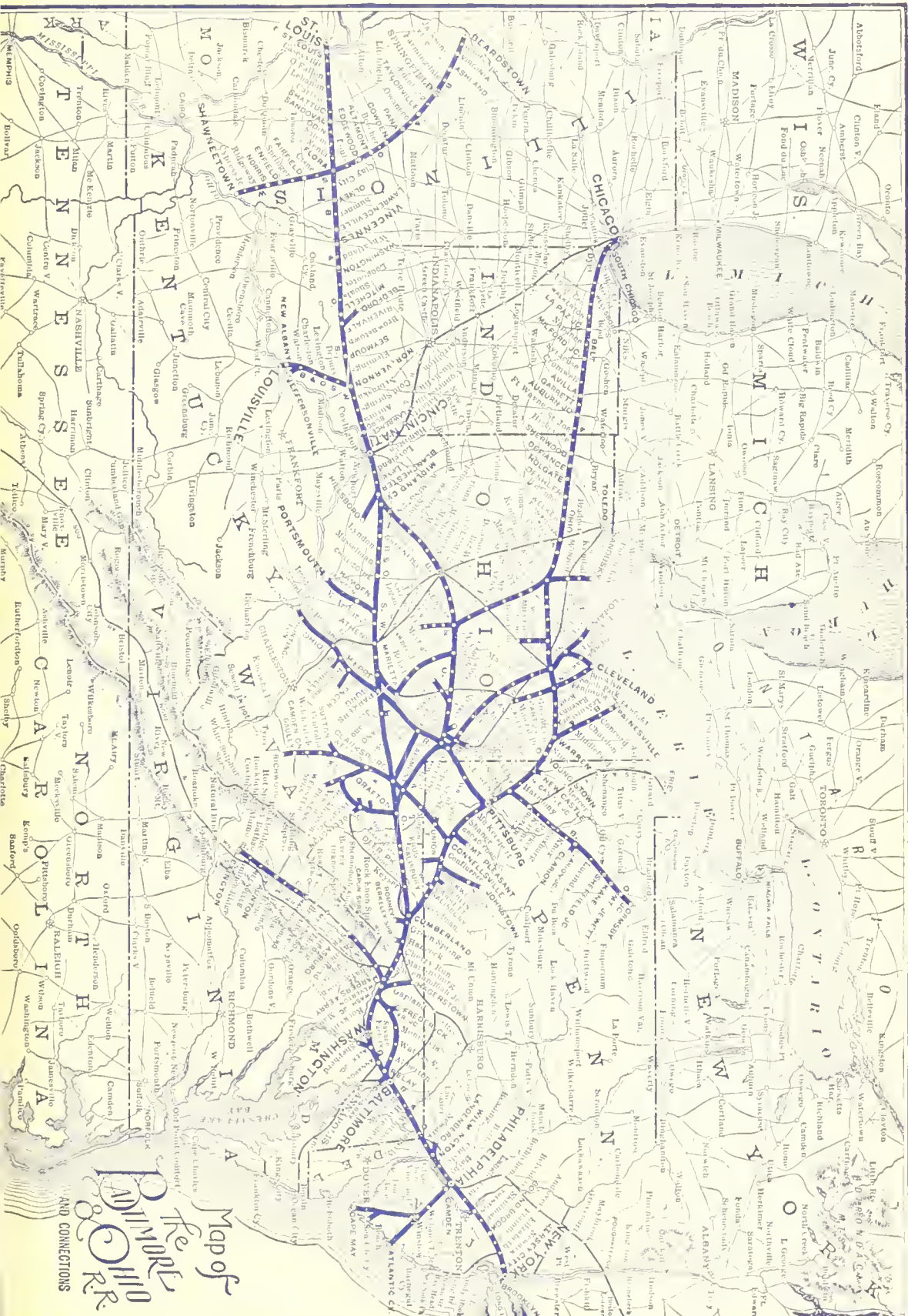
C. S. WIGHT, General Traffic Manager, BALTIMORE, MD

**FAST FREIGHT
LINE**
East and West

Continental Line

**OPERATING
via
B. & O. R. R.**

T. H. NOONAN, General Manager, CINCINNATI, OHIO



Map of
the
United
States
and
Connections

Baltimore

Ohio R.R.



EAST AND WEST



CALENDAR - 1911



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	5	6	7	8	9	10	11	5	6	7	8	9	10	11	2	3	4	5	6	7	8
8	9	10	11	12	13	14	12	13	14	15	16	17	18	12	13	14	15	16	17	18	9	10	11	12	13	14	15
15	16	17	18	19	20	21	19	20	21	22	23	24	25	19	20	21	22	23	24	25	16	17	18	19	20	21	22
22	23	24	25	26	27	28	26	27	28					26	27	28	29	30	31	23	24	25	26	27	28	29	
29	30	31																			30						
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1	2	3	4	5	6	7	4	5	6	7	8	9	10	2	3	4	5	6	7	8	1	2	3	4	5	6	7
8	9	10	11	12	13	14	11	12	13	14	15	16	17	9	10	11	12	13	14	15	8	9	10	11	12	13	14
15	16	17	18	19	20	21	18	19	20	21	22	23	24	16	17	18	19	20	21	22	13	14	15	16	17	18	19
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ROYAL BLUE TRAINS



C. S. WIGHT,
GENERAL TRAFFIC MANAGER
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
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BOOK OF THE

ROYAL BLUE



ALL TRAINS VIA WASHINGTON
BALTIMORE & OHIO R.R.
WITH STOP-OVER PRIVILEGE

RECORD TIME BETWEEN NEW YORK AND WASHINGTON
FOUR HOURS AND FOUR MINUTES

BALTIMORE & OHIO

ROYAL BLUE LINE

Royal 5-Hour Trains

BETWEEN

NEW YORK
PHILADELPHIA
BALTIMORE
WASHINGTON

The "Royal Special"

SOUTHBOUND

Lv. New York	1.50 pm
23d Street	
Lv. New York	2.00 pm
Liberty Street	
Lv. Philadelphia	4.16 pm
24th and Chestnut	
Lv. Wilmington	4.47 pm
Ar. Baltimore	6.09 pm
Mt. Royal Station	
Ar. Baltimore	6.13 pm
Camden Station	
Lv. Baltimore	6.16 pm
Camden Station	
Ar. Washington	7.00 pm
Union Station	

NORTHBOUND

Lv. Washington	9.00 am
Union Station	
Ar. Baltimore	9.45 am
Camden Station	
Lv. Baltimore	9.50 am
Camden Station	
Lv. Baltimore	9.54 am
Mt. Royal Station	
Ar. Wilmington	11.18 am
Ar. Philadelphia	11.52 am
24th and Chestnut	
Ar. New York	2.00 pm
Liberty Street	
Ar. New York	2.10 pm
23d Street	

The "Royal Limited"

SOUTHBOUND

Lv. New York	3.50 pm
23d Street	
Lv. New York	4.00 pm
Liberty Street	
Lv. Philadelphia	6.12 pm
24th and Chestnut	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station	
Ar. Baltimore	8.13 pm
Camden Station	
Lv. Baltimore	8.16 pm
Camden Station	
Ar. Washington	9.00 pm
Union Station	

NORTHBOUND

Lv. Washington	3.00 pm
Union Station	
Ar. Baltimore	3.44 pm
Camden Station	
Lv. Baltimore	3.48 pm
Camden Station	
Lv. Baltimore	3.52 pm
Mt. Royal Station	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.52 pm
24th and Chestnut	
Ar. New York	8.00 pm
Liberty Street	
Ar. New York	8.10 pm
23d Street	

The "ROYAL SPECIAL" — Beautiful Royal Blue trains of steel-framed Coaches and Observation Parlor Cars, with Cafe Parlor Cars, on which the service is a la carte.

The "ROYAL LIMITED" — All-Pullman Royal Blue trains of Cafe-Smoking Cars, Drawing Room Parlor Cars and Observation Parlor Cars. Dining Cars serving famous table d'hôte dinners.

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Baltimore & Ohio Railroad System

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Steel-framed Coaches and modern electric-lighted Pullman Drawing-room Sleeping Cars. Traverse the Alleghany Mountains and the Potomac Valley in daylight. Dining Cars en route; service a la carte.

Trains 3 and 4, the "St. Louis-Cincinnati-New York Express"

Electric-lighted Pullman Drawing-room Sleeping Cars between St. Louis and New York and Parkersburg and Baltimore. Dining Cars en route; service a la carte.

Trains 5 and 6, the "Chicago-Pittsburg-Washington-New York Limited"

Exquisite in appointments, electric lighted throughout, with steel-framed Coaches and modern Pullman Drawing-room Sleeping Cars. Dining Cars en route; service a la carte. Observation Parlor Cars through the famous Alleghany Mountain region in daylight.

Trains 7 and 8, the "Chicago-Washington-New York Special"

Electric lighted throughout, with steel-framed Coaches and modern Pullman Drawing-room Sleeping Cars. Dining Cars en route; service a la carte.

Trains 9 and 10, the "Pittsburg-Washington-Baltimore Night Express"

Electric-lighted Pullman Sleeping Cars between Pittsburg and Washington and Buffet-Drawing-room Sleeping Cars between Cleveland and Washington.

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Royal Blue Line

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TOURS

TO

WASHINGTON

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\$20.00 from NEW YORK

February 4 and 18, March 4 and 18,
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BOOK OF THE ROYAL BLUE

FEBRUARY, 1911

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PRICE, 5 CENTS

50 CENTS PER YEAR



By courtesy of the American Photo Co., Havana

IN THE ISLE OF PINES

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY
BY THE
PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD
WILLIAM ELLIOTT LOWES, EDITOR

VOL. XIV

BALTIMORE, FEBRUARY, 1911

No. 5

Record Time Between New York and Washington—Four Hours and Four Minutes



ALL previous records were broken when the London "Daily Mail" special train from New York to Washington, in four hours and four minutes, over the route of the famous "Royal Blue Line," completed the last leg of the "Daily Mail" record tour from London to New York and return in twelve days, fifteen hours and thirty-nine minutes, which included a special "Seeing America" tour in thirty-eight hours, comprising the cities of New York, Philadelphia, Baltimore and Washington.

The "Mauretania" of the Cunard Line had arranged to leave Liverpool with the Christmas mails from England to America, and return in time to deliver the Christmas mails from America to England; our English contemporaries took advantage of this fact and made the sensational record tour of "Seeing America" and back to London again within the remarkably short time mentioned.

Lord Northcliffe, the enterprising journalist of London, and owner of the "Daily Mail" and "Daily Mirror," assigned his representative, W. R. Holt, to make the trip on the "Mauretania," pay his respects with Christmas greetings to the President of the United States, and see all that was possible of Washington, Baltimore, Philadelphia and New York between the time of arrival and departure of the "Mauretania," which was limited to thirty-eight hours, and tell his story through the columns of these great enterprising English newspapers from day to day by cable.

Arrangements for seeing America were made on this side of the water through the New York "Times," and all details were successfully carried out, and a full report of Mr. Holt's experiences

were cabled to London at the close of each day, appearing in the London "Daily Mail" in full the next morning. By means of the wireless telegraph, Mr. Holt was in constant communication with his chief, and the achievement was remarkable even in these times of strange things.

Mr. Holt left London at noon on Saturday, December 11th, and the great vessel passed Daunt's Rock, Queenstown, at 9.55 a. m. on Sunday, arriving at the Ambrose Channel lightship, at the entrance to New York harbor, at 1.00 o'clock a. m., Friday, December 16th, the length of the passage being four days, twenty hours and seven minutes, making an average speed of 23.94 knots. The steamer was met by a tug at 3.30 a. m. and Mr. Holt was taken off ship-board and landed at Jersey City at 4.00 a. m. Four minutes later he boarded the special train for its famous journey to America's capital, reaching there at 8.08 a. m., over the lines of the New Jersey Central, Philadelphia & Reading, and Baltimore & Ohio railroads, making the phenomenal run of 228 miles in 244 minutes. Considering the fact that this train in its flight passed through the very hearts of two of America's greatest cities, Philadelphia and Baltimore, and through such large cities as Elizabeth, N. J., Plainfield, N. J., Chester, Pa., and Wilmington, Del., besides the densely populated territory in between, the speed was most remarkable. It is an interesting fact to know that more than one-eighth of the population of the United States reside in the territory through which the special train passed.

The special train, consisting of a combination day coach and Pullman sleeper, drawn by an Atlantic-type engine, started from Jersey City at 4.04 a. m. The morning was clear, with a bright

moon, and very cold, the thermometer registering 12 degrees. A fifty-mile wind was blowing, but in spite of the cold and wind the train made its first eighty-five miles, to Wayne Junction, Pa., in eighty-four minutes, where a change of engines was made, consuming six minutes. The condensed steam and water picked up from the track tanks had frozen the engine and tender fast. The train reached Philadelphia twelve minutes later, at 5.40 a. m., and after a six-minute wait at that station proceeded to Baltimore, its next stop, ninety-six miles farther on. It was between Philadelphia and Baltimore the fastest time was made, fifteen consecutive mile posts flying past at intervals of fifty seconds or less, one mile being completed in forty-four seconds, at a speed of practically eighty-two miles per hour. Baltimore was reached at 7.24 and after a two-minute wait in that city proceeded on to Washington, another forty miles, which was covered in forty-two minutes, making the actual running time from Jersey City to Washington without the stops in three hours and fifty minutes.

This is the best time that has ever been made between these two cities.

With less than five hours to spend at the capital city, Mr. Holt had no difficulty in being presented to President Taft, Vice-president Sherman and Speaker Cannon of the House of Representatives, visit the House of Representatives, Senate and Congressional Library and see something of the wheels of American government.

The special train was in readiness for his return journey in the magnificent Union Station, and at 1.00 o'clock the hustling Mr. Holt left Washington for an even faster run over the Baltimore & Ohio to Baltimore, forty miles, which was made in thirty-nine minutes. Outside the great station, the train was halted for a few minutes to be photographed, consuming seven minutes of this time.

In place of the Pullman sleeper the railroad company extended the use of a private car, where luncheon was served while the train was running at a high rate of speed, averaging over sixty miles an hour, and reaching as high as seventy-six miles an hour. Before Baltimore was reached luncheon had not been finished,

and the party was hurried from the train into waiting automobiles at Camden Station and rushed through the city of Baltimore, where they were shown the great area destroyed by the fire in 1904, given glimpses of all the large public buildings and hurried to the far northeastern corner of the town, where they found their special train waiting for them at Gay Street Station. Boarding the train at that point at 2.10 p. m., luncheon was resumed, and dessert, cigars and coffee were hardly finished before the train crossed the magnificent \$2,000,000 bridge over the Susquehanna River. The beautiful day and snow-clad country impressed the visitor deeply, this being one of the most beautiful sights of American scenery.

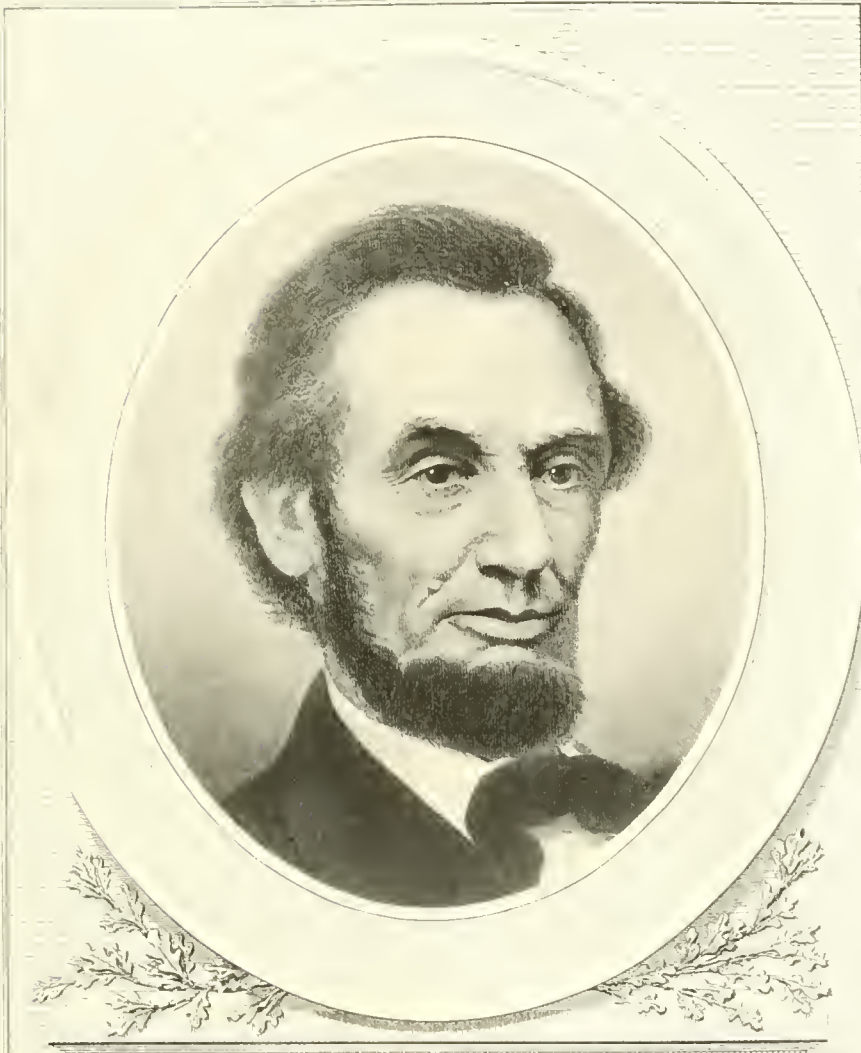
Philadelphia was reached at 3.40 p. m., making the run from Gay Street, Baltimore, to Philadelphia, ninety-two miles, in ninety minutes.

At Philadelphia automobiles again met the party and after a half hour's run through the city they again boarded their train for New York over the Philadelphia & Reading Railway and New Jersey Central Railroad, leaving Philadelphia 4.32 p. m., arriving Jersey City 6.02 p. m., making this run of ninety-two miles in ninety minutes, or one hour and a half.

There was absolutely nothing to interfere with the working out of the plan of the special train, the trip being as perfect in all of its features as modern rail-roading could make it possible.

Schedule of Fastest Run Between New York, Philadelphia, Baltimore and Washington, "Royal Blue Line," December 16, 1910

Miles	Time, Min.	Schedule
0		4:04 am
85		
85		5:28 am
7	6	
92	6	5:40 am
92	6	
90		5:46 am
68	68	7:24 am
68		
40		7:36 am
28	42	8:08 am
RETURNING		
0		1:00 pm
40	7	
40	32	1:39 pm
4	33	
44		2:10 pm
92		
136	90	3:40 pm
	32	
136		
92		4:32 pm
228	90	6:02 pm



ABRAHAM LINCOLN
1809 - 1865

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Lincoln

By GEORGE E. TACK

Life has great crises—each brings forth a man
To lead, and guide, and cleanse the darkened heart
Of Error's broods, that, serpent-like, upstart
To strike the fearless in Right's noble van.
And such was Lincoln, though his life began
In ways obscure, apart from all earth's great,
Its cities of renown. The cares of state
He dreamed not of, nor after fleet Fame ran.

Yet him did Heaven choose, and much increase,
With godly wisdom for the fearful fight.
Patient he stood, nor did his vigil cease
Till round him fell the shades of restful night.
His martyr-blood yet nurtures fruits of peace,
He was the fearless champion of God's Right.

The Soldiers' Home at Washington

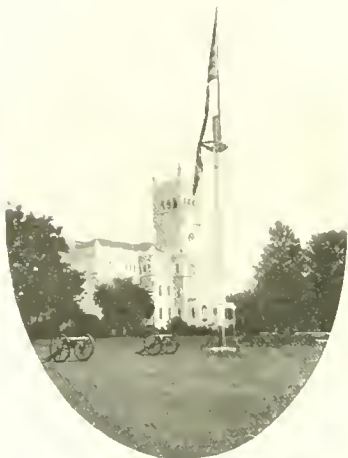
By F. D. YOUNG



CENTURIES ago, when armed bodies of men met in hand-to-hand combat, the weaker force was virtually annihilated; to fall wounded on the field was to be left to the little mercy of the victor. The histories of the wars of that period make no mention of any provision for the care of the disabled. The men who filled the ranks were generally forced into the service, being born thralls of some chieftain, and were of no use to their masters when disabled, and while wealth and glory were won by the leaders no thought was given to the helpless followers. Later, when men formed themselves into bands under chosen leaders and sold their services to the highest bidder, dividing the spoils of conquered provinces, the fewer to divide, the greater the amount for each, hence the unfortunate of their number received little more consideration than did the wretched inhabitants of the provinces they overran or the cities they plundered.

Two and one-half centuries ago much the same condition prevailed in England. The press gang seized inoffensive citizens and forced them into the army or the

navy, and when their services were no longer needed for any reason, they were turned out to find their way home and face the world as they best might. After every war Europe was infested with swarms of beggars, many of them crippled. It is said that sometimes kings gave permits to beg at court among the nobles to reward special services. The plan of a fixed pension, payable at regular periods, was of slow growth and even yet prevails to a limited extent in Europe, and at least one nation treats the pension not as something due to its defenders but as a gratuity from the sovereign, and amounts given for the same disability differ. England, which showers honors and rewards on victorious leaders, in some cases granting large yearly allowances not only to the one being honored, but providing it shall continue to his descendants for a fixed number of generations or in perpetuity, does little for the common soldier. France and England, and perhaps some other countries, have homes at their capital cities where a limited number of long-term disabled veterans receive shelter. It remained for the United States to lead the world, by the liberal pensions given to her citizen soldiers, not only when disabled by wounds or sickness in the service, but when time's heavy hand brings inability to meet the rush of modern life, and by establishing homes in nearly every State to which any man with an honorable discharge can be admitted. Many of these homes are established by and at the expense of the State in which located, and are usually limited to members of organizations from that State. The General Government has homes at Danville, Ill.; Johnson City, Tenn.; Togus, Me.; Hampton, Va.; Dayton, Ohio; Marion, Ind.; Leavenworth, Kan.; Los Angeles, Cal., and Milwaukee, Wis. Honorably discharged soldiers, regulars or volunteers, can enter any of these under certain restrictions, with assurance of food, clothing and care during life and a respectable burial at the end. A provision common to all the homes is that unless good cause, such as having to help support others, is



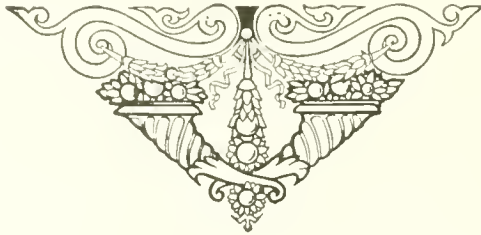
NATIONAL SOLDIERS' HOME

shown, the applicant for admission must not receive a pension of more than \$16 per month. Pensions of inmates are paid to the treasurer of the homes, a portion being given the owner for personal expenses, the balance being credited to his account to be paid upon leaving or to his heirs at death. About three miles north of the capitol at Washington is the only institution of the kind exclusively for regulars—the qualifications for admittance are twenty years' service, or permanent disability from wounds or disease incurred in the line of duty. This was founded in 1851, largely as the result of persistent urging by officers of high rank, General Scott being prominent in the work. This is recognized by naming one of the main buildings after him, as well as by a massive statue overlooking the grounds. From 1841 to 1850 the military committee of Congress made numerous favorable reports upon the project, but no action looking to carrying out these recommendations was had and no money voted. During the Mexican War, General Scott, in retaliation for some breach of the treaty by which the City of Mexico was surrendered, levied a tribute upon the city, and in forwarding a draft for \$100,000 to the Secretary of War he expressed the hope that it might be placed to the credit of an asylum for soldiers; later he forwarded \$18,000 more. The funds thus being provided, Congress authorized the purchase of land and the erection of the necessary buildings, and in this connection it may be said that Congress has never appropriated a dollar for the support of this great institution. About \$55,000 more was turned over from an appropriation made for the care of some wounded men, and to insure a perpetual revenue it was provided that all stoppages of pay by order of courts martial, all money due deserters, or funds due deceased soldiers unclaimed for three years, as well as a deduction of 25 cents per month from the pay of each soldier should be set apart for this purpose. This latter source of income was discontinued some time ago as not needed. The first purchase comprised 256 acres and different lots have been added until now about 500 acres are included. A portion of this ground is cultivated for the use of the home and many vegetables are raised, and a perfectly equipped dairy with near-

ly one hundred blooded cows supplies the thousands of gallons of milk needed. About ten miles of graded and macadamized roads wind through the woodland and carefully kept groves, giving views of the city, Potomac and the Virginia hills beyond. The buildings are superb in plan and finish and would not be out of place in a colony of millionaires, the newly completed marble dining hall alone covering nearly an acre of land and 1,800 can be comfortably seated. Here about 1,100 ex-soldiers are spending their days and surely their lot has been cast in as pleasant a place as is possible for men without families or home ties and each man can feel that he has done his share in making this possible. Every reasonable want seems to be met, even a beautiful theater building is now being completed. A library of over 12,000 volumes, well selected, is at their service; a neat chapel provides for both Protestant and Catholic services, and the hospital, in all respects, and with all the appliances, is of the most modern. Here one finds men from nearly every nation, and all ages, from a few young men in the early twenties to one of ninety-two, but, of course, the majority are gray haired and on the down grade. A few from our colored regiments mingle with the rest. Here are men who have fought our nation's battles in various wars—Mexican veterans, troopers who rode the Western plains in our Indian outbreaks, many from the Civil War, and the later dispute with Spain has contributed its quota. To see these men gathering by hundreds at the call to dinner, neatly clothed and looking well cared for, impresses one with the thought that not all republics are ungrateful, and that this life is an improvement on being turned out to beg, steal or starve. Each man has his bed and locker; a uniform is furnished but wearing it ordinarily is not obligatory and many keep civilian suits to wear when leaving the grounds. Near the grounds of the home proper is a National Cemetery, containing nearly 8,000 graves, 5,744 of which represent burials from neighboring hospitals during the Civil War. The deaths among the residents of the home average about seventy-five annually, and every veteran buried here is laid to rest with full military honors—flag-draped casket, escort, band and firing party. A hand-

some structure near the entrance of the cemetery contains the caskets of Gen. John A. Logan and his son, the latter killed in the Philippines. A good band is maintained, composed of soldiers, and nearly one hundred Civil War veterans have formed a post of the G. A. R. and hold regular meetings. The position of governor of the home is filled by a retired officer of high rank and is considered a very desirable one, carrying with it fine quarters and generous allowances. The home does not owe a dollar, has a fund of over \$4,000,000 on hand and has accumulated all this from regular army sources. Presidents Buchanan, Lincoln, Hayes and Arthur occupied one of the handsome cottages during a portion of the summer months. To the casual visitor the home seems to be wonderfully adapted to its purpose. Some years ago a gentleman visiting a friend who had

filled various positions of prominence, but who at the last had been compelled to enter one of the volunteer homes, remarked on the beauty of the surroundings and received the reply: "Yes, it is all right if you do not have to live here," and it is fair to assume that even ease and idleness pall. It might be supposed that one would hear many stories of past campaigns from these veterans, but their long service had made soldiering their life work and the incidents of war had become so common to them that they do not waste time discussing them. The books which are in the most demand at the library are not the histories of their campaigns, but travel and fiction. This magnificent institution is one of which any nation could be proud and the visitor to the national capital who does not include a visit to the home in his program misses one of the finest features of the District of Columbia.



The Story of the Telegraph and the Part Played in It by the Baltimore & Ohio Railroad

By H. F. BALDWIN



FOR twelve long, dreary years—a kindly-faced, gentle-mannered man, made prematurely old by grief and poverty, worked unceasingly in a garret-room of a newspaper building, at the corner of Nassau and Beekman streets, New York. The

side was his cot, on the other his work-bench with his tools and crude machine. He bought such poor food as he could afford and cooked it himself under cover of night, that his friends might not know to what extremes he was reduced, and at times his supplies were of the most meager character and threatened to give out entirely.



OLDEST PASSENGER STATION IN THE WORLD, AT BALTIMORE, FROM WHICH THE FIRST MESSAGE BY TELEGRAPH WAS SENT

building was owned by the brothers of the harmless visionary, as he was generally regarded, who were the editors and proprietors of the New York "Observer," and who gave him this refuge, wherein he might labor at what they regarded as his visionary scheme for harnessing the lightning's flash.

The little room was studio, sleeping-room, kitchen and work-shop. On one

Such was the plight of Samuel Finley Breeze Morse, the inventor of the electric telegraph, when, on January 6, 1838, he completed the first telegraph apparatus.

Like Robert Fulton, the inventor of the steamboat, Morse was a successful artist and portrait painter before the idea of his great invention came to him. His father was a doctor of divinity, his mother the daughter of a president of Princeton

University, Dr. Finley Breeze, from whom he received part of his name; from the first he inherited a vast amount of energy and hope; from the latter, agreeable manners and that "passionate patience" which is another name for genius, and these qualities stood him in good stead through the trials he was called upon to endure before the perfection of his idea.

S. F. B. Morse was born April 27, 1791, at the foot of Breed's Hill, Charlestown, Mass., near the birthplace of Benjamin Franklin, and just a year after that great physicist's death. It was Franklin's wish, while making his studies of electricity and his experiments with the historic kite, that he might come back to earth in a hundred years and see the fruits of his discoveries. Were they not both such good orthodox New Englanders, one might almost believe that the good doctor's spirit did come back and hover over the cradle of his little fellow-townsmen, who was to take up the work he had laid down.

Young Morse was educated at Andover and Yale, and while not a brilliant scholar, acquitted himself creditably, especially in science. Long before his college course was complete, however, he had decided to become a painter, and demonstrated his ability as an artist by making miniatures of his classmates, thereby helping to pay his expenses, although at that time he had never had a lesson.

Leaving college, he went abroad and for four years studied under that famous American academician, Sir Benjamin West, then at the head of the Royal Academy, spending twelve hours every day at his drawing-board, and living in the most economical manner. But poverty finally forced him to return to America.

He opened a studio and had fair success, and in 1818 married Lucretia Walker. The marriage was ideally happy—too perfect, perhaps, and the gods became jealous, for after but seven years his wife was taken from him, leaving three motherless children. What this loss meant to him may be judged from this tribute which he wrote to a friend, shortly after his wife's death:

"I found in my dear L. everything that I could wish. My fear with regard

to the measure of my affection towards her was not that I might fail of 'loving her as my own flesh,' but that I should put her in the place of Him who has said, 'thou shalt have no other gods but me.' I felt this to be my greatest danger, and to be saved from this idolatry was often the subject of my earnest prayers. If I had desired anything in my dear L. different from what she was, it would have been that she had been less lovely. My whole soul seemed wrapped up in her; with her was connected all that I expected of happiness on earth."

Despair and grief bowed him to the earth upon her death, but with the irony of fate, when it was too late to benefit the woman he loved, and who had cheerfully shared his sorrows and privations, material success smiled upon him. He was made president of the National Academy of Design; he gave lectures on the Fine Arts to large and fashionable audiences at the New York Athenæum, and his studio was crowded with sitters.

Four years later he again went abroad, to study the old masters, not with the old-time zest, but with his never-flagging energy and perseverance. It was on his return from this trip, during the enforced idleness of the long sea voyage, that the definite idea of the telegraph came to him, partly as the result of his own studies, and partly as the result of conversations with some of his fellow passengers, who were returning from Paris, where they had attended a course of lectures on electricity, and upon ship-board he worked out the dot and dash, or Morse alphabet, still used by telegraphers.

After his return came the twelve hard years in the garret-room in New York, when the artist became absorbed in the inventor, and the inventor came near being lost through the starvation of the man.

Mr. Morse was 47 years old when he completed his first apparatus, broken by grief and privation, and without a dollar in the world to enable him to bring his invention before the public. Just when the situation seemed hopeless, help came unexpectedly. Alfred Vail, a young graduate of the University of New York, became interested in the invention, and at his father's brass works helped Morse

to construct an improved machine, also providing the means for him to take it to Washington, whither he went, in the winter of 1843, to make a final effort to get a bill before Congress, giving him an appropriation of \$30,000, to be expended in building a test line.

After a vast amount of ridicule, this bill passed the House by a narrow majority of six votes, on a *viva voce* vote, the members who voted for it objecting to a record being made of their votes lest it injure them with their constituents. Getting the bill through the Senate was an even more difficult matter.

Day after day, Morse sat in the Senate gallery, waiting to hear his fate, but the bill was not mentioned. His board bill had eaten up all the means at his disposal, and the last day of the session arrived. All day and all evening he sat in the gallery alone. Late in the evening, a friendly Senator came to him and advised him to go home, as his bill had no possible chance. Utterly discouraged, he crept back to his boarding-house, paid his bill, and with 37 cents in his pocket, every cent he had in the world, climbed the long stairs, shut himself in the desolate little room and there acknowledged to himself his utter defeat.

The next morning, in order to avoid the other boarders, he came down late to his breakfast, the last meal he had paid for, and as he sat eating it all alone, uncertain where his next meal was coming from, and scarcely caring, a young lady, Miss Annie Ellsworth, daughter of his old friend, the commissioner of patents, came in, beaming with smiles, and congratulated him.

"Upon what?" he asked, in astonishment.

"Upon the passage of your bill by the Senate," she answered. "Am I the first to tell you the good news?"

Five minutes before the final adjournment of the Senate, on the last day of the session, the bill was presented and passed, without discussion, in the hurry consequent to adjournment, the last bill but one passed that session.

As a reward for being the bringer of good tidings, Professor Morse promised Miss Ellsworth that she should send the first official message over the telegraph wires, and this promise was fulfilled a little over a year later, when the test line

was completed between Baltimore and Washington. Miss Ellsworth, sitting at the wire in the Baltimore & Ohio Railroad depot, in Baltimore, tapped off to Professor Morse, sitting in the Supreme Court Chamber, in Washington, that now historic message, selecting, at her mother's suggestion, the appropriate text "*What hath God wrought!*"

Immediately following its receipt, Mrs. Madison, wife of the President (famous, fascinating Dolly Madison), who was present in the Supreme Court Chamber, by invitation, sent a message of love to a friend in Baltimore, Mrs. John Wethered, the first official message from Washington to Baltimore.

After the passage of his bill, Professor Morse's troubles were by no means ended. He was allowed a salary of \$2,500 per annum, by the Government, as well as the appropriation for the test line, which, with characteristic energy, he began at once, completing it in about a year, the historic messages above referred to being sent May 24, 1844.

Ezra Cornell, since famous as the founder of Cornell University, then a poor young man, was superintendent of construction, but much practical help, and much credit for its successful completion, is due to the Baltimore & Ohio Railroad, as Professor Morse gratefully acknowledged. Much valuable historical data concerning its construction is also to be gained from the reports of that company for the years 1843-4.

Almost the first move Professor Morse made was an application to the Baltimore & Ohio Railroad for permission to erect his test line on the company's right-of-way, from Baltimore to Washington. There was no idea at the time, either on the part of Professor Morse, or of the company, of the part that the telegraph might play in railroad operation, even if its practicability should be demonstrated. Indeed, one of the arguments advanced later by another railroad company against the building of a telegraph line from Harrisburg to Philadelphia was that it would destroy traffic—if people could communicate so quickly there would be no occasion for them to meet, and they would quit traveling.

It was only after a desperate struggle that the railroad had been able to secure its right-of-way through to the city of

Washington. Every kind of adverse legislation known to the politicians of that day (they have learned some new kinds since) had been brought to bear against the railroad, and trains had been running between the two cities for less than ten years. The railroad itself, therefore, was still an innovation and a comparative experiment when the telegraph made its appearance. Professor Morse knew of some of these troubles, and rightly judged that if he could use a right-of-way already secured his trials in this direction would be minimized, and much valuable time saved, which proved to be true.

Hon. Louis McLane was then president of the Baltimore & Ohio Railroad, and at the time Morse made application to him was preparing for a trip abroad for the purpose of raising funds to extend his railroad to the Ohio River, which was, perhaps, a good thing for Professor Morse, for the president turned the matter over to John H. B. Latrobe, the company's counsel. No better man could have been found for the leading of any kind of a forlorn hope, or for the practical materializing of a genius' dreams. Possessed of an inexhaustible fund of learning, an aptitude for all emergencies, his wits sharpened in the battles he had fought for the railroad with all classes of men, from farmers in muddy fields to politicians in legislative halls, Mr. Latrobe proved a very good friend indeed to Professor Morse. More than this, B. H. Latrobe, his brother, was chief engineer of the Baltimore & Ohio Railroad, and John Latrobe soon inoculated him with a belief in the new invention, so that when Professor Morse presented his petition to the directors of the road it was backed by a legal recommendation from one of the Latrobes and by a technical one from the other.

Had it not been for these recommendations, the petition would have doubtless been turned down promptly, and a backset at this time would have played havoc with Professor Morse's prospects of giving his invention a practical test.

Sixty or seventy years ago electricity was looked upon as a dangerous proposition, if not of positively Satanic origin, and the directors of the Baltimore & Ohio Railroad seriously questioned the

advisability of any scheme to chain the lightning upon the company's property, and even Mr. McLane, the president, did not wholly approve of it. Through Mr. Latrobe's intervention, however, the following resolution was passed, and appears in the annual report of the Baltimore & Ohio Railroad for the year 1842:

Resolved, That the President be authorized to afford Mr. Morse such facilities as may be requisite to give his invention a proper trial on the Washington road; provided, in his opinion, and in that of the Engineer, it can be done without injury to the road and without embarrassment to the operations of the Company, and provided Mr. Morse will concede to the Company the use of the telegraph upon the road without expense, and reserving the right of discontinuing its use, if, upon experiment, it should prove in any manner injurious."

As the wires and poles still stretch from Baltimore to Washington, alongside the Baltimore & Ohio tracks, it is needless to say that they did not "prove in any manner injurious" to the right-of-way.

The Government appropriation and a right-of-way having been secured, the actual work of construction began, and here again the brothers Latrobe were of incalculable assistance to Professor Morse, as the Baltimore & Ohio shops at Mount Clare were placed at his disposal for the making of such machinery as his experiment necessitated.

The first attempt was to lay the wires in a trench on the right-of-way, alongside the Baltimore & Ohio track, and for this purpose a ponderous plow was constructed in the Mount Clare shops, which cut a furrow two inches wide and twenty inches deep, and as it ran, fed the lead pipe in which the wire was encased into the bottom of the trench. On top of the beam of the plow was a cylinder holding some sixty feet of pipe, which uncoiled and passed down over little pulleys in the rear edge of the blade. A plumber with fire-pot and soldering irons followed the plow and as each sixty-foot section ran out would solder on another one, making a continuous "pipe line." The motive power of this plow was sixteen immense oxen, and according to some of the chroniclers, if the line itself was not of Satanic suggestion, the

sulphurous language expended on the oxen was enough to call down lightning from heaven.

There was no end of excitement throughout the country: traversed and horseback parties from Baltimore, out the line to watch the progress of "Morse's lightning catchers," were a feature of the time and place.

This work of line laying proceeded steadily until Relay, eleven miles from Baltimore, was reached, and here an insurmountable obstacle appeared, which, in the end, proved a most fortunate one. When the sturdy stone viaduct at Relay (over which modern trains are running today) was reached, the ponderous plow and strenuous oxen could make no impression thereupon. To keep the line out of reach of the curious and mischievous, it was carried over the Relay viaduct upon poles. By the time this was done, however, it was found that the buried section had become practically useless, as the current could not be maintained, so it was decided to raise the entire line in the air. Some \$12,000 of the Government appropriation, however, was irretrievably buried between Baltimore and Relay before this mistake was discovered.

To establish the electric current, a wire connecting with the pole of the battery was soldered to a sheet of copper five feet long and two and one-half feet wide and thrown into Baltimore harbor, while a like copper plate was buried beneath the pavement in the cellar of the capitol at Washington. No attempt was made to insulate this test line, and, in fact, at the time, no one seemed to understand the need of insulation.

Notwithstanding its faulty construction and crude mechanism the line worked and settled for all time the soundness of Morse's theories, and from this primitive line, with its sagging wires, crooked poles and defective circuits, have evolved the vast telegraph and telephone systems of today.

Naturally, on account of its proximity, the Baltimore & Ohio Railroad soon found that the electric telegraph not only did not "prove in any manner injurious," but could be made a very practical factor in the handling of trains, so that in a

very short time the telegraph became a recognized branch of the railway service, and the "singing wires," as the plains Indians called the telegraph, were almost as necessary as the iron rails in the operation of a railroad. In fact, so closely allied were the Baltimore & Ohio Railroad and the Morse telegraph in those days that the latter was often spoken of as the Baltimore & Ohio telegraph. The offices of the Morse lines were in the Baltimore & Ohio depot at Baltimore, and the officials of the two companies were thrown together so constantly that it is not strange the general public should not discriminate as between the two great corporations.

Such, in brief, is the story of the first American telegraph, and its close connection with the first American railroad, the Baltimore & Ohio Railroad, the building of each of which marked an epoch in American history and development.

It is a pleasure to write of Professor Morse's later days. His invention and discoveries brought him lasting fame, honors were showered upon him by every civilized government, friends took care of his material interests in such manner that for the balance of his life he lived in what, for his day and generation, was considered affluence. In his domestic life he likewise found peace and consolation, for in 1848 he married Miss Griswold, the daughter of a cousin, and although the lady was thirty years his junior, and perhaps took a daughter's rather than a wife's place in his affection, yet she and his children and grandchildren made his last days very peaceful and happy. He died in April, 1872, and was buried with distinguished honors in Greenwood Cemetery.

His life reads like a romance in its fortunes and misfortunes, but through it all he preserved his earnest Christian character and tender, loving nature. Of his work, he said, "I feel that I am doing a great work for God's glory, as well as man's welfare." These words were characteristic of his whole life, and might fitly be answered in the words of the Psalmist, "Their lines have gone out through all the earth, and their words to the end of the world."

On the Spot

By F. P. C.



CONSIDER the advantage of such a position. Being on the spot will nearly always give the one who has so placed himself, the decision in the affairs of active life.

Mediocrity sometimes wins over genius; indeed, will always win when mediocrity is on the spot and genius attempt indifference or absent treatment.

By on the spot is meant to be at the point of vantage at the time of the crisis, ready and equipped with willing hands and an active mind to meet the possibilities that may arise, and meeting in a manly attitude the problems of life.

The History of the World has been written and we have but to turn to its pages to bring us in touch with the possibilities of the future. Spots of glittering realities will continue to shine to mark the progress of genius. The achievements of the past will aid as an inspiration for the future to those who are endeavoring to reach the spot. Records of great endeavors, the building of empires and the consummation of great enterprises have been determined because the warrior, the statesman, the diplomat and the industrial and commercial Caesars did not delegate to others their sacred trust. The dream of an empire faded from the eyes of the great Napoleon: the boundaries of a world changed in the roar of the battle of Waterloo. Why? Because as he sat in the last hollow square ever formed in land tactics, chafed in impatient rage because his Marshal Ney, the greatest horse soldier who ever lived, was detained away from the spot, thus enabling the comparatively unheard-of Blücher to crumble into a helpless mob the flower of the French legion.

The evanescent Blücher was on the spot. Marshal Ney, the terror of all Europe, was absent, but a few rods away. Later on, and during the Civil War, General Buel forced his command

to march for twenty-four hours with empty stomachs in order to reach Shiloh Church. The battle line of General Grant was broken, men disheartened and all but defeated. Hastily forming his weary troops, Buel thus reached the "spot" in time to assist Grant in withstanding the shock of the last final assault. The Confederacy was riven in twain. Buel and his men were on the "spot."

Action follows position as success follows determination. The individual who is always on the spot and ready for action can be trusted to win life's battles much easier than he who is endeavoring to find where the spot is located or the difficulties to be surmounted after reaching it. The one who wins must first build his structure by properly protecting those interests intrusted to him. The fulfillment of such obligations makes accessible the position we are striving to gain. Realities of time spring from an unpromising prospect; when fully developed, produce results that were only possible by having planted on the spot such requirements that were found necessary at that particular time to meet the occasion.

"On the spot" means at the post of duty, the protection of intrusted interests, the building up of character and reaching beyond the zone of expectancy for results. We should not be content in reaching one "spot" in our existence, but should strive to make ourselves so useful in the first position as to bring us within the reach of other and greater possibilities.

Being "on the spot" means far more to the individual than it does to the nations and their history. A sleeping sentry may ruin an army and with its ruin mark the fall of an empire. He is only an ordinary soldier, but into his hand was given the power to make or unmake a realm. Just so in ordinary life and with the ordinary man. The every-day acts of life seem trivial at

the moment, but on one and each of them may mean the making or the undoing of the individual. It may mean the uplift or the fall of the political, commercial or industrial fabric of which he is a part.

Success means, that to the one who achieves it, no act is so small that it

can safely be allowed to pass without the individual being on the spot and ready for instant and virile action. No mundane interests, great or small, are safe unless they are in the hands of those who will not lean upon others, but willing to be himself "on the spot."

The Maiden Lady's Lament

By THOMAS CALVER

I've traveled alone without ever repining,
 With no man to call me his "dear";
 And whether the sun might be clouded or shining,
 I've found something always to cheer.
 But now, with the style of the shirtwaists and dresses,
 I miss something much that I lack;
 It is not the kisses and loving caresses —
 I've no one to button my back!

Why men call their better halves "dear," I'm perceiving —
 The feminine deer is a doe;
 The dough is much kneaded, I'm firmly believing,
 And men need their helpmeets, you know.
 And if there's a man who is needing me only,
 He never has got on my track;
 And so I'm compelled to go single and lonely,
 With no one to button my back.

Aphorisms

By HENRY C. COCHRAN

FRIENDSHIP, like credit, has a minor limit.

WATCH and weigh it—the slogan of commercialism.

OUR lives are what they are made by ourselves—and the neighbors.

SOME men's idea of virtue consists of railing at the lapses of others.

IT IS one thing to be honest; entirely another to be intelligently honest.

THE fellow who rides the trucks never kicks on the ice water or on three-cent rates.

THE privations of our lives are not nearly so hard to bear as the successes of the other fellow.

REFLECTION beforehand is a good thing, and a happy—afterward it walks on the heels of bitterness and sorrow.

THE poetry and sentiment which lights the pathway of life has its origin in the individual. Never from without.

THERE are people who think that "Thou Shalt Not Steal" was not meant seriously in dealing with a corporation.

TO THE minor portion of humanity, the necessities of life are what they are used to. To the major portion, what they aspire to.

IT WAS a Semitic philosopher who said, "Before you have spoken a word you are master of it. After it is spoken it is master of you."

THE pleasure of finding a friend true in the hour of adversity is as pleasing as being awakened at the end of slumber by a skilfully wrought rhapsody.

THAT place in which no living thing has habitation is called "Yesterday." The one in which no explorer has ever set foot is called "Tomorrow."

THE decisive turns of destiny and fate are more often made in the solitude of the cloister than in the din of battle. The greater victories have been bloodless.

The Man in the Tower

By ESTHER JACKSON WIRGMAN

How many of that passing crowd,
Whose trains sweep onward every hour,
Are with a grateful thought endowed
For the man in the signal tower?

His steady hand the lever holds,
His watchful eyes are on the hour,
How many lives his care enfolds,
The man in the signal tower!

One fleeting glimpse, as we flash by,
He stands, the type of silent power,
Remote and strong and calm and high,
The lonely man in the signal tower.

This little tribute to thy care,
O brother of the silent tower,
Shall breathe for thee a grateful prayer
To the ever-watchful Higher Power.

Rochester, N. Y.

Thirty-seventh Annual Session, Mystic Shrine, July, 1911

Forty-fifth National Encampment, Grand Army of the Republic, September, 1911



TWO great conventions will be held in Rochester, N. Y., in the summer of 1911.

The Thirty-seventh Annual Session, Imperial Council, Ancient Arabic Order Nobles of the Mystic Shrine, will be held July 11th to 13th, and

There are five large and fifteen small parks, although the population is but 225,000. The five large parks—Genesee Valley, Maplewood, Highland, Seneca and Durand-Eastman—are beautiful in the extreme. It has often been said that Rochester surpasses many of the larger cities in respect to recreation spots. The fifteen small parks serve as beauty spots,



MASONIC TEMPLE (HEADQUARTERS)

the Forty-fifth National Encampment, Grand Army of the Republic, will be held September 4th to 9th.

The beautiful city of Rochester is known as the "Flower City," because of the artistic manner in which the city is laid out with trees and shrubbery, not only in its parks and grounds of private residences, but in the modern construction of many of its manufacturing establishments, which have beautiful lawns, vines and shrubbery.

breathing places and playgrounds for the children, and have a great influence on the health and happiness of its citizens.

As a manufacturing city, Rochester is said to contain the largest number of varied industries of any city of its size in the United States. There are 1,708 manufacturing establishments, engaged in more than 200 branches of trade. Many of these manufactories have gone to much expense in beautifying their plants in such a way as to make them an attrac-



CONVENTION HALL

tion rather than an eye-sore to the community, thus not only adding to the beauty of the city, but making it a desirable place for employes to live.

One-seventh of the value of the clothing output of the United States is manufactured at Rochester; this clothing is principally confined to men's high-grade suits and overcoats. The annual output of the clothing industry is placed at

\$22,000,000. There are fifty-four factories, employing 5,000 people, in the manufacture of high-grade boots and shoes for ladies and children, with an output of \$18,000,000 annually.

There are fifty-seven good-sized hotels in the city limits and probably fifteen more at the summer places just outside of the city, so that accommodations for large crowds are assured. There are six



MAIN STREET



ARNOLD PARK

leading hostleries of the highest class, and it is simply a matter of choice to the delegates of either of the conventions to locate themselves comfortably. It has been officially announced by the city that prices will not be raised in the hotels or restaurants on account of these conventions, the Chamber of Commerce particularly interesting itself on this account.

For convention purposes there is a large Convention Hall, with a seating

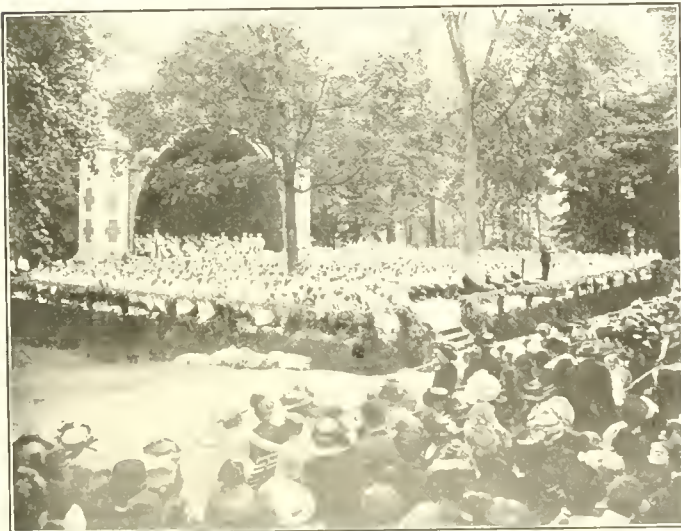
capacity of 4,000 people, which is owned by the city of Rochester and offered for the purpose of conventions by the city authorities. On account of the acoustic properties it is used for all of the big musical attractions that come to Rochester. The Exposition Hall, which is connected with the Convention Hall, has 34,000 feet of floor space and is well arranged for exhibits and for large gatherings.



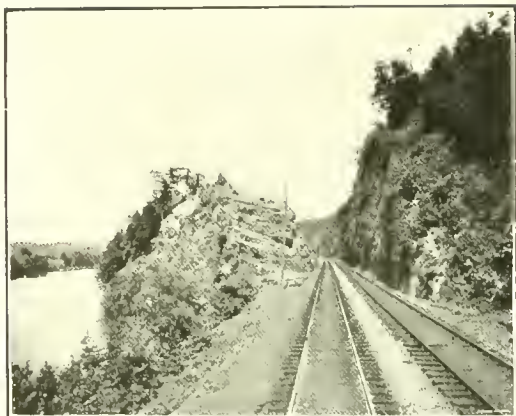
LAKE AVENUE



NEW YORK STATE ARMORY, ROCHESTER



GENESEE VALLEY PARK, ROCHESTER



LEHIGH RIVER, ON LEHIGH VALLEY RAILROAD

There are 132 churches, and many of the edifices are remarkably beautiful. Six theaters cater to the amusement of its citizens.

Rochester lies on the Genesee River, but a short distance from Lake Ontario, and offers innumerable places for side trips.

Niagara Falls is near by and can be reached by either railroad, electric line or boat. The trip to the beautiful natural park of Watkins Glen can be made in a day. There is excellent boat service to Toronto, Port Hope, Coburg, Thousand Isles and the Bay of Quinte, on the Canadian side.

There are seven small lakes within a few hours' ride of the city. Irondequoit

Bay can be reached in twenty minutes. Keuka Lake furnishes good fishing for pickerel and black bass. Geneva, on Seneca Lake, is one of the most picturesque cities of this region. Ithaca, the home of Cornell University, lies at the lower point of Cayuga Lake, and can be reached by a combination of trains and boats.

It is at Rochester the golden tablets of the Mormons were supposed to have been discovered. It is here the Erie Canal crosses the Genesee River, which was considered one of the most remarkable engineering feats of its time. It is needless to say the attractions of Rochester and its surroundings will add to the interest of both of the conventions mentioned.



MAUCH CHUNK, ON LEHIGH VALLEY RAILROAD



Stub Ends of Thought

By ARTHUR G. LEWIS.



WE cannot corner the market of ideas.

CAREFUL thought is the father of earnest effort.

THE average woman is an enigma seldom solved.

THERE is a moral in everything, if we look for it.

CONSISTENT diplomacy must defend a consistent cause.

THE only universal formula for a pure life is honesty.

WISE men control their money; fools are commanded by it.

THE fellow who never slips is the chap that keeps off the ice.

QUOTING our bad qualities does not help create our possible virtues.

IT is only by proof of advantage that we secure earnest attention.

UNDIGESTED economy frequently destroys more revenue than it creates.

THERE is nothing in the world with so brief a youth as complete happiness.

KISSES may not be controlled by a trust, but they are regulated by confidence.

THERE are as many husbands misunderstood as there are wives unappreciated.

MANY things out of the reach of hope are often placed there by our own hands.

THERE are but few men who can practice a daily business routine without aviation.

Too many women utilize their sex as a defense, or as an insult which cannot be resented.

THERE is a line of self-control to be drawn between proper self-confidence and personal conceit.

IT is the little things that we find so difficult to put together, and make of them something worth while.

PROFANITY of expression may sometimes prove a prayer, concealed behind the mask of charity and self-sacrifice.

Love—A Definition

By ARTHUR G. LEWIS

Love is not measured by low sweet words
Or the fevered touch of passion's flame;
It cannot live in a selfish world,
And knows no right to claim.

"Love is a weed," though sore distressed,
Broken and hurt yet knows no death,
But lifts a world tired heart in pain,
For the hand it loved to caress again.

A de luxe edition of Mr. Lewis' work in book form (107 pages), bound in limp leather, and silk lined, will be forwarded, postpaid, upon receipt of \$1.00, by THE BOHEMIAN SOCIETY, Norfolk, Va

CONDENSED SCHEDULE ROYAL BLUE LINE OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R.—ROYAL BLUE LINE—TO AND FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

EFFECTIVE NOVEMBER 27, 1910										
EASTWARD										
	No. 504 DAILY	No. 526 "ROYAL SPECIAL" E. & S. SUNDAY	No. 522 "ROYAL SPECIAL" SUNDAY	No. 508 DAILY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY & HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	AM	AM
LV WASHINGTON, UNION STATION	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	12.15	2.62
LV BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	1.15	3.46
LV BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	1.25	3.51
AR PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	6.52	8.19	11.50	3.50	5.59
AR NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.17	6.35	8.32
AR NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	7.00	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R.—ROYAL BLUE LINE—TO AND FROM NEW YORK, PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOVEMBER 27, 1910									
WESTWARD									
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 "ROYAL SPECIAL" DAILY & HOUR	No. 509 "ROYAL LIMITED" DAILY & HOUR	No. 503 DAILY	No. 511 DAILY
	PM	AM	AM	AM	AM	PM	PM	PM	PM
LV NEW YORK, 230 STREET	11.50	7.50	9.50	11.50	1.50	3.50	5.50	6.50	6.50
LV NEW YORK, LIBERTY STREET	1.30	8.00	10.00	12.00	2.00	4.00	6.00	7.00	7.00
LV PHILADELPHIA	4.16	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21
AR BALTIMORE, MT. ROYAL STATION	6.45	10.60	12.21	2.43	4.16	6.09	8.09	10.50	11.23
AR BALTIMORE, CAMDEN STATION	6.50	10.55	12.25	2.47	4.20	6.13	8.13	10.55	11.27
AR WASHINGTON, UNION STATION	7.50	11.45	1.26	3.55	5.20	7.00	9.00	12.00	12.27
	AM	AM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R.—TO ALL POINTS WEST AND SOUTHWEST.

EFFECTIVE NOVEMBER 27, 1910.									
WESTWARD									
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 55-15 EXPRESS DAILY	
	AM	AM	PM	PM	AM	PM	AM	PM	
LV. NEW YORK, 230 STREET	9.50	11.50	3.50	5.50	7.50	11.50	6.50	11.50	
LV. NEW YORK, LIBERTY STREET	10.00	12.00	4.00	6.00	8.00	1.30	7.00	1.30	
LV. PHILADELPHIA	12.30	2.17	6.12	8.31	10.17	4.15	9.21	4.15	
LV. BALTIMORE, MT. ROYAL STATION	2.43	4.16	8.09	10.50	12.21	7.45	11.23	7.45	
LV. BALTIMORE, CAMDEN STATION	3.00	4.30	8.00	11.05	12.30	8.00	11.32	8.00	
LV WASHINGTON, UNION STATION	4.10	5.30	9.10	12.10	1.32	9.10	12.37	9.10	
AR. DEER PARK HOTEL									
AR. PITTSBURG			6.55		9.50	6.20	9.05	6.20	
AR. CLEVELAND			12.00						
AR. WHEELING (EASTERN TIME)		5.35				8.55		6.15	
AR. COLUMBUS (CENTRAL TIME)		8.45						10.15	
AR. OHIOAGO		5.15			9.45			8.15	
AR. CINCINNATI	8.05			5.25		1.45			
AR. INDIANAPOLIS	11.45			10.35		11.45			
AR. LOUISVILLE	11.50			9.35		7.20			
AR. ST. LOUIS	5.00			7.28		1.45			
AR. OHATTANOOGA				6.15		6.00			
AR. MEMPHIS				8.15					
AR. NEW ORLEANS				8.35					

Pullman Sleepers to all points. * Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R.—TO ALL POINTS EAST.

EFFECTIVE NOVEMBER 27, 1910.								
EASTWARD								
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY	
	AM	AM	AM	AM	AM	AM	PM	
LV CHICAGO			5.45	9.30			8.30	
LV COLUMBUS				5.50				
LV WHEELING (EASTERN TIME)		5.15		11.10			10.45	
LV. CLEVELAND			8.20		3.00			
LV. PITTSBURG			8.10		10.00	6.00	1.15	
LV. ST. LOUIS	9.00	1.45				9.28		
LV. LOUISVILLE	2.10	8.10				2.30		
LV. INDIANAPOLIS	2.25	8.05				4.32		
LV. CINCINNATI	6.35	12.15				8.00		
LV. NEW ORLEANS		8.30				9.00		
LV. MEMPHIS		8.40				1.00		
LV. CHATTANOOGA		9.45						
LV. DEER PARK HOTEL								
AR WASHINGTON, UNION STATION	12.40	6.30	4.50	10.45	6.40	2.35	10.25	
AR BALTIMORE, CAMDEN STATION	1.50	7.50	5.55	11.45	7.50	3.42	11.30	
AR BALTIMORE, MT. ROYAL STATION	1.59	8.00	6.05	11.54	8.00	3.51	1.25	
AR PHILADELPHIA	4.05	10.15	8.19	2.02	10.15	6.59	3.50	
AR NEW YORK, LIBERTY STREET	6.30	12.35	10.40	4.16	12.35	8.32	5.35	
AR NEW YORK, 230 STREET	6.45	12.45	10.50	4.25	12.45	8.43	7.00	

Pullman Sleepers from all points. * Daily. † Daily except Sunday.
A On Sundays No. 4 leaves St. Louis 1.00 a. m. B On Sundays leaves Louisville 1.15 a. m.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

THROUGH PULLMAN CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

Between Washington, Baltimore, Philadelphia and New York.

ROYAL BLUE LINE.

EASTWARD.

- No. 512.** Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.
- No. 504.** Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 526.** "Royal Special." Five Hour Train. Electrically lighted Drawing Room Parlor Car and B. & O. Cafe Parlor Car Washington to New York.
- No. 522.** "Royal Special." Electrically lighted Drawing Room Parlor Car and B. & O. Cafe Parlor Car Washington to New York.
- No. 508.** Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
- No. 502.** Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 524.** "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Electrically lighted. Buffet and Smoking Car, Parlor and Observation Cars Washington to New York. Drawing Room Parlor Car Richmond to New York. Dining Car, table d'hotel, Philadelphia to New York. No extra fare other than regular Pullman charge.
- No. 506.** Electrically lighted vestibuled train of steel framed Coaches. Pullman Observation Parlor Car Pittsburg and Washington to New York. Dining Car, a la carte, Washington to New York.
- No. 514.** Electrically lighted Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 555.** Electrically lighted Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.
- No. 517.** Drawing Room Parlor Car Philadelphia to Washington.
- No. 505.** Electrically lighted vestibuled train of steel-framed Coaches. Pullman Observation Parlor Car New York to Washington and Pittsburg. Dining Car, a la carte, New York to Washington and Pittsburg.
- No. 501.** Drawing Room Parlor Car New York to Washington and Richmond, Va. Dining Car, a la carte, Philadelphia to Baltimore.
- No. 507.** Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.
- No. 527.** "Royal Special." Five Hour Train. Electrically lighted Drawing Room Parlor Car and B. & O. Cafe Parlor Car New York to Washington.
- No. 509.** "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Electrically lighted. Buffet and Smoking Car, Parlor and Observation Cars. Dining Car, table d'hotel, New York to Washington. No extra fare other than regular Pullman charge.
- No. 503.** Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Philadelphia.
- No. 511.** Broiler-Smoking Room Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, St. Louis,
Louisville, Memphis, New Orleans.

WESTWARD.

- No. 1. Cincinnati-St. Louis Limited.** Entirely new vestibuled train with steel framed Coaches Cincinnati to New York. Electrically lighted Drawing Room Sleeping Car New York to St. Louis. Electrically lighted Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.
- No. 7. New York-Chicago Special.** Entirely new electrically lighted vestibuled train with steel framed Coaches and Drawing Room Sleeping Car New York to Chicago via Grafton and Bellair. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
- No. 9. Pittsburg and Cleveland Express.** Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg. Electrically lighted.
- No. 3. St. Louis Express.** Electrically lighted Drawing Room Sleeping Car New York to St. Louis. Electrically lighted Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
- No. 11. "Pittsburg Limited."** Drawing Room Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Washington to Pittsburg. Electrically lighted Dining Car Conneville to Pittsburg.
- No. 5. "Chicago Limited."** Entirely new electrically lighted vestibuled train, with steel-framed Coaches and Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.
- No. 55. The Daylight Train.** Electrically lighted Drawing Room Sleeping Car New York to Cincinnati. Pullman Broiler Drawing Room, Smoking Room Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Cincinnati. Grill Cars Grafton to Wheeling and Cincinnati to St. Louis.
- No. 15.** Has through coach New York to Chicago. Broiler Drawing Room, Smoking Room Parlor Car Baltimore to Pittsburg. Dining Car Martinsburg to Cumberland. Grill Car Conneville to Chicago. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

- No. 2. St. Louis-New York Limited.** Entirely new vestibuled train with steel-framed Coaches Cincinnati to New York. Electrically lighted Drawing Room Sleeping Car St. Louis to New York. Electrically lighted Drawing Room Sleeping Car Cincinnati to New York. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
- No. 4. Cincinnati-New York Express.** Electrically lighted Drawing Room Sleeping Car St. Louis to Cincinnati and Cincinnati to New York. Electrically lighted Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Grill Car Wheeling to Grafton. Parlor Car Washington to New York. Dining Cars serve all meals.
- No. 6. Chicago-New York Limited.** Entirely new electrically lighted vestibuled train with steel-framed Coaches and Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to New York. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No. 8. Chicago-New York Special.** Entirely new electrically lighted vestibuled train with steel-framed Coaches and Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Drawing Room Parlor Car Washington to New York. Dining Cars serve all meals.
- No. 10. Cleveland, Pittsburg and Washington Express.** Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington. Electrically lighted Drawing Room Parlor Car Washington to New York.
- No. 12. "Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York, all electrically lighted. Dining Car Pittsburg to Conneville and Philadelphia to New York.
- No. 14.** Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Grill Car Chicago to Conneville. Pullman Broiler Drawing Room, Smoking Room Parlor Car Pittsburg to Baltimore.
- No. 14.** Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Grill Car Wheeling to Grafton. Pullman Broiler Drawing Room, Smoking Room Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

- AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, E. C. JACKSON, Ticket Agent.
- BALTIMORE, N. W. Cor. Charles and Baltimore Streets, B & O. Building, E. A. WALTON, District Passenger Agent; G. W. PAINI, City Passenger Agent; C. W. ALLEN, Traveling Passenger Agent; G. D. CRAWFORD, City Ticket Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. GROMWELL, Ticket Agent.
- BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
- BOSTON, 256 Washington Street, H. B. FAROAT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent; E. E. BAEREY, Ticket Agent.
- BROOKLYN, N. Y., 843 Fulton Street, T. H. HENDRICKSON CO., INC., Ticket Agent.
- BUTLER, PA., Wm. TURNER, Ticket Agent.
- CANTON, OHIO, C. O. McDONALD, Ticket Agent.
- CHESTER, PA., J. T. MORLAND, Ticket Agent.
- CHICAGO, 244 Clark Street, Grand Pacific Hotel, W. W. PIORING, District Passenger Agent, ROYAL ALLAN, City Passenger Agent. H. W. McKEWEN, City Ticket Agent; W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 78 Merchants' Loan & Trust Building, A. V. HARGER, Traveling Passenger Agent. Baltimore & Ohio Station, Corner Harrison Street and Fifth Avenue, F. J. EODY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
- CHILLICOTHE, OHIO, H. O. STEVENSON, Traveling Passenger Agent, B. & O. S.-W.
- CINCINNATI, OHIO, B. & O. S.-W., 513 Traction Building, O. H. WISEMAN, District Passenger Agent; S. T. SEELY, Traveling Passenger Agent; G. A. MANN, Passenger Agent. 430 Walnut Street, T. J. WEST, City Ticket Agent. Vine Street and Arcade, J. J. McLANE, Ticket Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
- CITY OF MEXICO, MEX., D. BANERHARDT, Agent General, B. & O. S.-W., office, Avenida 5 de Mayo 3.
- CLEVELAND, OHIO, 841 Euclid Avenue, Arcade Building, M. G. CARREL, District Passenger Agent; GEO. A. ORB, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
- COLUMBUS, OHIO, 18 South High Street, F. P. COOPER, District Passenger Agent; E. H. SLAY, City Ticket Agent. Union Depot, E. J. BUTTERWORTH, Ticket Agent.
- CONNELLSVILLE, PA., H. L. DODDAR, Ticket Agent
- COVINGTON, KY., 4th and Scott Streets, G. M. ASAOTT, Ticket Agent.
- DALLAS, TEXAS, W. F. GEISERT, Southwestern Passenger Agent, B. & O. S.-W., 247-51 Main St.
- DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W., Room No. 4 Union Station.
- HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
- KANSAS CITY, MO., 911 Walnut St., J. P. ROGERMAN, Western Passenger Agent, B. & O. S.-W.
- LOUISVILLE, KY. B. & O. S.-W., 4th and Market Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent; EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th Street Station, A. J. CRONE, Ticket Agent.
- MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
- MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
- MASSILLON, OHIO, W. H. BUCH, Ticket Agent.
- MT. VERNON, OHIO, J. C. PATTERSON, Ticket Agent.
- NEWARK, OHIO, F. O. BARTHOLOMEW, Ticket Agent.
- NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
- NEW YORK, 434 Broadway, Cor. Howard St., J. B. SCOTT, General Eastern Passenger Agent, A. J. SMITH, City Passenger Agent; E. D. AINSLIE, Ticket Agent; E. V. EVERTSEN, Traveling Passenger Agent. 149 Broadway, Cor. 43d St., Times Square, S. R. FLANAGAN, Ticket Agent. No. 6 Astor House, opposite Postoffice, G. F. PERRY, Ticket Agent. 245 Broadway, THOS. COOE & SON, Ticket Agents. 225 Fifth Ave., RAYMOND & WHITCOMB, Ticket Agents. 55 Avenue B, Cor. 4th, MAX LEDEBER, Ticket Agent. 77 Ridge St., S. W. BARASCH, Ticket Agent. Stations, foot of West 23d St., and foot of Liberty St., N. R.
- NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. S. WALKER, Ticket Agent. PARKERSBURG, W. VA., J. MCG. MARTIN, Traveling Passenger Agent; O. J. PROUDFOOT, Ticket Agent; J. W. JONES, Ticket Agent (Ohio River).
- PHILADELPHIA, 834 Chestnut Street, BERNARD ASHBY, District Passenger Agent; W. W. BAEKEY, Traveling Passenger Agent, C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, CHAS. C. WILLIAMS, Ticket Agent. 1005 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 3956 Market Street, UNION TRANSFER CO., Ticket Agents. 603-5 South 3d Street and 1146 North 2d Street, M. ROSENACM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, E. T. MAGOWAN, Ticket Agent.
- PITTSBURG, Henry W. Oliver Building, Sixth Avenue and Smithfield Street, A. W. TIDDY, Traveling Passenger Agent. 403-5 7 Fifth Avenue, W. S. MILLER, City Ticket Agent, EDW. EMERY, City Passenger Agent. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
- SANDUSKY, OHIO, G. S. BECK, Ticket Agent.
- SAN FRANCISCO, CAL., 293 Monadnock Building, H. C. PICULELL, Pacific Coast Agent; C. W. DOERFLINGER, Traveling Passenger Agent.
- SEATTLE, WASH., Room 210 Marion Block, D. L. MELVILLE, Traveling Freight and Passenger Agent.
- SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
- ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent, L. L. HORNING, City Passenger Agent; E. N. EDMONDSON, City Ticket Agent; GEO. SCHEER and W. J. SEXTON, Station Passenger Agents. L. G. PAUL, Traveling Passenger Agent; B. W. FRAUENTHAL, Ticket Agent, Union Station.
- ST. PAUL, MINN., R. O. HAASE, Traveling Passenger Agent.
- TIFFIN, OHIO, W. O. FRANCE, Ticket Agent.
- VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
- WASHINGTON, D. C., 117 G Street, N. W., S. B. HEGE, District Passenger Agent; J. LEWIS, JR., City Passenger Agent. C. E. THELPS, Passenger Agent; H. R. HOWSEN, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent. Union Station, Massachusetts and Delaware Avenues, EDWARD BIRCH, Ticket Agent.
- WHEELING, W. VA., B. & O. Station, T. O. BREE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent. McLure House, O. R. WOOD, City Ticket Agent.
- WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent; 814 Market Street, W. FULTON, Ticket Agent. R. A. MILLER, Traveling Passenger Agent.
- WINCHESTER, VA., T. B. PATTON, Ticket Agent.
- YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
- ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
- EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at
TICKET OFFICES THROUGHOUT THE COUNTRY.

O. W. SQUIGGINS, Assistant General Passenger Agent, B. & O. Building, Baltimore, Md.
J. P. TAGOART, Assistant General Passenger Agent, Oliver Building, Pittsburg, Pa.
W. E. LOWES, Assistant General Passenger Agent, B. & O. Building, Baltimore, Md.

O. W. BASSETT, General Passenger Agent, Baltimore & Ohio Linea East, Baltimore, Md.
B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.

C. S. WIOHT, General Traffic Manager,
Baltimore & Ohio R. R., Baltimore, Md.

GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD.

Problems
FOR
Manufacturers

I

A, making a product which must be sold in competition, pays \$3.00 a ton for coal. How long can he compete with B, who pays \$1.00 a ton for coal?

II

For \$1.00-a-ton coal substitute 5 cents a thousand feet for natural gas and solve.

NOTE—5 cents a thousand feet for natural gas equals \$1.00 for coal in thermal units, 80 cents for coal in practise, as there is no ash, no cinder and no fireman is needed.

III

If A's plant is in one corner of a country of vast railroad mileage and B's is near the center of population, on an east and west trunk line, what effect, if any, will that have on A's staying powers?

IV

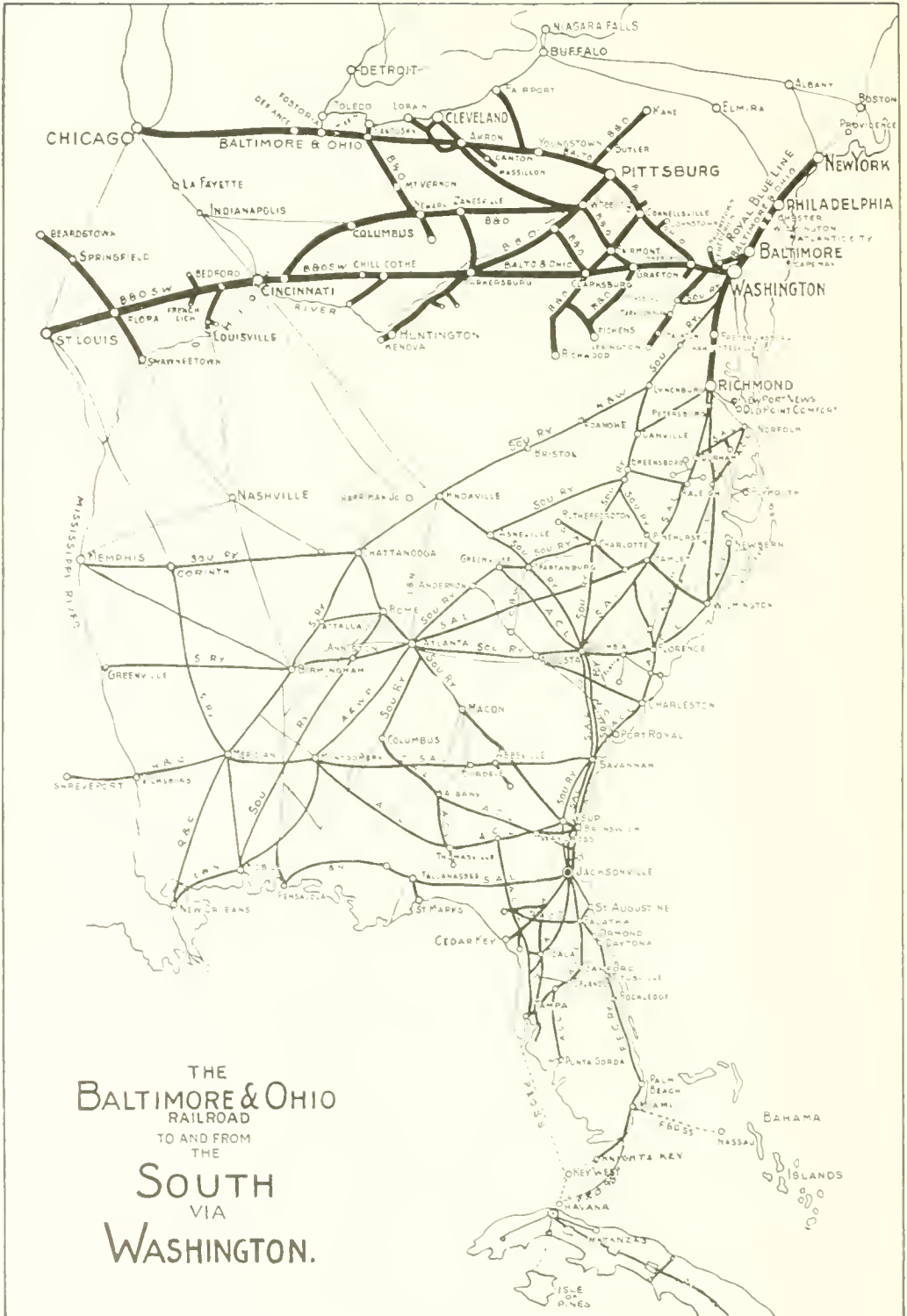
If A and B should learn that C had built a \$1,000,000 plant, having 5-cent gas and \$1.00 coal, had operated it seven years and then, desiring to increase his output, had erected another \$1,000,000 plant just ten miles from the first one, what psychical effect would this information have on A? What on B?

V

If D were thinking of erecting a plant to compete with A and B, which would he consider his more formidable competitor?

For key to problems, with method of solution, apply in person or by letter to

W. W. WOOD, General Industrial Agent
Baltimore & Ohio Railroad Company
BALTIMORE, MD.



THE
BALTIMORE & OHIO
 RAILROAD
 TO AND FROM
 THE
SOUTH
 VIA
WASHINGTON.

FLORIDA

AND THE

SOUTH

1911

Winter Tourist Rates

FROM ALL POINTS
ON THE

BALTIMORE & OHIO

SPECIAL TOURS

From Boston = = February 13 Seaboard Air Line
February 27 Southern Railway

From New York
" Philadelphia
" Baltimore February 14 Seaboard Air Line
" *Pittsburg February 28 Southern Railway
" *Wheeling
" *Parkersburg

* Tickets also sold one day earlier.

VIA WASHINGTON

AND

UNION STATION

Secure full information as to rates, routes, schedules, etc., from
Ticket Agents Baltimore & Ohio Railroad.

The Baltimore & Ohio Railroad COMPANY

QUICK DISPATCH FREIGHT SERVICE

TO RICHMOND, VA. AND

Points in North and South Carolina

QUICK DISPATCH TRAIN No. 94

FROM CHICAGO 6.00 P. M., DAILY EXCEPT SUNDAY

THIRD MORNING DELIVERY AT RICHMOND AND FURNISHING THROUGH-CAR DELIVERIES TO POINTS IN THE CAROLINAS VIA LINES LEADING SOUTH FROM RICHMOND.

NOTE THE FOLLOWING REFERENCE TO THIS SERVICE IN AN ARTICLE APPEARING IN THE SATURDAY EVENING POST, DECEMBER 3, 1910, BY MR. ISAAC F. MARCOSSON, ON THE SUBJECT OF "HOW LOCAL COMMERCIAL BODIES HAVE BECOME FAST BUSINESS BUILDERS," IN COMMENTING ON THE ASSOCIATION OF COMMERCE, OF CHICAGO, AS A FACTOR IN THE UPBUILDING OF THE TRADE AND TRAFFIC OF CHICAGO, MR. MARCOSSON SAYS:

"All this trade building and general business getting would go for naught if there were no adequate traffic facilities. Though Chicago had a remarkable strategic position as to railroads, there were some defects. The most serious was the lack of a through freight package service to small towns, especially in the South. On account of long delays in shipments Chicago houses lost some of their Southern trade. Something had to be done and the Association of Commerce did it through its traffic bureau."

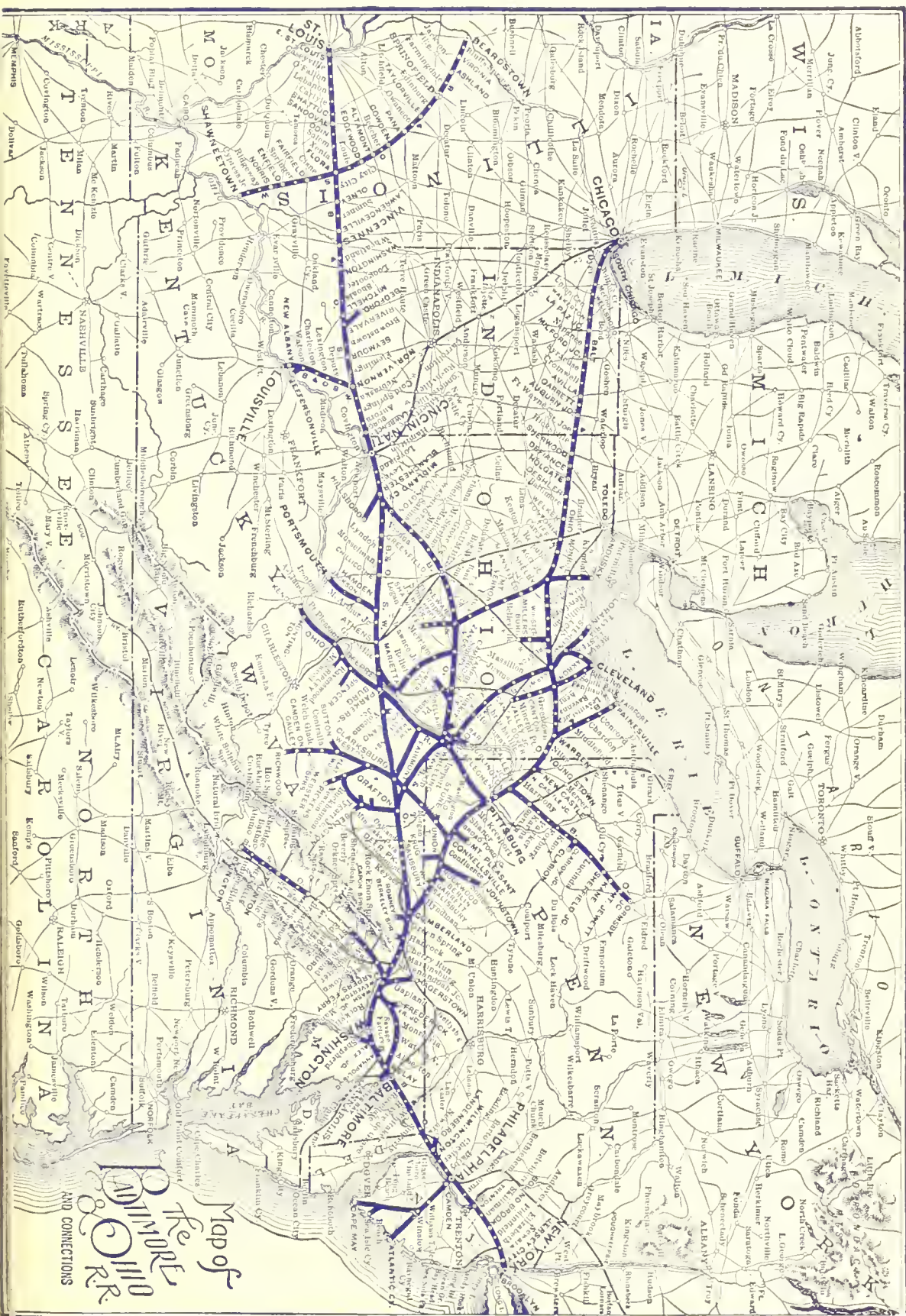
To illustrate the old system the article states that formerly a merchant in Wilson, N. C., for example, in ordering a small shipment from Chicago, would specify in his routing only the delivering line at Wilson, and as this delivering line at Wilson was not in any case the originating line at Chicago, the result was the Chicago shipper naturally forwarded the goods out of Chicago via the line whose freight depot was nearest his place of business, oftentimes resulting in circuitous routes being used and consequent delays in transmission. Continuing, the article says:

"It happened that there was a man in the traffic bureau of the Association of Commerce who had made a specialty of dissecting tonnage and who worked out a plan for the establishment of direct car service on all lines out of Chicago that would solve the package problem. The key was in starting the stuff by the initial line that would not only carry it the farthest but make the quickest and closest connections and with the fewest transfers. It meant the putting on of direct cars to certain central points. He laid the plan before the bureau, it was approved and with the assistance of the railroads he established a through package service that has wrought wonders for the Chicago shipper. A book called the "Way to Ship" has been prepared, which tells the Chicago shipper exactly how to route a package to any remote point and get it there in half or even one-third the time that it took before. Let us take the case of the Wilson (N. C.) merchant that I used as an example. Suppose a package is to go to him now. The merchant goes to his "Way to Ship" book, looks up Wilson, N. C., and finds this explanation: 'Ship Baltimore & Ohio, care Atlantic Coast Line. Car due fourth day.' This means that instead of sending it by the roundabout way that I have described, the package starts on the Baltimore & Ohio, goes direct to Richmond and, with only one transfer, is put aboard an Atlantic Coast Line car and gets to Wilson the fourth morning after it is shipped, or in less than half the time."

The Baltimore & Ohio Railroad offers this THROUGH CAR SERVICE from Chicago to Richmond WITHOUT TRANSFER, and with but ONE TRANSFER to ALL POINTS in the CAROLINAS, thereby minimizing the possibility of loss or damage in transit.

Like Service from Other Shipping Centers

Ship Your Freight for Richmond and All Points in the
Carolinas via the Baltimore & Ohio Railroad



Map of
the
Great
Lakes
and
Connections

Baltimore

Ohio R.R.



EAST AND WEST



CALENDAR - 1911



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	5	6	7	8	9	10	11	5	6	7	8	9	10	11	2	3	4	5	6	7	8
8	9	10	11	12	13	14	12	13	14	15	16	17	18	12	13	14	15	16	17	18	9	10	11	12	13	14	15
15	16	17	18	19	20	21	19	20	21	22	23	24	25	19	20	21	22	23	24	25	16	17	18	19	20	21	22
22	23	24	25	26	27	28	26	27	28	26	27	28	29	30	31	...	23	24	25	26	27	28	29
29	30	31					26	27	28					29	30	31					30						
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12
14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19
21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	24	25	26
28	29	30	31				25	26	27	28	29	30	23	24	25	26	27	28	29	27	28	29	30	31			
30	31						25	26	27	28	29	30	30	31													
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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ROYAL BLUE TRAINS



C. S. WIGHT,
GENERAL TRAFFIC MANAGER
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
C. W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.

BOOK OF THE

ROYAL BLUE



ALL TRAINS VIA WASHINGTON

BALTIMORE & OHIO R.R.

WITH STOP-OVER PRIVILEGE

THE PANAMA-PACIFIC EXPOSITION AND WHAT IT REPRESENTS
PANAMA ITS FUTURE OPENINGS FOR AMERICANS

BALTIMORE & OHIO

ROYAL BLUE LINE

Royal 5-Hour Trains

BETWEEN

**NEW YORK
PHILADELPHIA
BALTIMORE
WASHINGTON**

The "Royal Special"

SOUTHBOUND

Lv. New York	1.50 pm
23d Street	
Lv. New York	2.00 pm
Liberty Street	
Lv. Philadelphia	4.16 pm
24th and Chestnut	
Lv. Wilmington	4.47 pm
Ar. Baltimore	6.09 pm
Mt. Royal Station	
Ar. Baltimore	6.13 pm
Camden Station	
Lv. Baltimore	6.16 pm
Camden Station	
Ar. Washington	7.00 pm
Union Station	

NORTHBOUND

Lv. Washington	9.00 am
Union Station	
Ar. Baltimore	9.45 am
Camden Station	
Lv. Baltimore	9.50 am
Camden Station	
Lv. Baltimore	9.54 am
Mt. Royal Station	
Ar. Wilmington	11.18 am
Ar. Philadelphia	11.52 am
24th and Chestnut	
Ar. New York	2.00 pm
Liberty Street	
Ar. New York	2.10 pm
23d Street	

The "Royal Limited"

SOUTHBOUND

Lv. New York	3.50 pm
23d Street	
Lv. New York	4.00 pm
Liberty Street	
Lv. Philadelphia	6.12 pm
24th and Chestnut	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station	
Ar. Baltimore	8.13 pm
Camden Station	
Lv. Baltimore	8.16 pm
Camden Station	
Ar. Washington	9.00 pm
Union Station	

NORTHBOUND

Lv. Washington	3.00 pm
Union Station	
Ar. Baltimore	3.44 pm
Camden Station	
Lv. Baltimore	3.48 pm
Camden Station	
Lv. Baltimore	3.52 pm
Mt. Royal Station	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.52 pm
24th and Chestnut	
Ar. New York	8.00 pm
Liberty Street	
Ar. New York	8.10 pm
23d Street	

The "ROYAL SPECIAL"—Beautiful Royal Blue trains of steel-framed Coaches and Observation Parlor Cars, with Cafe-Parlor Cars, on which the service is a la carte.

The "ROYAL LIMITED"—All-Pullman Royal Blue trains of Cafe-Smoking Cars, Drawing-room Parlor Cars and Observation Parlor Cars. Dining Cars serving famous table d'hôte dinners.

NO EXTRA FARES ON THESE TRAINS

Baltimore & Ohio Railroad System

ELECTRICALLY LIGHTED TRAINS VIA WASHINGTON

Trains 1 and 2, the "St. Louis-Cincinnati-New York Limited"

Steel-framed Coaches and modern electric-lighted Pullman Drawing-room Sleeping Cars. Traverse the Alleghany Mountains and the Potomac Valley in daylight. Dining Cars en route; service a la carte.

Trains 3 and 4, the "St. Louis-Cincinnati-New York Express"

Electric-lighted Pullman Drawing-room Sleeping Cars between St. Louis and New York and Parkersburg and Baltimore. Dining Cars en route; service a la carte.

Trains 5 and 6, the "Chicago-Pittsburg-Washington-New York Limited"

Exquisite in appointments, electric lighted throughout, with steel-framed Coaches and modern Pullman Drawing-room Sleeping Cars. Dining Cars en route; service a la carte. Observation Parlor Cars through the famous Alleghany Mountain region in daylight.

Trains 7 and 8, the "Chicago-Washington-New York Special"

Electric lighted throughout, with steel-framed Coaches and modern Pullman Drawing-room Sleeping Cars. Dining Cars en route; service a la carte.

Trains 9 and 10, the "Pittsburg-Washington-Baltimore Night Express"

Electric-lighted Pullman Sleeping Cars between Pittsburg and Washington and Buffet-Drawing-room Sleeping Cars between Cleveland and Washington.

Trains 11 and 12, the "Duquesne Limited"

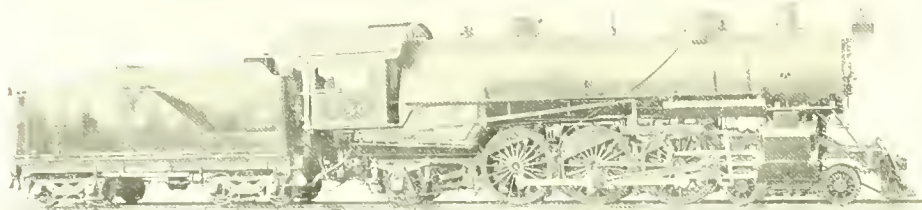
Electric-lighted Pullman Drawing-room Sleeping Cars between Pittsburg and Philadelphia, Pittsburg and New York and St. Louis and New York (trains 11 and 55).

Trains 509 and 524, the "Royal Limited"

Electric-lighted five-hour trains between Washington, Baltimore, Philadelphia and New York. All Pullman. Cafe-Smoking Cars, Parlor Cars and Observation Cars. Dining Cars, service table d'hote.

Trains 526 and 527, the "Royal Special"

Electric-lighted five-hour trains between Washington, Baltimore, Philadelphia and New York. Steel-framed Coaches, Pullman Observation-Parlor Cars and Cafe-Parlor Cars; service a la carte.



New Series of Baltimore & Ohio Fast Passenger Locomotives

New Passenger and Freight Locomotives FOR BALTIMORE & OHIO RAILROAD

PASSENGER

The new series of passenger locomotives which are now being received and put into operation are the heaviest that have yet been built. They are of the Pacific type, C 1, and weigh 263,000 pounds; with tender attached they weigh 448,800 pounds. They have six driving wheels of seventy-four-inch diameter and are capable of pulling the heaviest passenger train of twelve cars at a high rate of speed. Seven of the ten locomotives ordered some time ago are now in use on the fast trains between Cumberland and Pittsburg.

FREIGHT

The new freight engines, known as the Mikado type, Q 1, are in service on the Philadelphia and Chicago divisions. These powerful locomotives weigh 274,600 pounds, and with tender 454,600 pounds. Except for their eight driving wheels they are very similar in appearance to the Pacific type of passenger engine. Of the forty ordered, thirteen are now in service.



New Series of Baltimore & Ohio Freight Locomotives

BOOK OF THE ROYAL BLUE

MARCH, 1911

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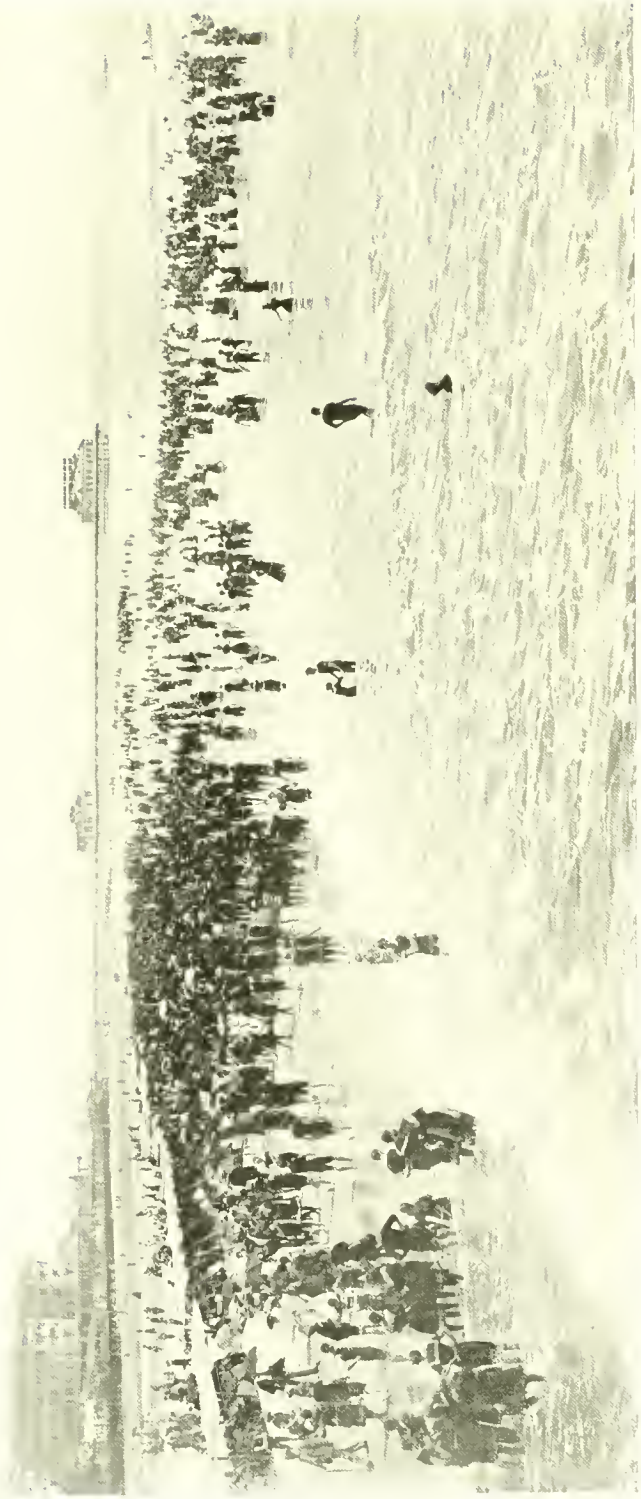
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PRICE, 5 CENTS

50 CENTS PER YEAR



AMERICA'S GREATEST BATHING RESORT

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY

BY THE

PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD

WILLIAM ELLIOTT LOWES, EDITOR

VOL. XIV

BALTIMORE, MARCH, 1911

No. 6

Atlantic City Gets Two Big Conventions



ATLANTIC CITY will have two great conventions in July which together with its enormous transient summer population, will tax its hotel capacity, great as it is. The International Convention, United Society of Christian Endeavor, will be held July 6 to 12, and the Grand Lodge, Benevolent and Protective Order of Elks, July 10 to 15. The number of hotels at this popular seaside resort is variously estimated between three and four hundred, not to mention the hundreds of cottages which take boarders. Nevertheless, there is generally room for everybody, and it is surprising how much elasticity the hosteries can exhibit in a case of necessity.

The progressiveness of Atlantic City is again up and alert along new, broader and more energetic lines. Although no city in the Union is so well provided with vast halls, built far out over the ocean, suitable for the assembling of conventions or other great gatherings, yet the spirit of the resort remains unsatisfied, and will so remain until a central convention hall, along the lines of the St. Louis Exposition Coliseum, has been added to the list of municipal buildings.

The Steel Pier, Young's Ocean Pier and the New Million Dollar Pier all afford unexampled facilities for expositions, exhibitions and conventions, while beneath their floors, during the progress of deliberations, roll the waves of the mighty Atlantic. But a definite, and central hall, to be devoted to the exclusive accommodation of conventions and kindred gatherings, seems to be the desideratum.

A long-felt want of Atlantic City is about to be supplied. A new \$100,000 bathing house and swimming pool is being built at Rhode Island Avenue and the boardwalk. The structure will contain both salt and fresh water swimming tanks, as well as other forms of amusement. A huge sun parlor is planned for the second story, overlooking the boardwalk and the sea. To the many visitors who delight in swimming, yet are more or less timid about striking out past the breaker line, the new pools will be heartily welcome. In them the amateur may paddle, disport, swim, float, dive or rest at his comfort, avoiding the somewhat strenuous exercise of battling with the surf. The building will be entirely of brick and but one story in height, save in front, where the sun parlors will be built over the boardwalk arcade. Broad balconies, for the comfort and convenience of spectators, will surround both swimming pools.

Great activity is being shown in all the hosteries lining the boardwalk, and thorough and extensive preparations for the approaching busy season are being made. Painters, paperhangers, plasterers, and, in fact, artificers of every trade conducive to the bodily or esthetic comfort of the incoming guest are busily engaged in preparing the places of entertainment for which Atlantic City is famous. Natty yachts that last summer and fall skimmed the surface of the sea so airily and gracefully are being overhauled, the barnacles scraped off, and new and bright coats of paint applied. Altogether it is a season of bustling preparation all along the edge of the blue.

Plum - Blossoms

By GEORGE E. TACK

The angel of earth's spring came down,
From fields of Paradise,
And called unto the meadows brown,
"Ope now your violet eyes."

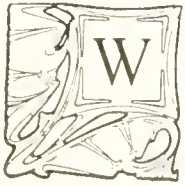
The meadows sighed, then whispered low,
"We fear the winter's wrath,
His blighting breath doth coldly blow
Above the aftermath."

The angel smiled, then softly sang
Of golden days to be;
And hark! the woodland echoes rang
The mock-bird's threnody.

The March skies heard the enchanting sound
And smiled with keen delight;
A thrill went through the pulsing ground,
And lo, spring's banners white

Unfurled in camps imbrowned were seen,
While bugle calls rang sweet
From lips of South winds o'er the green,
To winter's swift retreat.

The Remodeling of the United States Treasury at Washington



WHEN the small army of architects and artisans finish the work now in progress in remodeling the United States Treasury at Washington, the beautiful old structure will show the first material changes since 1869. Architecturally, it still will represent a pagan temple, or, as many folk say, the American people's worship of money.

tated by the procrastination of Congress in choosing a site, put his hickory stick down with a thump and exclaimed, "Put 'er there, on that spot," will remain unchanged, but the double stone staircase leading up to the colonnade on the 15th Street side has been torn away. Architects said it spoiled the beauty of that side of the building.

The thirty new granite monoliths, each of which cost \$5,500 and weighing thirty tons each, now stand in an unbroken row.



THE OLD UNITED STATES TREASURY

The contractor who is remodeling part of the United States Treasury, has begun the installation of three new vaults in the big building. Two of the old strong-rooms in the sub-basement and one in the basement are being torn out and will be replaced with modern steel structures, which will be guarded by an elaborate system of electrical devices.

In making these alterations the new vaults will be built in the west side of the Treasury, and after their completion the money and express business which now enters the Treasury on the 15th Street side will go into the building by the west side. One of the old vaults in the basement is to be entirely removed and will not be replaced.

The nucleus of the present building, located where President Jackson, irri-

They are said to be the finest example of their kind. It required ten men working sixty days to produce each of them, and a solid train of thirty flat cars brought them to Washington from the quarries in Massachusetts.

The long colonnade of sandstone, erected in 1864, deteriorated in the southern climate, and was replaced by the present granite monoliths a little more than a year ago.

The appearance of the front of the Treasury has been marred, the artists say, by the commercial aspect which the scores of trucks and wagons backed up to the curb gave to it. When it is finished the big three-horse truck, which brings up its rich cargo of currency every day to the vaults from the bureau of engraving and printing, will carry its

precious load practically into the building instead of depositing it on the sidewalk. Express wagons, which carry off hundreds of valuable packages, will do the same.

To give more space inside the building, all the files of letters and documents will be stored in the old coal vaults under the lawn on the Pennsylvania avenue side,

and new coal vaults are being built on the side opposite the White House.

The completed building, as it stands, represents three stages of construction. The nucleus was located by Jackson and finished in 1842. The south wing was finished in 1864. The north wing, finished in 1869, is on the site of the old State Department Building.

To a Lovely Maiden: To Miss Virgie Fought

By THOMAS CALVER

You speak of your roses and lilies and pansies
And other bright blooms that your garden illumine,
And seem to respond to your flattering fancies
In laughingly breathing delightful perfume.
But sweeter to me is a beautiful maiden,

With bright beaming eyes and soft raven-black hair,
Whose smile with the glory of lovelight is laden,
Whose step is as light as the touch of the air.

The bow of young cupid her lovely mouth carries,
And Hebe's soft curves mark her full rounded throat;
The glow of her heart in her cheek ever tarries
And lives in her voice with its silvery note.
Oh, if she should leave us, how much I would miss her!
I'd fain then dissolve into ambient air,
For then I could follow her ever and kiss her,
And yet she would never suspect I was there.

The Ideal Railway Station at Gary, Ind.



GARY, the Steel City, seems the growth of a night. But a few years ago the land where it now stands was but a waste of sandy soil, where only stubble and scrubs could grow. It was, however, because of its location, available property for just such a modern city as the United States Steel Corporation needed. Bordering on Lake Michigan, with its remarkable shipping facilities, together with the railroad lines (Baltimore & Ohio and the Lake Shore & Michigan Southern), the whole country was opened up.



VIEW OF STATION FROM SOUTHEAST, SHOWING ELEVATED BAGGAGE AND EXPRESS DELIVERY AND CONCRETE PLATFORMS

It is situated between the two railroads—just east of Broadway—the main thoroughfare of the city, and is a beautiful example of monolithic concrete, showing the possibilities of plain and enriched ornament in its construction.

There are three entrances, one from each railroad and one from the main street (having a covered portico) leading into the large general waiting room, which measures fifty-five feet by seventy-five feet, with a ceiling height of thirty-four feet. The floor of this is of white marble tile, with borders of red Champlain marble. The wain-cot is a dark Verde Antique marble, and the pilasters, ceiling beams and all the general wood-work are painted a rich old ivory. The



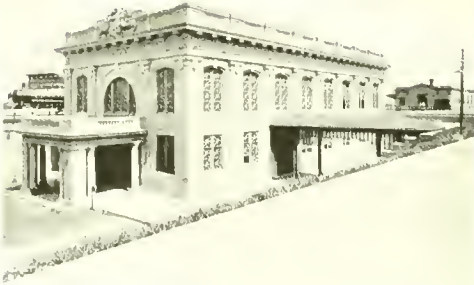
VIEW OF BALTIMORE & OHIO RAILROAD STATION AT GARY, IND., FROM SOUTHWEST

Scarcely was the land secured than this city (named for Judge Gary, chairman of the board of directors of the corporation) began its remarkable growth. Already it houses thousands of workmen, has miles of paved streets, fine business buildings, beautiful residences and is the fully equipped, absolutely modern home of the greatest steel plant in the world.

The railroads were not long in realizing the demands of such a city, and it was decided to build a Union Station, the design and engineering of which were assigned to the Baltimore & Ohio Railroad Company. This new station has just been completed and is not only an architectural addition to the city, but represents the most advanced ideas of concrete construction, being built of monolithic concrete.



GENERAL WAITING-ROOM, LOOKING TOWARD MAIN ENTRANCE AND TICKET OFFICE



VIEW OF STATION FROM BALTIMORE & OHIO PLATFORM, SHOWING EXPRESS BUILDING AT REAR

walls are a dark crimson; the windows are glazed with light amber cathedral glass, which shuts out the glare of the sun and makes a mellow light, which softens and enriches the general tone and gives the whole an effect of rich simplicity. The ticket office and the newsstands, with their handsome grille work, on marble counters, occupy the corners of the room on either side.

Leading from the general waiting-room, to the south, are the smoking-room and the women's restroom, finished simi-

larly to the larger room, and adjoining these are splendidly appointed white marble toilets.

The building is electrically lighted, the fixtures being designed to harmonize with the whole color scheme.

A wide stairway leads from the east side of the general waiting-room to the baggage-room on the second floor, which is on a level with the tracks. A wide platform from this level leads to the Lake Shore tracks, while the Baltimore & Ohio tracks are reached by crossing a reinforced concrete bridge, which passes over the driveway beneath. On this same track level is the building for the express companies, which is also of monolithic concrete. Leading up to this building from the street level is a wide, paved driveway, of easy grade.

The Baltimore & Ohio Railroad is building two shelter sheds, one on the eastbound and one on the westbound platform, for the protection of passengers. These sheds are built of steel frame, covered with metal lath and cement plaster. The station improvements show that the railroads share the belief of the steel corporation, that Gary will soon be a city of 100,000 inhabitants.





SHERIDAN'S HEADQUARTERS AT WINCHESTER, VA.

Thrice-Told Tales—I

Sheridan's Historical Ride

From BALTIMORE "STAR"



THE most famous ride of the Civil War was that of Gen. Philip Henry Sheridan, the Union officer, the memory of which has been kept alive by the spirited poem, telling of this famous dash, from Winchester to Cedar Creek, written by Thomas Buchanan Reed. It was brought about by

The terrible grumble and rumble and roar,
Telling the battle was on once more,
And Sheridan twenty miles away

Sheridan, who had been operating in "the valley of Virginia," on account of a lack of a base for supplies, and reverses suffered at the hands of the Confederates, had withdrawn his army to Cedar Creek. On October 15, 1864, he was summoned to Washington by the Government. While he was absent his wily foe, on the 10th, surprised his forces in their camp, very early in the morning, and drove

back large portions of them for six or seven miles in great disorder.

Sheridan had left Washington on the 18th, and had slept at Winchester, twelve miles away. At 9 o'clock that morning he rode out of Winchester, all unconscious of the danger of his army. Soon, however, the sound of heavy battle was unmistakable, and half a mile from the town the fugitives came in sight with appalling rapidity.

He at once ordered the trains halted and packed, and stretched a brigade of his troops at Winchester across the country to stop the stragglers. Then, with an escort of twenty men he pushed to the front. The effect of his presence was electrical. He rode in hot haste, swinging his hat and shouting as he passed:

"Face the other way, boys; face the other way."

And hundreds of the men turned at once and followed him with cheers.

After reaching the army he gave some hurried directions and returned to collect the fugitives. He was in major-general's uniform, mounted on a magnificent horse, man and beast covered with dust and foam; and as he rose in his stirrups, waving his hat and his sword by turns, he cried again and again: "If I had been here this would not have happened. We are going back. Face the other way, boys; face the other way!"

The soldiers recognized their general, and took up the cry. It passed along from one to another, rising and falling like a wave of the sea, and the men returned in crowds, falling into ranks as they came. They followed him to the front, and many who had fled, panting and panic stricken in the morning, under Sheridan's lead had covered themselves with the glory of heroes long before night.

As a result of this wonderful ride and the turning of the tide of battle, Sheridan was at once made a major-general

in the regular army, in President Lincoln's words: "For the personal gallantry, military skill and just confidence in the courage and gallantry of your troops, displayed by you on October 10th at Cedar Run, whereby, under the blessing of Providence, your routed army was reorganized, a great national disaster averted, and a brilliant victory achieved."

In this famous dash it is said that nothing seemed to daunt the general. He jumped his horse over rail fences, dashed across streams; when the retreating forces became too thick, he circuted about them and urged them to face the other way, and by the time he had covered the twenty miles the entire Union army, which was stampeding northward for safety, had been completely turned about, and was rushing southward to retrieve the lost ground, and as Reed concludes:

Be it said, in letters both gold and bright,
 "Here is the steed that saved the day
 By carrying Sheridan into the fight,
 From Winchester twenty miles away."



A Little Talk About West Virginia

By ESTHER JACKSON WIRGMAN

From where the handle of the pan hangs on Ohio's nail, to where the sportsman's paradise lies in the South Branch Vale, from Huntington to Belington, from Bluefields to Charlestown, we are growing and we're blowing on the trumpet of renown.

Leave the wasteful, greater cities with their struggle and their hurt, for a mile or two of mountain with its grand fruit-growing dirt. Apple, peach and plum and pear, Mineral and Berkeley share, while old Hampshire, Grant and Hardy are coming on with care.

Forego your lengthy fuel bills to burn our dollar coal; or maybe all you'll have to do is dig a little hole. From Parkersburg to Marlinton, from Grafton down to Clay, we are digging, shoveling, shipping many hundred tons a day.

But we need no bunch of talkers, our boosters need not shout, for we've a flow of natural gas, the biggest booster out. Round Clarksburg, by the way, flow a billion feet a day, with plenty more just going to waste not many miles away.

Nor are we just materialists, who take no thought of mind, for Morgantown has learning of the university kind. For an artist we have views that would make the Sphinx enthuse, and you'll find them here from time to time, in various tints and hues.

For the poor man, there's a chance for home; for the rich man, factories some, while just for you and me, and on this point we'll agree, West Virginia is the very State that suits us to a "T."

Heaven

By STRICKLAND GILLILAN

Heaven is a bed
With a light at the head,
 And an uncut magazine;
Or a crust of bread
To the long-unfed
 Whose hunger-pangs are keen.

Heaven is a smile
From a soul worth while
 And a hand-clasp full of trust;
'Tis a tender word
From a heart love-stirred
 When your spirits trail in dust.

Heaven is to feed
On your chiefest need,
 Be your need of work or rest,
And the God who knows
Why he barbed the rose
 He plans your Heavens best.

Baltimore & Ohio New Up-Town Ticket Office, New York



WITH the growth of New York City, the center of that great metropolis has moved northward from decade to decade, along Broadway from 14th Street, until it is now recognized to be at "Times Square," between Forty-second and Forty-third streets.

New hotels, apartment buildings and theaters are springing up year by year, but the present center will possibly remain for many years to come. As a consequence the great railway ticket offices have followed the shifting of the population center, moving northward for the convenience of its thousands of transient population.

At the completion of the new Fitzgerald building, at the southeast corner of 43d Street and Broadway, the Baltimore & Ohio Railroad Company removed its

up-town ticket office from the corner of 34th Street and Broadway to this building, and it is now the "farthest north" of any of the railway ticket centers of the city. It is most convenient to all of the big hotels and theaters, and is located on the Broadway and Seventh Avenue surface lines and opposite the Times Square station of the subway. It is also only one short block from the Sixth Avenue and 42d Street surface lines and Sixth Avenue elevated.

Ten years ago last October the Baltimore & Ohio fitted up its handsome ticket office at 1300 Broadway, at which time it was hinted the location was probably too far north. Just how much farther north the center of population of New York will move is a matter of conjecture, and, while the Baltimore & Ohio has again ventured still further north with its up-town ticket office, other railway offices have also sprung up in the immediate vicinity, which would indicate the center of the city is still on the move.

The new ticket office has a frontage on Broadway and 43d Street entirely of glass, and is decorated and equipped in full accord with the handsome buildings surrounding it. Immediately across the street is the triangle known as the "Times Square," the Times Building and the entrance to the subway.

The accompanying map shows the hotels that are located in the immediate vicinity, as well as all of the elevated lines, surface lines and subway. The location is one of the most convenient in New York city.

UP-TOWN HOTELS IN NEW YORK.

Index No.	Name of Hotel and Location.
3	Astor, Broadway, 41th to 45th Streets
4	Cadillac, N. E. Cor. of 43d St. and Broadway
5	Waldorf, 5th Avenue, 33d to 34th Streets
6	Abbecon, 17 W. 32d Street
7	Albany, Broadway and 41st Street
8	Algonquin, 59 W. 44th Street
9	Belmont, Park Avenue and 42d Street
10	Breslin, Broadway and 29th Street
11	Continental, Broadway and 29th Street
12	Carlinton, 55 W. 27th Street
13	Gilsey, Broadway and 29th Street
14	Gotham, 5th Avenue and 53th Street
15	Grand Union, Park Avenue and 42d Street
16	Herald Square, 34th Street, near Broadway
17	Hermitage, 7th Avenue and 42d Street
18	Hoffman House, Broadway and 25th Street
19	Imperial, Broadway and 51st Street
20	Knickerbocker, 42d Street and Broadway

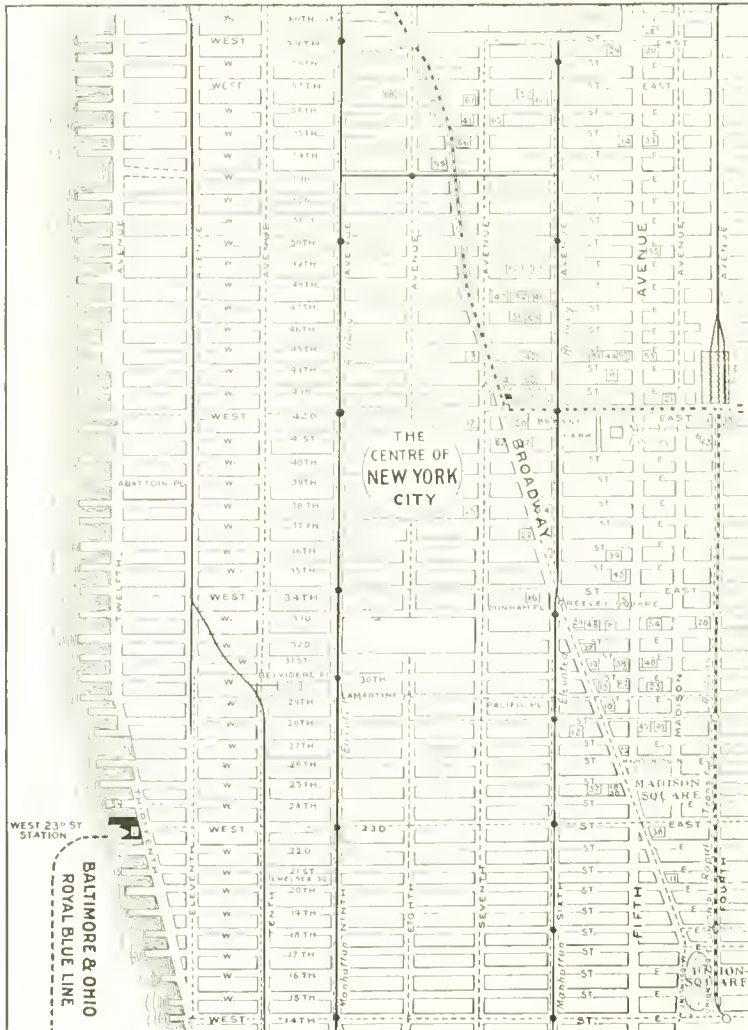


BALTIMORE & OHIO UP-TOWN TICKET OFFICE
1190 Broadway, Cor. 43d St. Times Square, New York City

12 BALTIMORE & OHIO NEW UP-TOWN TICKET OFFICE, NEW YORK

21	Manhattan	Madison Avenue and 42d Street	46	Le Marquis	112 E. 31st Street
22	Marlborough	Broadway and 36th Street	47	Long Acre	157 W. 47th Street
23	Martha Washington	29 E. 29th Street	48	Pierpont	13 W. 32d Street
24	Martini	56 W. 33d Street	49	Prince George	14 E. 28th Street
25	Navy	5th Avenue and 38th Street	50	Remington	129 W. 43th Street
26	Netherland	5th Avenue and 59th Street	51	Seymour	41 W. 45th Street
27	New Grand	Broadway and 31st Street	52	St. Hubert	120 W. 57th Street
28	Park Avenue	Park Avenue and 33d Street	53	Lorraine	5th Avenue and 54th Street
29	Plaza	5th Avenue and 59th Street	54	Stratford	11 E. 32d Street
30	Savoie	5th Avenue and 59th Street	55	Buckingham	5th Avenue and 50th Street
31	Somers	150 W. 17th Street	56	Van Cortlandt	142 W. 49th Street
32	King Edward	155 W. 17th Street	57	Webster	40 W. 45th Street
33	Victoria	Broadway and 27th Street	58	Woodstock	127 W. 13d Street
34	St. Regis	5th Avenue and 55th Street	59	Cumberland	Broadway and 54th Street
35	Abbeville	Broadway and 24th Street	60	Great Northern	115 W. 56th Street
36	Bartholdi	Broadway and 23d Street	61	Grenoble	7th Avenue and 56th Street
37	Arlington	18 W. 25th Street	62	Holland House	5th Avenue and 30th Street
38	Wolcott	1 W. 21st Street	63	Murray Hill	Park Avenue and 49th Street
39	Collingwood	15 W. 35th Street	64	Normande	Broadway and 38th Street
40	Flanders	135 W. 17th Street	65	Wellington	7th Avenue and 55th Street
41	Frederick	210 W. 56th Street	66	Woodward	Broadway and 55th Street
42	Gerard	123 W. 11th Street	67	Bristol	122 W. 49th Street
43	Gregorin	42 W. 35th Street	68	Calumet	340 W. 57th Street
44	Troops	49 W. 44th Street	69	Calvert	Broadway and 11st Street
45	Latham	1 E. 28th Street		York	7th Avenue and 36th Street

Numbers in Squares Indicate Hotels



--- Elevated Line. ——— Surface Line. Subway.

The Panama-Pacific Exposition and What It Represents

By H. F. BALDWIN



NOW that it is settled that the Golden Gate City will celebrate the completion of the Panama Canal by an exposition which will be the culminating perfection of those international spectacles. San Francisco, the city of history, of mystery, of pleasure, of commerce, of tragedy, of resurrection, will be much in evidence in the public press and in the public mind in the next four years.

Does it occur, however, to him who reads as he runs, that this celebration commemorates no ordinary event, but represents the fruition of the dreams, ambitions and purposes of many men, for nearly five hundred years? That it is the fulfillment of that purpose which led Columbus, the Genoese sailor, to stake his all, life included, upon the voyage when he sailed from the Spanish port; that it brought Henry Hudson, the English mariner, across uncharted seas to his death, a hundred years later; that animated the Spaniard, Balboa; the Portuguese, Magellan, and that brought Raleigh and Drake and all the rest of Queen Bess' gentlemen adventurers to these unknown coasts?

For all of these men, and many more, of every European nation, for centuries, sought, not a new world, but a fabled "Northwest Passage," or short cut to the Orient. That a great continent, teeming with untold riches, lay in their paths was an unexpected incident of their voyages, and their stories of this unknown country, carried back to Europe, were as varied as those of the blind men who touched the elephant, for Columbus reached the tropics, Hudson the forest-clad temperate zone, and Magellan the cold and barren reefs of Tierra del Fuego.

As the geography of the world became better known, and commerce developed, the necessity for this shorter route to the East became more and more urgent, and

four hundred years after Columbus sailed in search of it, another Latin, the Frenchman, De Lesseps, undertook to open up the desired pathway to the Orient. He came, not in a crude vessel, across an uncharted ocean, but duly fortified with all the aids that the science and skill of the nineteenth century could lend him, and financed by the half of Europe. Yet the French engineer met with an obstacle as unsurmountable as the New World proved to Columbus caravels.

It therefore remained for the American, the cosmopolitan composite, uniting the agility of the Latin, the dogged defiant courage of the Anglo-Saxon, and the delving thoroughness of the Teuton, to accomplish the result striven for through more than four centuries. The Panama-Pacific Exposition, therefore, represents the apotheosis of the last four centuries of civilization.

As for the exposition itself, by the time it is celebrated four decades of human achievement will have elapsed. Since America celebrated the centennial of its birth, at Philadelphia, in 1876. Since then, the nations of the earth have assembled with us to do homage to the genius of enlightenment; first, when the magic "White City" was reflected in the gray waters of Lake Michigan; again, when another "Dream City" sprang into being on the banks of our great inland waterway, the mighty Mississippi. Now, we ask them to join us in celebrating the greatest victory of peace and civilization; the greatest triumph human genius has achieved.

The late President McKinley, in his memorable swan-song, at Buffalo, characterized these great expositions as "timekeepers of progress," "helpers to some onward step." "We, therefore, the representatives of the United States of America," have to again show the world the triumphs of peace, as exemplified in the completion of this stupendous enterprise, and if San Francisco fulfills, not

alone her promises, but the earnest of her past, right royally will we do it.

The triumphs of the emperors of imperial Rome were but childish play-acting compared with the modern celebrations of the victories of peace, for in the latter are shown, not the glittering pageantry of a day, but the highest achievements of human effort of the centuries. The triumphs of architecture of every age and every clime are reproduced—the columns and architraves of classical Greece; the magnificence of the Renaissance; the fanciful domes and minarets of the Moor; the vagaries of the Orient, together with what is best of modern times. For the appropriate setting of these architectural gems, the landscape artist copies freely from sources old and new, and our eyes are made familiar with the glories of Versailles, old Italian gardens, pleasure hamlets of Babylon and quiet English landscapes.

In this connection, the location of the Panama-Pacific Exposition at San Francisco is most felicitous, for the semitropical climate of California lends itself admirably to the perfecting of the gardener's efforts, while Nature herself has been most lavish with her scenic effects around the Golden Gate City.

Here, the blue skies of Italy are softened at times with pearl and opal and amethystine mists; the blue waters of San Francisco Bay, that vast inland sea, stretch away through the Golden Gate until sea and sky blend, and the eye cannot pierce their infinity; and the encircling mountains, snow clad or veiled in mysterious pink and purple shadows, all combine to produce a most splendid panorama of natural beauty. Sunny days irresistibly woo visitors out of doors, to meet the clear cold air, which invigorates and fires the blood with the energy of the North, and stimulates for unprecedented feats of sightseeing.

These are but vague outlines of what the Panama-Pacific Exposition represents and will present, but the charcoal sketch which the artist makes before proceeding to delineate his masterpiece. For this exposition will be a masterpiece. As the enterprise it commemorates is the greatest achievement of the age, so the celebration must befit the occasion.

It is to be hoped for this great occasion all political and sectional prejudices may be laid aside and that from North and East and South hands may meet those hospitably outstretched from the West with a truly fraternal grasp, and the celebration be a national one, in every sense of the word.

And this is not altogether a matter of sentiment, but of sober forethought, for there is a side of the San Francisco exposition, and it seems an important one, although as yet it has received but scanty attention in the public press, and that is its effect upon our Asiatic neighbors.

The opening of the Panama Canal will doubtless revolutionize, to a greater and lesser extent, commerce with the Orient. Without giving undue weight to pessimistic war scares or threatened "yellow perils," it is an undoubted fact that the "yellow Yankees" are narrowly scrutinizing our progress through their biased and not too friendly eyes. Doubtless many of these Orientals, especially of the moneyed and merchants classes, will visit San Francisco during the exposition, for commercial, if for no other reasons. Would not a great commercial, scientific and artistic demonstration on our Pacific Coast, such as this exposition could be made, participated in and supported by the entire nation, be as great an object-lesson to these peoples as the display of our great warships in Pacific waters? Would it not convince them that we are the *United States*, and that a hostile finger laid upon the Pacific Coast would bring armed protest from Michigan and Maine and Florida and Texas, and would it not likewise show them the richness and extent of our resources and the futility of an attempt to measure swords with this country? The Panama-Pacific Exposition celebrates a triumph of peace. Should it not also serve to conserve peace?

An exposition has as many sides as Kipling accredits to a fascinating woman, and this is but one of them. But if, as President McKinley stated, an exposition is a "helper to some onward step," is not a step toward the securing of an honorable peace one in the right direction, and should it not be encouraged, regardless of party or sectional prejudice? To quote the concluding para-

graph of President McKinley's Buffalo speech above referred to:

"Gentlemen, let us ever remember that our interest is in concord, not conflict, and that our real eminence rests in the victories of peace, not those of war. We hope that all who are represented here

may be moved to higher and nobler effort for their own and the world's good, and that out of this city may come, not only greater commerce and trade for us all, but more essential than these, relations of mutual respect, confidence and friendship which will deepen and endure."





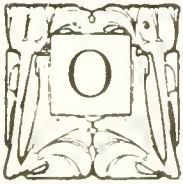
Hoffman, in "Cincinnati Enquirer"

PHOENIX CITY LANDS BIG PRIZE

San Francisco was assured the great exposition of 1915, which will commemorate the opening of the Panama Canal

Panama—Its Future Openings for Americans*

*From PAN AMERICAN UNION BULLETIN FOR FEBRUARY



ONE of the interesting questions that I think it would be wise for the people of the United States to take into consideration in connection with the building of the Panama Canal is the future disposition of the force of employes, among which are a great many Americans, now engaged in the building of the canal and the railroad operations in the Canal Zone, who will lose their positions. The total number of employes, from report under date of March 3, 1910, including the Panama Railroad Company's force, was 38,732 men. From now on, as the work has reached what might be termed the apex, there will be a gradual reduction in the force of employes. A great many of the laboring men are West Indians from the various islands, many of whom will return to their former homes. In addition to this enormous force, there are also a great many all through the Canal Zone who have taken up homes, dependent upon the requirements of this force. What is to become of these men? Of this total, which represents only able-bodied men (their families would largely increase this number), is it possible to find homes in the republic of Panama, and could they have a reasonable chance of making life a success? First, would the republic of Panama, as now constituted, welcome such permanent settlement? From my own experience, undoubtedly they would. In several talks with President Arosemena, of Panama, he expressed a very great desire for the Anglo-Saxon race to find settlement on the lands of the republic as a means of developing its resources; and also in conversation with a number of other leading Panamanians the same opinion seemed to prevail—that it would be very desirable, and welcomed by them; that the natural position which our own government must always have in its

investment in the Panama Canal would be a subject of great interest and one that would never lessen with time; consequently, they must always look to our country as a natural ally for the sovereignty and protection of their own country.

One day, when I had the pleasure of calling on President Arosemena, a fine, sturdy looking American named Scott came in and requested an interview. He stated that he had been a shoveler engineer, working on the Panama Canal for four years, and that he was from Huntingdon, Pa. During his holiday seasons he had returned home several times and found that he suffered from the climate so much that he determined, if he could get some encouragement and the necessary land in the Republic of Panama, to make a permanent settlement. He and three other engineers with their families were in a somewhat similar position, and had agreed to become permanent settlers in the republic after the completion of their work. He had been authorized by them to visit the lands in the northern part of the republic with a view to making homes for themselves and settling there. He stated that he had made a trip to the north, to David, and found the opportunities there so encouraging that he determined to settle if he could secure the land from the government on reasonable terms and also secure protection. After he left I discussed this question thoroughly with President Arosemena and he told me that such changes could be made in the laws as might be necessary to allow Americans to own land in the republic. The present law, I understand, prevents this unless a citizen of the republic of Panama has the same rights in the United States as a citizen of the United States would have in the republic of Panama. He assured me that this law, he felt, would be remedied and the question covered by an act of the assembly.†

*By Bernard N. Baker. Photographs by A. G. Snyder, United States Consul General at Panama.

†The National Assembly has since enacted a law permitting citizens of the United States to own land in the republic.



PRESIDENT TAFT INSPECTING LOOKS AT PEDRO MIGUEL, PACIFIC DIVISION, PANAMA CANAL.
Colonel Goethals, in white suit, is standing behind the President, facing front

The question of annexation is one that has never been considered, as they know the United States does not desire such a measure; but they would certainly welcome keen interest by the United States in all that would lead to their betterment and progress. Does the opportunity exist for successful development of the resources of Panama through the Anglo-Saxons joining with the people of Panama? I believe undoubtedly it does.

There are a great many important questions that must be considered. One of the most important at the present time is the proposed development of the country by railroad facilities. The Canal Commission, at the request of the Pana-

manian Government, has surveyed a line from Empire, a point on the Canal Zone, to the town of David, about 280 to 300 miles, and only about thirty miles from the Costa Rican boundary.

At the time of writing, the complete report of the engineers is not available; but in a talk with a number of the engineers in a general way there seemed to be great differences of opinion as to the desirability of building such a line and the opportunity after construction of its being made profitable. There are many difficulties to be overcome in the construction of the line. Although the first section of twenty or thirty miles after leaving the town of Empire would not



AT THE PACIFIC DIVISION OF THE PANAMA CANAL
President Taft and party on inspection tour



AT THE PACIFIC DIVISION OF THE PANAMA CANAL
President Taft talking to Division Engineer Williamson.

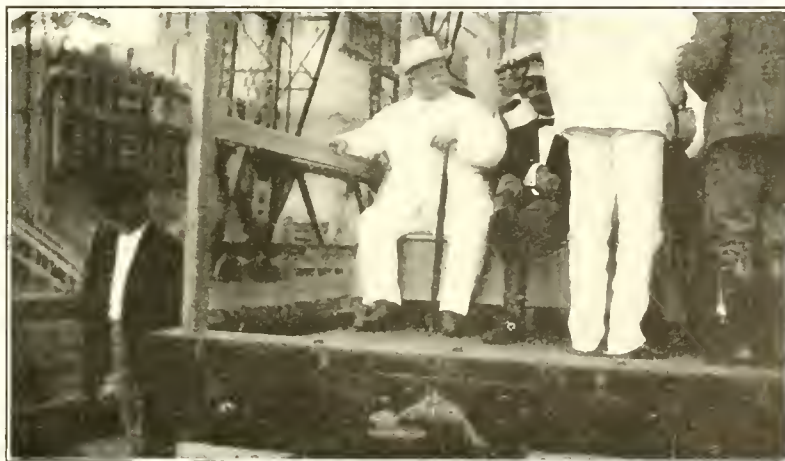
offer opportunity for immediate development, yet after this has been passed to the northward, in the Province of Chiriqui, there seems, from a study of the subject, a very great opportunity.

The raising of horses and cattle has been remarkably successful. It is a fine, open country, with enormous areas of pasture lands, offering great possibilities in the stock-raising industry. There are also in that section many large coffee plantations being successfully conducted by Americans. The opportunities in timber and lumber are also great. Already one American has established a mill for the manufacture of lumber and has built his home in the midst of the timber sec-

tion and on the line of the proposed railroad. That the mineral resources are great has never been questioned, and the finding of a very large number of valuable gold ornaments in the old Indian tombs indicates that at one time this country must have produced large amounts of gold.

Then, too, this railroad would furnish a natural link in the proposed Pan American line which some day must be realized.

Agriculture in the tropics is always a difficult problem, and one will always find great differences of opinion among residents of the Canal Zone and surrounding territory in regard to this. I am in-



ANOTHER VIEW OF THE LOCKS AT PEDRO MIGUEL
Seated at President Taft's left is Division Engineer Williamson.

formed, however, that there is a small plantation of only five acres devoted especially to truck gardening near the town of Empire, in the Canal Zone.

The owner of this plantation informed me that his net profits from these five acres in supplies sold to the Canal Zone would average \$10 per day. Two young men from the States, and both of them from Baltimore, have started in a very energetic way, and I believe a very successful way, a plantation of 500 acres, situated on the east side of the canal near Panama, which they are now developing. They are now planting 100,000 coconut trees, in addition to large quantities of banana trees, and clearing the land to raise alligator pears and vegetables of all kinds.

The republic of Panama very naturally is particularly anxious to see the proposed railroad built. The opportunities for building it now are probably very much better than they would be after the canal is completed, because necessarily the Canal Commission has a very great deal of railroad equipment and material that will become useless as the canal nears completion. They also have a large construction force, with equipment, which can be utilized by the railroad, whereas after the canal is completed all the material necessary for construction and equipment of a railroad line would have to be imported, and this would add very great additional expense to the undertaking. Besides, I believe the republic of Panama would greatly prefer, through its administration and assembly, to make arrangements with American interests to build this railroad rather than with those of Europe, because they know the interests of the United States must

necessarily always be with them on account of their large investment in the Panama Canal. Consequently concessions would be made by the republic of Panama on much better terms to American than to any other foreign interests. The people of the republic have been imposed upon so often by foreign corporations, and also by self-seeking interests among themselves, that they would welcome any honest, just proposition from an American syndicate, and would assist, as far as they possibly could with their limited resources, in the matter of securing bonus, as well as large land grants, for a syndicate undertaking the construction of this railroad.

In addition to this I am sure they would pass such laws as would fully protect the future of the interests. And then this would give an opportunity for settlement and for the development of the most desirable sections of the republic of Panama by the Americans and others who will lose their occupations through the completion of the canal. Naturally, in selecting the route for the construction of the canal the one through the lowest sections of the republic was chosen. Consequently, it lies in the section of warmest climate, whereas in the provinces to the northward there is high land with a very desirable climate and also large savannahs, or prairies, very similar to those in the western part of the United States, of high elevation, fine climate, and capable of growing all the fruits and produce of the tropics, as well as those of the more temperate zones. All down the west coast of South America on the high plateaus the same conditions exist, showing the possibilities for fruit culture throughout the entire year.



Stub Ends of Thought

By ARTHUR G. LEWIS.



— We are not like a lamp of knowledge.

— We are not a single candle of truth to the world.

— We are not a single ray of light in the darkness.

— We are not a single drop of water in the vast ocean.

— Our best of us are like a grain of wheat in the harvest.

— We are not a light that has its own and part.

— There is a light that has its own in the heart of man.

— A man is not a thing that is made of wood and iron.

— The first step of the day of construction is thought.

— It is not a light that has its own, but a light that is right.

— A man is not a thing that is made of wood and iron.

— It is not a light that has its own, but a light that is right.

— A man is not a thing that is made of wood and iron.

— It is not a light that has its own, but a light that is right.

— A man is not a thing that is made of wood and iron.

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— A man is not a thing that is made of wood and iron.

— It is not a light that has its own, but a light that is right.

Wandering

By ARTHUR G. LEWIS

When we take away from the night of fear
And the darkened shades of sorrow
All hope that a lightened dawn will appear
On the birth of another tomorrow;
When we keep the heart in constant dread
In the pain and fear of today,
Then the best of life is a thing that's dead,
And the soul has lost its way.

A deluxe edition of Mr. Lewis' work in book form, 107 pages, bound in limp leather and illustrated, will be forwarded, postpaid, upon receipt of \$1.00 by THE BEHEMIAN SOCIETY, Norfolk, Va.

CONDENSED SCHEDULE ROYAL BLUE LINE OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R.—ROYAL BLUE LINE—TO AND FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

EFFECTIVE NOVEMBER 27, 1910										
EASTWARD										
	No. 504 DAILY	No. 520 ROYAL SPECIAL EX. SUN & HOUR	No. 522 "ROYAL SPECIAL" SUNDAY	No. 508 DAILY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY & HOUR	No. 506 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	AM	AM
LV WASHINGTON, UNION STATION	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	12.16	2.52
LV BALTIMORE, CAMDEN STATION	7.66	9.60	9.62	11.50	1.56	3.48	5.00	9.00	1.16	3.46
LV BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.62	6.06	9.06	1.25	3.51
AR PHILADELPHIA	10.16	11.52	12.11	2.02	4.05	5.52	8.19	11.50	3.50	5.59
AR NEW YORK, LIBERTY STREET	12.36	2.00	2.30	4.15	6.30	8.00	10.40	3.17	6.36	8.32
AR NEW YORK, 23D STREET	12.45	2.10	2.40	4.26	6.45	8.10	10.60	6.33	7.00	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R.—ROYAL BLUE LINE—TO AND FROM NEW YORK, PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOVEMBER 27, 1910									
WESTWARD									
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 "ROYAL SPECIAL" DAILY & HOUR	No. 509 "ROYAL LIMITED" DAILY & HOUR	No. 503 DAILY	No. 511 DAILY
	PM	AM	AM	AM	AM	PM	PM	PM	PM
LV NEW YORK, 23D STREET	11.50	---	7.60	9.50	11.50	1.50	3.50	5.50	6.50
LV NEW YORK, LIBERTY STREET	1.30	---	8.00	10.00	12.00	2.00	4.00	6.00	7.00
LV PHILADELPHIA	4.15	8.16	10.17	12.30	2.17	4.16	6.12	8.31	9.21
AR BALTIMORE, MT. ROYAL STATION	6.45	10.60	12.21	2.43	4.16	6.09	8.09	10.50	11.23
AR BALTIMORE, CAMDEN STATION	6.60	10.55	12.25	2.47	4.20	6.13	8.13	10.55	11.27
AR WASHINGTON, UNION STATION	7.50	11.45	1.25	3.55	6.20	7.00	9.00	12.00	12.27
	AM	AM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R.—TO ALL POINTS WEST AND SOUTHWEST.

EFFECTIVE NOVEMBER 27, 1910.								
WESTWARD								
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 55-15 EXPRESS DAILY
	AM	AM	PM	PM	AM	PM	AM	PM
LV NEW YORK, 23D STREET	9.50	11.50	N 3.50	5.50	7.50	11.50	6.50	11.50
LV NEW YORK, LIBERTY STREET	10.00	12.00	N 4.00	6.00	8.00	1.30	7.00	1.30
LV PHILADELPHIA	12.30	2.17	6.12	8.31	10.17	4.15	9.21	4.15
LV BALTIMORE, MT. ROYAL STATION	2.43	4.16	8.09	10.60	12.21	7.45	11.23	7.45
LV BALTIMORE, CAMDEN STATION	3.00	4.30	8.00	11.05	12.30	8.00	11.32	8.00
LV WASHINGTON, UNION STATION	4.10	6.30	9.10	12.10	1.32	9.10	12.37	9.10
AR DEER PARK HOTEL								
AR PITTSBURG			6.55		9.50	6.20	9.05	6.20
AR CLEVELAND			12.00					
AR WHEELING (EASTERN TIME)		5.35				8.55		LV 6.15
AR COLUMBUS (CENTRAL TIME)		8.45						10.15
AR OHIOAGO		5.15						8.15
AR CINCINNATI	8.05			6.26	9.45	1.45		
AR INDIANAPOLIS	11.45			10.35		11.45		
AR LOUISVILLE	11.50			9.36		7.20		
AR ST. LOUIS	6.00			7.28		1.45		
AR CHATTANOOGA				6.15		6.00		
AR MEMPHIS				8.15				
AR NEW ORLEANS				8.35				

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N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R.—TO ALL POINTS EAST.

EFFECTIVE NOVEMBER 27, 1910.							
EASTWARD							
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM DAILY	No. 14 EXPRESS DAILY
	AM	AM	PM	PM	PM	AM	PM
LV CHICAGO			6.45	9.30			8.30
LV COLUMBUS				5.50			
LV WHEELING (EASTERN TIME)		5.15		11.10			10.45
LV CLEVELAND			8.20		3.00		
LV PITTSBURG			8.10		10.00	* 6.00	1.15
LV ST. LOUIS	* 9.00	A 1.45				9.28	
LV LOUISVILLE	2.10	8.10				B 2.30	
LV INDIANAPOLIS	2.25	* 8.05				4.32	
LV CINCINNATI	* 6.35	12.15				8.00	
LV NEW ORLEANS		8.30				9.00	
LV MEMPHIS		8.40				1.00	
LV CHATTANOOGA		9.45					
LV DEER PARK HOTEL							
AR WASHINGTON, UNION STATION	12.40	6.30	4.60	10.45	6.40	2.35	10.25
AR BALTIMORE, CAMDEN STATION	1.50	7.60	6.55	11.45	7.50	3.42	11.30
AR BALTIMORE, MT. ROYAL STATION	1.59	8.00	6.05	11.54	8.00	3.51	1.25
AR PHILADELPHIA	4.05	10.16	8.19	2.02	10.15	6.59	3.50
AR NEW YORK, LIBERTY STREET	6.30	12.35	10.40	4.16	12.35	8.32	6.35
AR NEW YORK, 23D STREET	6.45	12.45	10.50	4.25	12.45	8.43	7.00

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- No. 504. Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 526. "Royal Special." Five Hour Train. Electrically lighted Drawing Room Parlor Car and B. & O. Cafe Parlor Car Washington to New York.
- No. 522. "Royal Special." Electrically lighted Drawing Room Parlor Car and B. & O. Cafe Parlor Car Washington to New York.
- No. 508. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
- No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Electrically lighted Buffet and Smoking Car, Parlor and Observation Cars Washington to New York. Drawing Room Parlor Car Richmond to New York. Dining Car, table d'hotel, Philadelphia to New York. No extra fare other than regular Pullman charge.
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- No. 514. Electrically lighted Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 555. Electrically lighted Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.
- No. 517. Drawing Room Parlor Car Philadelphia to Washington.
- No. 505. Electrically lighted vestibuled train of steel-framed Coaches. Pullman Observation Parlor Car New York to Washington and Pittsburg. Dining Car, a la carte, New York to Washington and Pittsburg.
- No. 501. Drawing Room Parlor Car New York to Washington and Richmond, Va. Dining Car, a la carte, Philadelphia to Baltimore.
- No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.
- No. 527. "Royal Special." Five Hour Train. Electrically lighted Drawing Room Parlor Car and B. & O. Cafe Parlor Car New York to Washington.
- No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Electrically lighted. Buffet and Smoking Car, Parlor and Observation Cars. Dining Car, table d'hotel, New York to Washington. No extra fare other than regular Pullman charge.
- No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Philadelphia.
- No. 511. Brother-smoking Room Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, St. Louis,
Louisville, Memphis, New Orleans.

WESTWARD.

- No. 1. Cincinnati-St. Louis Limited. Entirely new vestibuled train with steel framed Coaches Cincinnati to New York. Electrically lighted Drawing Room Sleeping Car New York to St. Louis. Electrically lighted Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.
- No. 7. New York-Chicago Special. Entirely new electrically lighted vestibuled train with steel framed Coaches and Drawing Room Sleeping Car New York to Chicago via Gratton and Bellefleur. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
- No. 9. Pittsburg and Cleveland Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg. Electrically lighted.
- No. 3. St. Louis Express. Electrically lighted Drawing Room Sleeping Car New York to St. Louis. Electrically lighted Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
- No. 11. "Pittsburg Limited." Drawing Room Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Washington to Pittsburg. Electrically lighted Dining Car Conneville to Pittsburg.
- No. 5. "Chicago Limited." Entirely new electrically lighted vestibuled train, with steel-framed Coaches and Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.
- No. 55. The Daylight Train. Electrically lighted Drawing Room Sleeping Car New York to Cincinnati. Pullman Brother Drawing Room, Smoking Room Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Cincinnati. Grill Cars Gratton to Wheeling and Cincinnati to St. Louis.
- No. 15. Has through Coach New York to Chicago. Brother Drawing Room, Smoking Room Parlor Car Baltimore to Pittsburg. Dining Car Martinsburg to Cumberland. Grill Car Conneville to Chicago. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

- No. 2. St. Louis-New York Limited. Entirely new vestibuled train with steel-framed Coaches Cincinnati to New York. Electrically lighted Drawing Room Sleeping Car St. Louis to New York. Electrically lighted Drawing Room Sleeping Car Cincinnati to New York. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
- No. 4. Cincinnati-New York Express. Electrically lighted Drawing Room Sleeping Car St. Louis to Cincinnati and Cincinnati to New York. Electrically lighted Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Grill Car Wheeling to Gratton. Parlor Car Washington to New York. Dining Cars serve all meals.
- No. 6. Chicago-New York Limited. Entirely new electrically lighted vestibuled train with steel-framed Coaches and Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to New York. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No. 8. Chicago-New York Special. Entirely new electrically lighted vestibuled train with steel-framed Coaches and Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Drawing Room Parlor Car Washington to New York. Dining Cars serve all meals.
- No. 10. Cleveland, Pittsburg and Washington Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington. Electrically lighted Drawing Room Parlor Car Washington to New York.
- No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York, all electrically lighted. Dining Car Pittsburg to Conneville and Philadelphia to New York.
- No. 14. Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Grill Car Chicago to Conneville. Pullman Brother Drawing Room, Smoking Room Parlor Car Pittsburg to Baltimore.
- No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Grill Car Wheeling to Gratton. Pullman Brother Drawing Room, Smoking Room Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

- AKRON, OHIO,** Union Station, C. D. HONOLUE, Ticket Agent; Howard Street, E. C. JACKSON, Ticket Agent.
- BALTIMORE, N. W. Cor. Charles and Baltimore Streets, B & O Building,** E. A. WALTON, District Passenger Agent, G. W. PAINE, City Passenger Agent, C. W. ALLEN, Traveling Passenger Agent, G. D. CRAWFORD, City Ticket Agent, Camden Station, E. K. JONES, Ticket Agent; Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
- BELLAIRE, OHIO,** J. F. SHERRY, Ticket Agent.
- BOSTON,** 256 Washington Street, H. B. FAROE, New England Passenger Agent; T. E. RUTH, Traveling Passenger Agent, E. E. BAEREY, Ticket Agent.
- BROOKLYN, N. Y.,** 333 Fulton Street, T. H. HENDRICKSON CO., INC., Ticket Agent.
- BUTLER, PA.,** W. M. TURNER, Ticket Agent.
- CANTON, OHIO,** C. O. McDONALD, Ticket Agent.
- CHESTER, PA.,** J. T. MORTLAND, Ticket Agent.
- CHICAGO,** 34 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent, ROYAL ALLAN, City Passenger Agent, H. W. MCKEWIN, City Ticket Agent, W. A. PRESTON, Traveling Passenger Agent; General Passenger Office, No. 718 Merchants' Loan & Trust Building, A. V. HARVEY, Traveling Passenger Agent; Baltimore & Ohio Station, Corner Harrison Street and Fifth Avenue, F. J. EDDY, Ticket Agent; Auditorium Annex 15 Congress Street, F. E. SCOTT, Ticket Agent.
- CHILLICOTHE, OHIO,** H. C. STEPHENSON, Traveling Passenger Agent, B. & O. S. W.
- CINCINNATI, OHIO,** B. & O. S. W., 513 Traction Building, C. H. WISEMAN, District Passenger Agent; S. T. SEELY, Traveling Passenger Agent; G. A. MASS, Passenger Agent; 490 Walnut Street, F. J. WEST, City Ticket Agent; Vine Street and Arcade, J. J. McLANE, Ticket Agent; Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLE, Depot Ticket Agent.
- CITY OF MEXICO, MEX.,** J. BANKHARDT, Asente General, B. & O. S. W., office, Avenida 5 de Mayo 3.
- CLEVELAND, OHIO,** 341 Euclid Avenue, Arcade Building, M. G. DARREL, District Passenger Agent, GEO. A. ORR, Traveling Passenger Agent, F. E. GIBSON, Ticket Agent; South Water Street Station, A. N. DIETZ, Ticket Agent.
- COLUMBUS, OHIO,** 18 South High Street, F. P. CLOPPER, District Passenger Agent, E. H. SLAY, City Ticket Agent, Union Depot, F. J. BUTTERWORTH, Ticket Agent.
- CONNELLSVILLE, PA.,** H. L. DOUGLAS, Ticket Agent.
- COVINGTON, KY.,** 4th and Scott Streets, G. M. ABBOTT, Ticket Agent.
- DALLAS, TEXAS,** W. F. GEISER, Southwestern Passenger Agent, B. & O. S. W., 247-51 Main St.
- DENVER, COLO.,** S. M. SEATTIE, Traveling Passenger Agent, B. & O. S. W., Room No. 4 Union Station.
- HARPER'S FERRY, W. VA.,** G. R. MARQUETTE, Ticket Agent.
- KANSAS CITY, MO.,** 911 Walnut St., J. P. ROGERMAN, Western Passenger Agent, B. & O. S. W.
- LOUISVILLE, KY.,** B. & O. S. W., 4th and Market Sts., R. S. BROWN, District Passenger Agent, J. G. ELGIN, City Passenger Agent; F. VAN PROSSER, Traveling Passenger Agent, J. H. DORSEY, City Ticket Agent, 7th Street Station, A. J. CRONE, Ticket Agent.
- MANSFIELD, OHIO,** C. W. JONES, Ticket Agent.
- MARIETTA, OHIO,** G. M. PAYNE, Depot Ticket Agent, M. F. NOLL, City Ticket Agent, First National Bank Building.
- MASSILLON, OHIO,** W. H. RECH, Ticket Agent.
- MT. VERNON, OHIO,** J. C. PATTERSON, Ticket Agent.
- NEWARK, OHIO,** F. O. BARTHOLOMEW, Ticket Agent.
- NEW CASTLE, PA.,** R. L. TURNER, Ticket Agent.
- NEW YORK,** 484 Broadway, Cor. Howard St., J. B. SCOTT, General Eastern Passenger Agent, A. J. SMITH, City Passenger Agent, E. D. AINSIE, Ticket Agent, E. V. FVERTSEN, Traveling Passenger Agent; 149 Broadway, Cor. 141 St., Lynes Square, S. R. FLANAGAN, Ticket Agent; No. 6 Astor House, opposite Postoffice, G. F. PERKY, Ticket Agent; 245 Broadway, THOS. COOK & SON, Ticket Agents; 225 Fifth Ave., RAYMOND & WHITCOMB, Ticket Agents; 55 Avenue B, Cor. 14th, MAX LEDERER, Ticket Agent; 77 Budge St., S. W. BARASCH, Ticket Agent; Stations, foot of West 23d St., and foot of Liberty St., N. R.
- NORFOLK, VA.,** 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent, I. S. WALKER, Ticket Agent.
- PARKERSBURG, W. VA.,** J. McO MARTIN, Traveling Passenger Agent, O. J. PROUDFOOT, Ticket Agent, J. W. JONES, Ticket Agent (Ohio River).
- PHILADELPHIA,** 334 Chestnut Street, BERNARD ASHBY, District Passenger Agent, W. W. BAFFEY, Traveling Passenger Agent, C. D. GLAMING, Ticket Agent; N. E. Cor. 13th and Chestnut Streets, CHAS. C. WILLIAMS, Ticket Agent; 1005 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents; 395 Market Street, UNION TRANSFER CO., Ticket Agents; 603 5 South 8d Street and 1146 North 2d Street, M. ROSENBAUM, Ticket Agent; Station, Cor. 24th and Chestnut Streets, E. T. MAGOWAN, Ticket Agent.
- PITTSBURG,** Henry W. Oliver Building, Sixth Avenue and Smithfield Street, A. W. TIDDY, Traveling Passenger Agent; 495 1/2 Fifth Avenue, S. MILLER, City Ticket Agent, EDW. EMERY, City Passenger Agent; Station, Cor. Smithfield and Water Streets, S. J. HUCHISON, Ticket Agent.
- SANDUSKY, OHIO,** G. S. BECK, Ticket Agent.
- SAN FRANCISCO, CAL.,** 23 Monadnock Building, H. C. PICULELL, Pacific Coast Agent; C. W. DOERFLINGER, Traveling Passenger Agent.
- SEATTLE, WASH.,** Room 219 Marion Block, D. L. MELVILLE, Traveling Freight and Passenger Agent.
- SPRINGFIELD, ILL.,** N. J. NEER, Division Passenger Agent, B. & O. S. W.
- ST. LOUIS, B. & O. S. W.,** 6th and Olive Streets, F. D. GILBERSLEVY, Assistant General Passenger Agent, L. L. HORNING, City Passenger Agent, B. N. EDMONDSON, City Ticket Agent, GEO. SCHEER and W. J. SAMPON, Station Passenger Agents; L. G. PAUL, Traveling Passenger Agent, B. W. FRAUENTHAL, Ticket Agent, Union Station.
- ST. PAUL, MINN.,** R. O. HAASE, Traveling Passenger Agent.
- TIFFIN, OHIO,** W. O. FRANCE, Ticket Agent.
- VINCENNES, IND.,** W. P. TOWNSEND, Division Passenger Agent, B. & O. S. W.
- WASHINGTON, D. C.,** 1417 G Street, N. W., S. B. HEGE, District Passenger Agent; J. LEWIS, JR., City Passenger Agent; 7 E. PHELPS, Passenger Agent, H. R. BOWSER, Ticket Agent; 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent, Union Station, Massachusetts and Delaware Avenues, EDWARD BIRCH, Ticket Agent.
- WHEELING, W. VA.,** B. & O. Station, F. C. BURKE, Traveling Passenger Agent, A. L. IRWIN, Station Ticket Agent, McClure House, O. R. WOOD, City Ticket Agent.
- WILMINGTON, DEL.,** Delaware Avenue Station, J. E. HITCH, Ticket Agent; 814 Market Street, W. FULTON, Ticket Agent, H. A. MILLER, Traveling Passenger Agent.
- WINCHESTER, VA.,** T. B. PATTON, Ticket Agent.
- YOUNGSTOWN, OHIO,** JAMES AIKEN, Ticket Agent.
- ZANESVILLE, OHIO,** JAS. H. LEE, Ticket Agent.
- EUROPEAN AGENTS,** BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C., 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at
TICKET OFFICES THROUGHOUT THE COUNTRY.

- O. W. SQUIGGINS, Assistant General Passenger Agent, B. & O. Building, Baltimore, Md.
J. P. TAGOART, Assistant General Passenger Agent, Oliver Building, Pittsburg, Pa.
W. E. LOWES, Assistant General Passenger Agent, B. & O. Building, Baltimore, Md.
C. W. BASSETT, General Passenger Agent, B. N. AUSTIN, General Passenger Agent,
Baltimore & Ohio Lines East, Baltimore, Md. Baltimore & Ohio Lines West, Chicago, Ill.
C. S. WIGHT, General Traffic Manager,
Baltimore & Ohio R. R., Baltimore, Md.
- GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, M.D.**

The Baltimore & Ohio Railroad COMPANY

QUICK DISPATCH FREIGHT SERVICE

TO RICHMOND, VA. AND

Points in North and South Carolina

QUICK DISPATCH TRAIN No. 94

FROM CHICAGO 6.00 P. M., DAILY EXCEPT SUNDAY

THIRD MORNING DELIVERY AT RICHMOND AND FURNISHING THROUGH-CAR DELIVERIES TO POINTS IN THE CAROLINAS VIA LINES LEADING SOUTH FROM RICHMOND.

NOTE THE FOLLOWING REFERENCE TO THIS SERVICE IN AN ARTICLE APPEARING IN THE *SATURDAY EVENING POST*, DECEMBER 3, 1910, BY MR. ISAAC F. MARCOSSON, ON THE SUBJECT OF "HOW LOCAL COMMERCIAL BODIES HAVE BECOME VAST BUSINESS BUILDERS," IN COMMENTING ON THE ASSOCIATION OF COMMERCE, OF CHICAGO, AS A FACTOR IN THE UPBUILDING OF THE TRADE AND TRAFFIC OF CHICAGO, MR. MARCOSSON SAYS:

"All this trade building and general business getting would go for naught if there were no adequate traffic facilities. Though Chicago had a remarkable strategic position as to railroads, there were some defects. The most serious was the lack of a through freight package service to small towns, especially in the South. On account of long delays in shipments Chicago houses lost some of their Southern trade. Something had to be done and the Association of Commerce did it through its traffic bureau."

To illustrate the old system the article states that formerly a merchant in Wilson, N. C., for example, in ordering a small shipment from Chicago, would specify in his routing only the delivering line at Wilson, and as this delivering line at Wilson was not in any case the originating line at Chicago, the result was the Chicago shipper naturally forwarded the goods out of Chicago via the line whose freight depot was nearest his place of business, oftentimes resulting in circuitous routes being used and consequent delays in transmission. Continuing, the article says:

"It happened that there was a man in the traffic bureau of the Association of Commerce who had made a speciality of dissecting tonnage and who worked out a plan for the establishment of direct car service on all lines out of Chicago that would solve the package problem. The key was in starting the stuff by the initial line that would not only carry it the farthest but make the quickest and closest connections and with the fewest transfers. It meant the putting on of direct cars to certain central points. He laid the plan before the bureau, it was approved and with the assistance of the railroads he established a through package service that has wrought wonders for the Chicago shipper. A book called the "Way to Ship" has been prepared, which tells the Chicago shipper exactly how to route a package to any remote point and get it there in half or even one-third the time that it took before. Let us take the case of the Wilson (N. C.) merchant that I used as an example. Suppose a package is to go to him now. The merchant goes to his "Way to Ship" book, looks up Wilson, N. C., and finds this explanation: 'Ship Baltimore & Ohio, care Atlantic Coast Line. Car due fourth day.' This means that instead of sending it by the roundabout way that I have described, the package starts on the Baltimore & Ohio, goes direct to Richmond and, with only one transfer, is put aboard an Atlantic Coast Line car and gets to Wilson the fourth morning after it is shipped, or in less than half the time."

The Baltimore & Ohio Railroad offers this THROUGH CAR SERVICE from Chicago to Richmond WITHOUT TRANSFER, and with but ONE TRANSFER to ALL POINTS in the CAROLINAS, thereby minimizing the possibility of loss or damage in transit.

Like Service from Other Shipping Centers

Ship Your Freight for Richmond and All Points in the
Carolinas via the Baltimore & Ohio Railroad

Royal Blue Line

PERSONALLY CONDUCTED

TOURS

TO

WASHINGTON

ALL EXPENSES INCLUDED

SEASON 1911

Seven-Day Tours

\$28.50 from BOSTON

March 3, 17 and 31,
April 1 (supplementary),
April 7 and 28, May 12, 1911

\$20.00 from NEW YORK

March 4 and 18,
April 1, 8 and 29, and May 13, 1911

Three-Day Tours

\$13.50 from NEW YORK

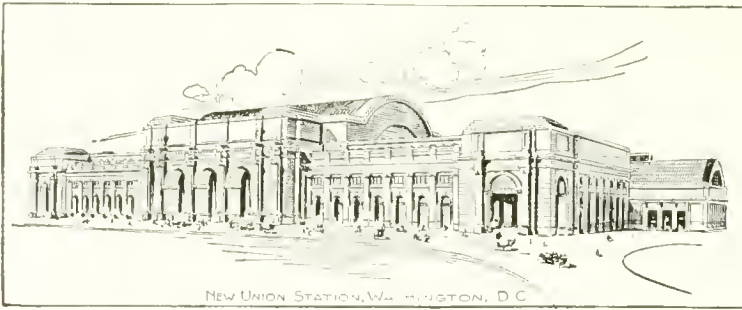
\$10.00 from PHILADELPHIA

\$ 9.50 from CHESTER

\$ 9.00 from WILMINGTON

March 9 and 23,
April 10 and 20, May 4 and 27, 1911

Secure illustrated itineraries and Guide to Washington from
any Baltimore & Ohio ticket agent in above-named cities.



NEW UNION STATION, WASHINGTON, D. C.

Baltimore & Ohio

SPRING EXCURSIONS

TO

Washington and Baltimore

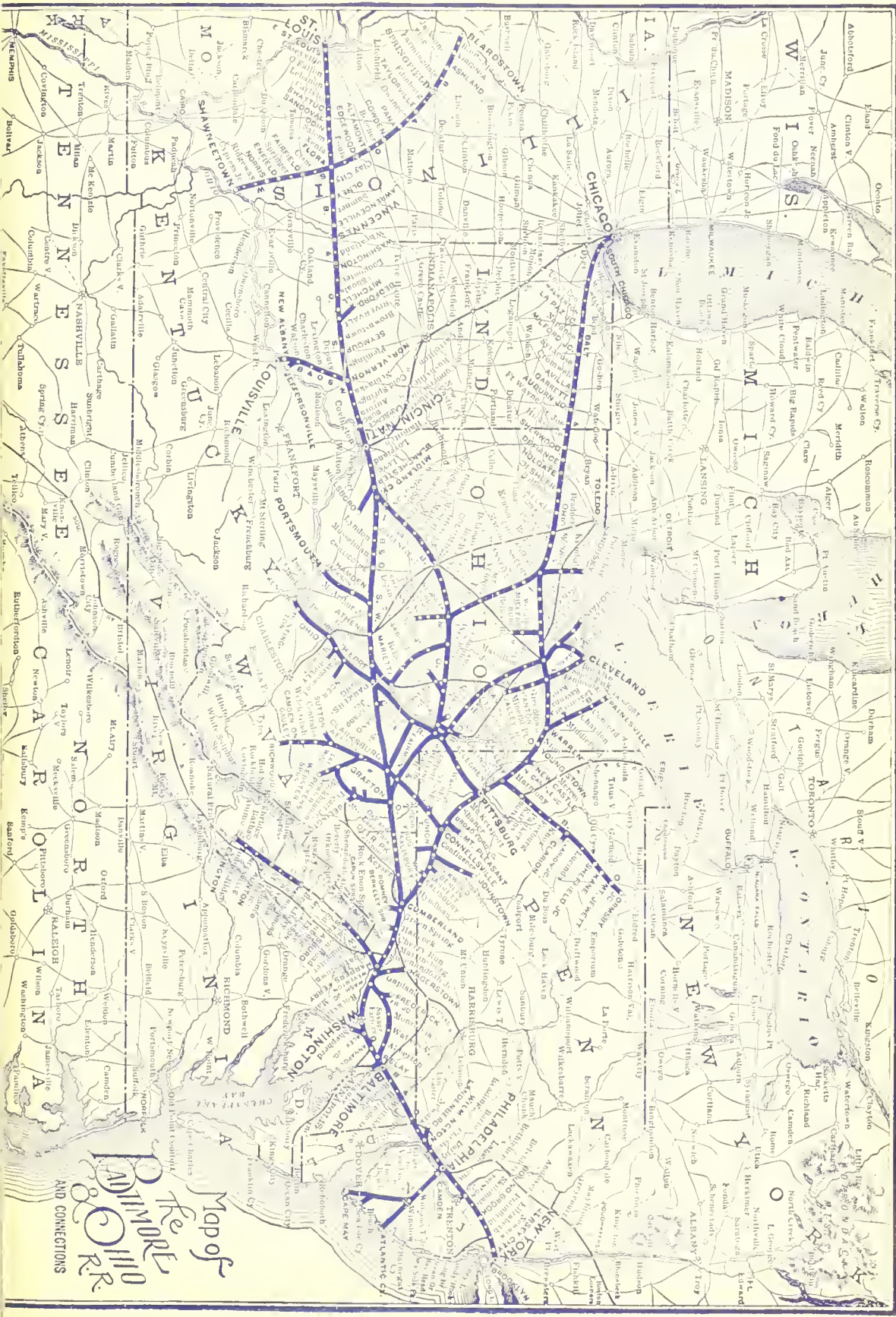
APRIL 10 and MAY 4, 1911.

Tickets will be on sale at stations named to **Washington** or **Baltimore** and return, for all regular trains, valid for return within ten (10) days, including date of sale.

Belington, W. Va.....	\$ 9.65	Meyersdale, Pa.....	\$ 6.45
Bellaire, Ohio.....	10.00	Millwood, W. Va.....	11.50
Belpre, Ohio.....	11.30	Morgantown, W. Va.....	9.30
Benwood, W. Va.....	10.00	Moundsville, W. Va.....	9.65
Benwood Junction, W. Va.....	10.00	Mt. Pleasant, Pa.....	8.00
Berlin, Pa.....	6.85	New Martinsville, W. Va. (via	
Boswell, Pa.....	7.75	Moundsville).....	10.45
Braddock, Pa.....	9.00	New Martinsville, W. Va. (via	
Buckhannon, W. Va. (via Tygart		Clarksburg).....	11.15
Junction).....	9.80	Oakland, Md.....	6.95
Buckhannon, W. Va. (via Clarks-		Parkersburg, W. Va.....	11.30
burg).....	10.25	Parker's Landing, Pa.....	10.00
Butler, Pa.....	9.00	Philippi, W. Va.....	9.15
Callery, Pa.....	9.00	Pickens, W. Va.....	11.30
Cameron, W. Va.....	9.65	Piedmont, W. Va.....	6.20
Chicora, Pa.....	10.00	Pittsburg, Pa.....	9.00
Clarksburg, W. Va.....	9.05	Point Pleasant, W. Va.....	11.50
Claysville, Pa.....	10.00	Ravenswood, W. Va.....	11.50
Confluence, Pa.....	7.30	Richwood, W. Va.....	12.70
Connellsville, Pa.....	8.00	Ripley, W. Va.....	12.00
Cumberland, Md.....	5.00	Rockwood, Pa.....	6.80
Dawson, Pa.....	8.25	Romney, W. Va.....	5.50
Dunbar, Pa.....	8.10	Rowlesburg, W. Va.....	7.65
Everson, Pa.....	8.00	Scott Haven, Pa.....	9.00
Fairchance, Pa.....	8.55	Sistersville, W. Va. (via Moundsville)	10.75
Fairmont, W. Va.....	9.05	Sistersville, W. Va. (via New Mar-	
Foxburg, Pa.....	10.00	tinsville and Clarksburg).....	11.15
Garrett, Pa.....	6.60	Smithfield, Pa.....	8.65
Glenwood, Pa.....	9.00	Somerset, Pa.....	7.10
Grafton, W. Va.....	8.40	Spencer, W. Va.....	12.55
Hazelwood, Pa.....	9.00	Terra Alta, W. Va.....	7.25
Hindman, Pa.....	5.75	Uniontown, Pa.....	8.35
Johnstown, Pa.....	7.65	Washington, Pa.....	10.00
Keyser, W. Va.....	6.05	West Alexander, Pa.....	10.00
M. & K. Junction, W. Va.....	7.65	West Newton, Pa.....	9.00
Mannington, W. Va.....	9.60	Weston, W. Va.....	9.80
Marietta, Ohio.....	11.30	Wheeling, W. Va.....	10.00
Mason City, W. Va.....	11.50	Williamstown, W. Va. (via Parkers-	
McKeesport, Pa.....	9.00	burg).....	11.30

No stop-overs will be permitted on going trip at any point en route. On tickets used to Baltimore, stop-over at Washington (without deposit of ticket) will be allowed on return trip, within final limit of ticket.

Full details concerning time of trains, Pullman parlor and sleeping car accommodations, etc., will be furnished on application to ticket agents Baltimore & Ohio Railroad in above territory.



Map of
Pennsylvania
 RAILROADS
 AND CONNECTIONS

Baltimore & Ohio R.R.



EAST AND WEST



CALENDAR - 1911



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14	8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21	15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28	22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31					29	30	31					29	30	31				
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14	8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21	15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28	22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31					29	30	31					29	30	31				
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14	8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21	15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28	22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31					29	30	31					29	30	31				

ROYAL BLUE TRAINS




C. S. WIGHT,
GENERAL TRAFFIC MANAGER
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
C. W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.

BOOK OF THE

ROYAL BLUE



ALL TRAINS VIA WASHINGTON
Baltimore & Ohio R.R.
WITH STOP-OVER PRIVILEGE

The cover features a dark blue background with intricate white and gold decorative elements. At the top left, a banner reads 'BOOK OF THE'. The title 'ROYAL BLUE' is written in large, ornate, gold-outlined letters. To the left of the title is a crest featuring a shield with a crown on top, crossed swords, and a banner. Below the title is a central rectangular frame containing a sepia-toned illustration of a person rowing a boat on a body of water. The frame is surrounded by elaborate white scrollwork and gold fleur-de-lis motifs. At the bottom, a circular logo for the Baltimore & Ohio Railroad is flanked by two heraldic griffins. The logo contains the text 'ALL TRAINS VIA WASHINGTON', 'Baltimore & Ohio R.R.', and 'WITH STOP-OVER PRIVILEGE'. The entire design is enclosed in a thin gold border.

RECREATION AND REST AND WHERE TO FIND BOTH

Baltimore & Ohio

Summer Excursion Tickets

On sale from May 1st to September 30th

With Return Limit October 31, 1911

TO

*MOUNTAIN
LAKE and
SEASHORE
RESORTS*

AT

VERY LOW RATES

Ask the Ticket Agent for Booklet

The Tourist Department at Baltimore will furnish itineraries to all parts of the United States, Canada or Mexico

THE BALTIMORE & OHIO R. R.

"THE BATTLEFIELD ROUTE"

ITS PICTURESQUE AND HISTORIC INTEREST TO TRAVELERS

That portion of the United States east of the Ohio River through which the lines of the Baltimore & Ohio Railroad extend from Pittsburg, Wheeling and Parkersburg across the Alleghany Mountains, is most peculiarly associated with all of the wars of the great Republic. First, the French and Indian, then the War of the Revolution, the War of 1812, and the Civil War.

When the great Civil War cast its shadow in 1861, the railroad had linked the Chesapeake Bay with the Ohio River, and the great thoroughfare became a point of vantage coveted by both the Union and Confederate armies. As a consequence, it became a general battling ground, over which the contending armies marched and fought. The struggle commenced at Philippi, W. Va., June 3, 1861, and not a single month passed but some notable fight took place in that fair State until the last one at New Creek (Keyser), on November 28, 1865. The records of the War Department, at Washington, fill volumes.

There are many places which were in a constant state of siege. Harper's Ferry suffered most and continually. The Government Arsenal and Armories located there were destroyed by government troops to prevent their capture by the Confederates. This quaint city lies on Bolivar Heights, the mountain which forms the wedge in the extreme eastern portion of West Virginia. The historic Potomac River on one side, the Shenandoah on the other, and the towering Maryland Heights on the North bank of the Potomac, and Loudon Heights of Virginia on the south bank of the Shenandoah, completely encase the village. John Brown had first bathed the village in blood in 1859, and paid the penalty to the Old Dominion for his fanatical zeal. A monument now marks the spot where stood the old engine house which was used by him as a fort, alongside the railroad tracks.

Harper's Ferry was a pivotal point. Antietam lies only ten miles away to the north. South Mountain, where the battles were fought prior to Antietam, lies fifteen miles to the northeast. Frederick, of Barbara Frietchie fame, but eighteen miles to the east, while the Battlefield of Monocacy lies only four miles south of Frederick. Hagerstown is but twenty-two miles north. The great field of Gettysburg lies twenty-five miles northeast of Hagerstown.

South of Harper's Ferry lies the beautiful Shenandoah Valley—"The valley of dispute." In regular order come Halltown, Charles Town (where John Brown was hung), Summit Point, Opequon, Winchester, famous for that twenty mile ride of Sheridan, Middletown, Cedar Creek and Strasburg.

On the main line of the B. & O. is Martinsburg, where were located the round houses and shops of the company, from which Stonewall Jackson helped himself to locomotives, which he hauled overland to supply the Virginia Railroad at Winchester. From Martinsburg to Washington the line of the railroad was crossed and recrossed continually by the invading armies for a period of four years, until nearly every foot of it, at some time or other, was tramped by the hundreds of thousands of soldiers in that determined struggle.



Special Excursions and Conventions—1911

Atlantic City, Cape May, Sea Isle City, Ocean City, N. J., Ocean City Md. and Rehoboth Beach, Del. East of the Ohio River, Special Low-Rate Excursions June 22nd, July 13th and 27th, August 10th and 24th and September 7th. West of the Ohio River, August 3rd.

Atlantic City

General Assembly Presbyterian Church in U. S. A., May 17th to June 1st.
International Convention United Society of Christian Endeavor July 6th to 12th.
Grand Lodge, B. P. O. Elks, July 10th to 15th.

Philadelphia, Pa.

Baptist World Alliance Congress.
Northern Baptist Convention, June 13th to 25th.

Pacific Coast Points

Los Angeles, Cal. American Medical Association, June 25th to 30th.
Pasadena, Cal. American Library Association, May 18th to 24th.
Portland, Ore. Disciples of Christ, Christian Church Convention, July 4th to 11th.
Portland Rose Festival, June 5th to 10th.
San Francisco, Cal. International Sunday School Association, June 20th to 27th.

Rochester, N. Y.

Ancient Arabic Order Nobles of Mystic Shrine, July 11th to 13th.
G. A. R. National Encampment, September 4th to 6th.

For full information as to rates, etc., apply at ticket offices.

Baltimore & Ohio Railroad Co.

BOOK OF THE ROYAL BLUE

APRIL, 1911

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"THE GLADES" OF THE ALLEGHANY MOUNTAINS

BOOK OF THE ROYAL BLUE

FOURTH MONTH

1911

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No. 7

Recreation and Rest and Where to Find Both Mountain Resorts



THE first song of the robin and the first croak of the frog are the annual signals to turn the thoughts of Winter to those of Summer, and visions of the mountains, seashore and out-door

The Alleghany Mountains ever beautiful and healthful offer numerous recreation spots on their summits and in their valleys. The Alleghany Plateau, better known as the "Glades" extends for many miles at an altitude of 2000 feet above sea level. Here are located the society, educational and family resorts



life, supplant those of leafless trees, snow and ice and the fireside. Generations may come and go but Nature is always the same.

of Deer Park, Mountain Lake Park and Oakland in Maryland within a few miles of each other, which have been peopled with their summer colonies for years.



HARPER'S FERRY, W. VA.



DEER PARK HOTEL, MARYLAND

Deer Park Hotel and cottages in their beautiful setting of 500 acres, will again throw open its doors when the heat of the Summer season reaches its altitude in June. The splendid mountain roads which have been improved from year to year, now afford the best opportunities for automobiling and driving in every direction on the mountain top.

Deer Park Hotel has a National reputation; it is a city in itself, complete with individual attractions. Isolated from the world at large and yet in direct touch with it through the splendid facilities of the Baltimore & Ohio Railroad, with through Pullman service from the principal cities of the east and west, and through electrically-lighted train service of modern standard. It is only eleven

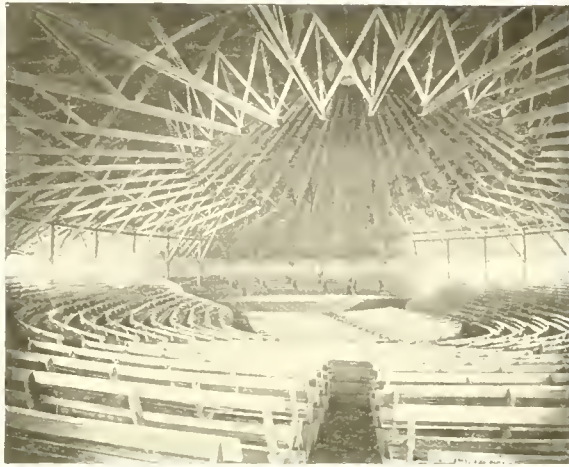
hours ride from Cincinnati or New York; eight and one-half hours from Philadelphia; six and one-quarter hours from Baltimore; five and one-quarter hours from Washington; six hours from Pittsburgh; eight and three-quarter hours from Columbus; 21 hours from St. Louis and eighteen and three-quarters hours from Chicago.

Less than four miles from Deer Park is Mountain Lake Park, which has been popular both as a secular and religious resort for the past thirty years. It is a little city of many cottages and hotels, which open early and close late in the season.

Oakland lies three miles west of Mountain Lake Park and while it has an all year population of about 1,600



PORTION OF PARK SHOWING COTTAGE.



AUDITORIUM, MOUNTAIN LAKE PARK

people, there are many private cottages and hotels which open with the Summer season, which are filled with Summer visitors.

About ten miles from Oakland over the West Virginia border are Brookside, Eglon and Aurora, all of which are provided with comfortable hotels and private cottages, and are most charming typical mountain resorts.

On the Main Line of the Railroad ten miles west of Oakland in West Virginia is Terra Alta, on the highest mountain peak west of the "Glades," at an elevation of 2,000 feet. An idea of the altitude of the Alleghenies can best be appreciated at this point, for

here the mountain drops abruptly to the west, affording magnificent unobstructed views of various mountain ranges.

The beautiful Cheat River is the most picturesque display of mountain vastnesses in the Allegheny range, beginning about six miles west of Terra Alta. One of the attractive resorts in this region is at Mont Chateau, W. Va., it is reached by way of Morgantown, W. Va.

All of these resorts are directly located on the Main Line of the Baltimore & Ohio Railroad.

In the Allegheny range directly east of Pittsburg are another series of mountain resorts which have been pop-



BROOKSIDE, W. VA.



BEDFORD SPRINGS HOTEL

ular from time immemorial.

Ohio Pyle in Pennsylvania overlooks the Youghiogheny River at a point where the river pitches over a precipice in boiling torrents. Its surroundings are beautiful and romantic and being of easy access from points between Pittsburg and Cumberland, enjoys an immense local patronage.

Bedford Springs at Bedford, Pa., has an altitude of about 1100 feet above tide water. Its collection of sulphur and magnesia springs are celebrated far and wide. Its splendid hostelry affords the best of accommodations.

Markleton Sanitarium offers a most delightful retreat all the year around,

and being on the Main Line of the Baltimore & Ohio Railroad between Cumberland and Pittsburg, is very easily reached from all points by through trains.

The eastern slopes of the Alleghanies are not without their quota of charming Summer places.

Harper's Ferry will always head the list for historic and scenic beauty in the United States. It is a natural Summer resort of great popularity. The little city is built high on a narrow strip of West Virginia. At its feet flows the Potomac River on the east, separating it from Maryland, and the Shenandoah River on the west separating it from



BERKELEY SPRINGS, W. VA.



WEBSTER SPRINGS HOTEL

Virginia. The two rivers meet at the point of the triangle and flow on to Washington as one river—the Potomac. The interest in Harper's Ferry never lags; it is so peculiarly identified with great events in American history from the time of the French and Indian war to the war of the Rebellion, that interest in its history never grows cold. Washington knew it as a surveyor; Bradlock knew it as a supply point; John Brown first bathed it in blood, and for four years the Union and Confederate armies fought over it.

South of Harper's Ferry lies the beautiful Valley of the Shenandoah, which at one time contained the most

popular Summer resorts in the country.

Capon Springs, Virginia, are on the western slope of the Great Northern Mountain of the Shenandoah Range at an elevation of 1800 feet; its springs of alkaline lithia and iron water are well known. Splendid hotel accommodations have been afforded for years.

Rawley Springs are in the very heart of the characteristic Shenandoah Valley in the Shenandoah range. A stage ride of eleven miles from Harrisonburg, Va., is required to reach it. Chalybeate spring water characterizes the place and makes it one of the famous resorts for which Virginia is noted.

Jordan's White Sulphur Springs are



CAPON SPRINGS HOTEL



RAWLEY SPRINGS, VA

one and one-half miles from Stephenson Station. This is a well known family resort; the Main Spring known as the "White Sulphur" is in the center of the hotel grounds.

Orkney Springs, Va., 2300 feet above sea level are reached by a twelve mile drive from Mt. Jackson. A number of mineral waters are found here, including "Chalybeate," "Blue Sulphur," "Arsenic," and "Mum."

All of the Shenandoah Valley resorts are reached by through trains of the Baltimore & Ohio Railroad to Harper's Ferry, where connection is made with the Shenandoah Division of the Baltimore & Ohio, running to Harrisonburg and Lexington, Va.

Berkeley Springs, W. Va., on the Berkeley Branch of the Baltimore & Ohio Railroad, is one of the oldest resorts in the country patronized by the Washingtons and Fairfaxes and other families of historic fame. They have been visited for more than one hundred years. Excellent hotel accommodations and boarding houses are to be had.

Webster Springs, W. Va., lie about in the center of West Virginia in one of the most picturesque and out of the way places of the Alleghany Mountains; it is famous for its salt sulphur water and baths. Webster Springs Hotel and many boarding houses provide excellent accommodations for visitors. It is reached by the West Virginia Midland



SANDUSKY, OHIO, THE GATEWAY TO LAKE ERIE RESORTS



FRENCH LICK HOTEL.

Railroad connecting with the Baltimore & Ohio Railroad at Holly Junction, W. Va. The picturesque ride en route through the mountains cannot be surpassed in beauty, and the views of the valleys of the Elk and Holly Rivers from precipitous heights are one of the enjoyments of the trip.

INLAND LAKES AND SPRINGS.

The Great Lakes claim their enormous share of summer travel through the splendid arrangements of the various boat lines. The shores and islands teem with summer resorts of greater or less magnitude. Put-in-Bay is one of the most important summer resorts west of the Alleghanias. It lies twenty-two miles north of Sandusky, Ohio, in Lake Erie. Nearby are Kelley's Island, Pelee, Middle Bass, Ballast, Gibraltar and many smaller islands, each with its distinct individuality.

Put-in-Bay with its pretentious hotels,

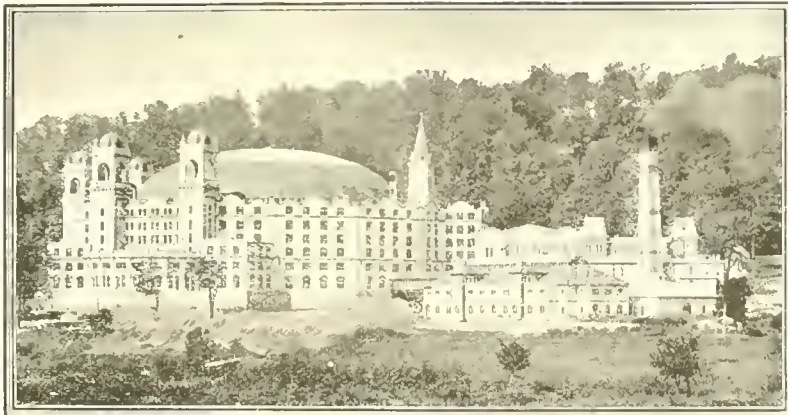
electric railways, handsome summer cottages, bathing beaches, etc., is most popular.

Cedar Point, Ohio, close to Sandusky, is the "Coney Island" of the Central West. Over a million people flocked to its shores during last season to enjoy its splendid hotels, bathing beaches and endless amusements of every description.

Lakeside, another Lake Erie resort near Sandusky, is known as the "Chautauqua" of the Lakes. Besides the bathing, boating and fishing, it affords entertainment through Chautauqua work, kindergarten and summer schools.

All of these resorts are reached directly by the Baltimore & Ohio Railroad to Sandusky.

Lake Wawasee in Indiana, is on the Chicago Division of the Baltimore & Ohio. Its elevation is 300 feet higher than Lake Michigan. It is nine miles long and from two to three miles wide,



WEST BADEN HOTEL.



"THE BREAKERS," CEDAR POINT, OHIO

and its shores are lined with beautiful cottages and club houses. The Wawasee Inn, the largest hostelry on the lake, affords the best of accommodations.

French Lick Springs, Ind., are so well known in America as to need but casual mention. Their popularity exists the year round and the valuable medicinal properties of the various springs have a

world wide reputation.

West Baden Springs, only a mile from French Lick, have been termed the "Carlsbad of America." These springs are said to be an absolute specific for alcoholism in all its forms. Both of these resorts are reached by way of Mitchell, Ind., on the Baltimore & Ohio Southwestern division.



Our Railroads Best of All

Interview with W. M. Acworth, the English Economist,
in New York Evening Sun.



R. W. M. ACWORTH, the English railway economist, who made a study of the railway situation in the United States during the past winter, returned to England in February

Mr. Acworth was introduced to the Railroad Securities Commission when he testified before them in January, by President Hadley as "the highest authority on the railways of Great Britain." He is the author of several standard works on the railroads, not only of Great Britain, but of other countries; was a delegate of the British Government to the International Railway Congress held at Washington in 1905 and to that held in Berne last summer. At intervals of every two or three years he has examined the railway and commercial conditions of the United States and his reviews are held in high esteem by the great bankers of England and the Continent.

In commenting on the present status in the light of the investigation just concluded, Mr. Acworth spoke very freely. He said:

"I have been somewhat surprised to see the space that has been given in your newspapers to the criticisms of the efficiency of your railways. It has always been my opinion that in actual economy of operation the railways of the United States are first in the world. In the number of tons per car, cars per train; in the fullest utilization of locomotives; in the obtaining of the greatest measure of result for each unit of expenditure, they are not equalled by the railways of any other nation. When the Greek commanders after the battle of Salamis voted who should receive the prize for valor each put his own name first, but all put the name of Themistocles second. And Themistocles received the prize. So too though German, French and English railway men would, I dare say, all put their own railways first in

efficiency they would all, I am sure, put yours second, and on the voting of the experts your railways would come out first.

"But, further, your nation as a whole is not in other matters preeminently efficient. No one would say that your farmers were more efficient than those of France and England or that your government is more efficient than the government of Prussia. Your railways have reached a higher standard in international comparison than your farmers or your government, and under greater difficulties, for in England and on the Continent employment with a railway company is a prize and man hopes to remain in the service of the same company throughout his life. He is, therefore, obviously more amenable to discipline than the shifting and often even foreign force employed on your railways."

When asked what was the principal fault he had to find with the railway administration of this country, Mr. Acworth said:

"I think the centralization of administrative power in your headquarters offices in Chicago and New York, while tending doubtless to efficiency and economy, is responsible in some degree for the present strained relations between the railways and the public. As a wise railway friend of mine says 'The counter between the salesman and the customer is too wide.' Matters that arise in Kansas, in Texas, in the far South, in the far West and need prompt adjustment have to be referred to officers a thousand or two thousand miles away and the citizen in the far West thinks he is dealing with a machine. He wants to deal personally with a flesh and blood neighbor. I think that in these various important sections of your country the large railroad systems should have real executive officers with the largest possible discretion to deal with local questions on the spot. I also think that the ranking officers of your railways should

every now and then visit the different communities along their lines and cultivate the personal acquaintance of their citizens.

"Some good work in this direction is being done, but there is opportunity for a great deal more. If your great railway men were steadfastly to pursue this policy, I think they would soon live down much of the antagonism that has been manifested in various parts of the country. Time was when your railways had a good many skeletons in their cupboards and then they naturally kept them shut. Nowadays the skeletons are all buried and I think the railways would do well to open their cupboards and let the public see how sweet and clean they are.

"The investors of Europe and even your own Wall Street seem hardly to grasp the enormous amount of money that must be spent upon your railroads to keep pace with your growing traffic. If your traffic doubles every ten years, as it substantially does, you will need not perhaps to double your facilities

every ten years, but to increase them at least by 50 per cent. The eleven hundred millions per year specified by Mr. Hill as necessary for this purpose is none too much. The inhabitants of your Western and Southern States, your people in general, must understand that this capital cannot be obtained in their own communities.

"Texas and Oklahoma have no money to spare for railroad building. They want it all for their own local business. Even the East cannot find all the money required. This money in large measure must for a long time to come be raised abroad; and the investors of other lines will not be willing to subscribe it so long as there is a continuance of the harassing conditions which tend to impair the revenues of your railways, to hamper their administration and to retard their development. If the railways of the United States would reach a time when State legislators ceased from troubling and State commissions were at rest it would in my thinking be good for the railways and still better for the citizens of the United States."

Thrice-Told Tales--II

Barbara Frietchie



"I tell you the tale, as 'twas told to me."

The beautiful story of Barbara Frietchie, epitomized, dramatized and perhaps the most criticised, is bound to live for all time for its beautiful sentiment. The great Whittier immortalized it, and whether or not the facts were just as exactly as they were related, the memories of the brave old woman, the gallant soldier and the historic town of Frederick, will be sung for all time in the stirring war-time poem.

Suffice it to say, there *was* a Barbara Frietchie; there *was* a gallant Stonewall Jackson; there *was* and *is* a Frederick, Md.; there *was* a dreadful war; there *was* a memorable march through Frederick in September, 1862; and there *was* an incident which made the foundation for the

poem. The story was told to Mr. Whittier by Mrs. E. D. E. N. Southworth and the poem was written in the following year—1863, appearing in the "Atlantic Monthly" in October of that year.

Barbara Frietchie's grave is an often visited shrine at Frederick in the old Lutheran Cemetery; so is the grave of Francis Scott Key of "Star Spangled Banner" fame in Mt. Olivet Cemetery.

Fame is fickle, both in life and death; but sentiment still exists even in these conventional times. This is very noticeable on the trains of the Baltimore & Ohio Railroad that pass through so many historic places which furnish the foundation for many of our best bits of literature and songs, namely:

"Sheridan's Ride,"—"John Brown's Body,"—"All Quiet Along the Potomac,"—"Dixie" and "Barbara Frietchie."

Looked Upon Washington's Face

A Man, Still Living, Gazed On The Face Of The Father Of His Country

By WILLIAM ATHERTON DU PUY, in *Baltimore Sun*



IT is interesting to know that there is a man still living in this, the twentieth century, who gazed on the face of the Father of His Country, who died in the eighteenth century—112 years ago, to be correct. This man who actually saw the countenance of George Washington is still in possession of his faculties and remembers well how that great man looked. He is not merely the only man alive today who ever saw the first President's face, but he is the only man of the present generation who ever had that privilege. He is this generation's nearest tie to the actual, physical Washington.

For even this man, John Lane, of the city of Washington, was not born until a quarter of a century after Washington died. Yet, as stated before, he viewed that patriarch's face and is the only man of the present generation who ever had that privilege.

The occurrence which makes this apparently impossible thing a fact was the opening of the tomb of Washington 74 years ago. At that time the body of the great man was moved from one tomb to another. A committee of Congress officiated at the transfer. The coffin was opened for one brief moment, and the committee's members took a last, long look at the face of the man who had done most toward establishing the nation which was already growing great. The remains had been completely embalmed, and the face remained as in life. After this one look the coffin was placed in its new sarcophagus, hermetically sealed and placed in its new abode, where it has rested undisturbed ever since.

But when this Congressional committee on that October day three-quarters of a century ago, wound its way to Mount Vernon there went with it a bit of a boy. And while its members gazed awe-struck on what they saw, one of them raised the boy aloft, and he, too, looked.

This boy still lives, having attained the ripe old age of 86 years. All the other members of that party, being at the time men of maturity, have long since died. The boy of 1837 is the venerable patriarch of today, John Lane of Washington. Now and again he becomes reminiscent and tells the stories of the men he knew in the early thirties. For then Washington was but a small town, and the residents knew personally the men who were making the nation's history.

He tells of the small book store that his uncle kept on Pennsylvania Avenue. There came Davy Crockett in 1834 and talked loudly of having antagonized his constituents and their consequent refusal to return him to Congress.

"My constituents," he heard Crockett say, "may go to h—, and I will go to Texas!"

It is not recorded whether or not the constituents did as they were bid, but Crockett went to Texas and died gloriously in the Alamo two years later.

Next door lived Widow Gorman, who kept a boarding-house and to whom a certain coxcomb who worked in the War Department owed a board bill of \$100. He refused to pay it, and on the advice of friends she went to "Andy" Jackson, then President, about the matter. Jackson told her to ask the debtor for a 60-day note. The debtor gave the note and forgot it, never intending to make good. Widow Gorman brought it to the President, who indorsed it, and the widow discounted it at her bank. When the bank presented it to the debtor, saying it had been discounted, he asked who was big enough fool to indorse his note. He was told and immediately hustled out and got the money to redeem it.

Tales of the garrulousness of Daniel Webster, of the fastidiousness of Henry Clay, of the great stature of Sam Houston, of the young lieutenant, Jefferson Davis, who one day brought in from Fort Dearborn, where Chicago now



MT. VERNON, THE HOME

stands, the three Indian chieftains—Black Hawk, Prophet and Sun—as prisoners. Finally, he comes to his best story—that of his trip to Mount Vernon with the Congressional committee that viewed the remains of Washington.

George Washington, before he died, realized that the vault which held the bodies of the dead members of his family and was destined to hold his own, was inadequate. In his last will and testament he had said:

"The family vault at Mount Vernon requiring repairs and being improperly situated besides, I desire that a new one of brick and upon a larger scale may be built at the foot of which is called the Vineyard Enclosure, on the ground which is marked out, in which my remains and those of my deceased relatives (now in the old vault), and such other of my family as may choose to be entombed there, may be deposited."

Nothing was done in the matter, however, for 30 years. Then it was discovered that some vandal had broken into the old tomb and, in an evident attempt to steal the bones of Washington, had borne off those of some other members of the family. These were, however, gotten back and the criminal punished.

This turned attention to the request of Washington for the building of the new tomb, and in 1837 it was completed and

ready for transfer. Mr. John Struthers and Mr. William Strickland, of Philadelphia, under the guidance of Major Lewis, the sole remaining executor of Washington, prepared for the removal of the body. The formal part of the transfer was to be made under the eye of the Congressional committee.

On the morning that the transfer was to be made, the members of the committee had met at the book store of John Lane's uncle, and were there awaiting the coming of the coaches that were to take them to Mount Vernon. These ancient conveyances were, of course, the most perfect means of rapid transportation of the day and time. When they arrived the committeemen were merrily stowing themselves away on the inside. Young Johnnie Lane was one of a score of small boys who were looking on with youthful curiosity, and especially coveting the high seat beside the driver.

Now Johnny Lane was a great favorite of Henry Clay, and that courtly gentleman was a sort of master of ceremonies on this occasion. When all was in readiness and there seemed no room left, Clay, much to the surprise of the boy and much to his immediate glorification, seized Johnny, swung him to that very enviable seat beside the driver, himself clambered aloft and the party was on its way.



OF THE WASHINGTONS

The stage coaches wound their way through the outskirts of the village of Washington, across the Long Bridge and down through the much more ambitious town of Alexandria, on the Virginia side. Leaving this town, which claimed Washington for its own, the coaches took the old King's highway leading on to Mount Vernon. Half-way there they stopped at a great watering trough which had been built by Washington himself, and to which, through pipes, the waters were led from a nearby spring. Washington had always driven this way when he came into Alexandria to church or on business, and his sympathy for the horses on the long, hot drive led him to the establishment of the watering trough, which exists today after supplying drink to thirsty steeds for a century and a half.

Finally the party arrived at Mount Vernon. Everything was in readiness for the opening of the tomb. The new tomb, which has since been sarcastically described as "a glaring red building, somewhat between a coachhouse and a cage," was ready for occupancy. The old tomb was ready to be entered. The marble sarcophagus that was to surround the old coffin was prepared.

The tomb of Washington was entered and an attempt was made to bring out his coffin. It was found, however, that the wood was so rotten that it fell to

pieces. Inside of the wood was found the leaden casket. In this the first President had been placed at the time of his death. He had been embalmed in alcohol and sealed tightly in this casket. The leaden casket was imperishable and had remained sacred to its charge.

It was borne solemnly out of the old tomb and placed in the new sarcophagus to be made ready for its new resting place. When it was lowered into this marble covering and before the lid of it was put on, the whole was viewed by the Congressional committee. Here for the last time the world was to come into contact with the physical Washington. Here were men to see again what remained of that greatest of soldiers, patriots and statesmen.

In the top of the leaden casket directly over the face of the body that it enclosed a piece of glass had been fitted into the lead. This glass was cleaned of the accumulations of the past years and burnished bright that that which was within might be seen. The Congressmen gathered about and looked through the glass.

The alcohol in which Washington had been embalmed had well performed its task. The head and the great trunk of the man remained preserved as in life. His strong, characterful face was turned to one side and those who looked saw the profile. At one point on the cheek the

flesh had come to the surface of the liquid and here was a single blemish in the otherwise well preserved face.

The members of the committee gazed into the coffin. Little Johnny Lane stood nearby, somewhat awed. One of the committeemen lifted him up that he might be able to see what was within. The strongest impression that Johnny Lane brought away with him was the hugeness of the bulk of Washington. The head and chest seemed herculean. The face appeared very much as it did in the pictures of Washington. The boy would have recognized it any place. He kept thinking:

"He must have been a monstrous big man."

This same impression was evidently got by one other member of the party who looked on, and who later recorded his impression. He says that they saw "a head and breast of large dimensions which appeared to have suffered but little from the effects of time."

After the party had all viewed the remains, the lid of the marble sarcophagus was placed over the leaden casket. The whole was sealed in such a way as to make it airtight. It was placed in the new tomb and there has remained ever since. There is no reason to believe that the body of Washington is not today in the same condition that it was in when seen by John Lane in 1837. The alcohol in the leaden casket at that time covered the body with the single exception of a point on the cheek. Since then the air has been excluded and evaporation has, as a consequence, been very slight.

Beside the marble sarcophagus of Washington rests that of Martha, his wife. This is made of the same Pennsylvania marble as is that of the Father of His Country. Both were chiseled out of the solid marble. There is no seam to either except that where the lids are attached. These lids are of fine Italian marble, elaborately ornamented with the crest of arms of the United States. They were cemented on, thus converting the caskets into one unbroken whole—a block of marble with a hollow inside. In these hollows are sealed this great man and his consort.

The vault itself is built on a hillside some 200 yards from the old Mount

Vernon mansion. This is the most sacred shrine in all America today. Here come thousands of people from all parts of the nation and even from abroad. He who visits the nation's capital always goes to the shrine of Washington.

The mansion is seen best from the Potomac river. There was never anything in America that surpassed Mount Vernon as an example of the old Colonial architecture. There was never a handsomer site for a country home than that chosen by Washington. The hill upon which it stands slopes gradually from the dock at the water front. Its slopes are covered with grasses, broken by flower beds and bisected here and there by ancient hedges. Above all rise great trees, some of which are remnants of the forest primeval out of which Washington hewed his homestead. Some were planted under his direction, and some have since been put out to take the place of patriarchs claimed by time.

A little downstream from the path from the landing to the house is to be found the shrine. It is no imposing structure. Artists even say harsh things about it. But to the American visitor it is a thing to be revered. The back end of the vault burrows into the hillside, while the front of it comes to the level of the path. Its portal is guarded by a high iron gate. The pilgrim approaches the gate treading softly. He looks through its bars and into the sepulchre. He is surprised to know that the very caskets that hold George and Martha Washington are there in the mouth of the tomb, and may be seen from the outside. Yet such is the case. The mouth of the tomb stands open, guarded only by the iron gate. Here the remains of the first lady and gentleman of the land have laid since that October morning in 1837 when they were so placed by a committee of Congress, who were accompanied by a small boy who is today the world's nearest tie to this first great American who is still without a rival in the nation's history. Here they have rested as the generations that have passed have come to do them reverence. Here they will continue to rest through all the generations that are to come, for this shrine is a hallowed thing that may be defiled by no human hand.

Old John Lane goes occasionally to Mount Vernon to visit this shrine, for he is hale and strong, and a friend to the open country. But the journeys of a man of 86 are mostly in fancy, and his memory peoples the old haunts with a gathering that would be hard to match in modern times. Then his mind wan-

ders to his view of Washington, and he repeats to himself that strongest impression of his youthful experience, an impression upon the correctness of which time has set its approval, for he says:

"Washington must have been a monstrous big man."

SERENADE

By GEORGE E. TACK

Hushed are the songs of day,
 And through the grove,
 Many a bough doth sway
 'Neath homes of love,
 Softly the silver light,
 Down em'rald stairs
 Trips, where the flowers bright,
 Breathe fragrant prayers.

Whisper, O lips of rose,
 A fragrant dream,
 And e're the glad eyes lose,
 Their starry gleam,
 Let glances bright descend,
 And thrill this heart,
 While all your rare charms blend,
 And love impart.

Here now, my sweet, my song,
 For you alone,
 And oh, my heart, I long
 My love to own,
 In words so winning, true,
 That you'll relent,
 And whisper "I love you,"
 With kisses blent.

Now silv'ry peals of rest,
 O'er valleys dum
 Float, and in ardent quest,
 Winds call and run,
 List, while the thrushes sing,
 Love's tender praise,
 See, how the flowers cling,
 Night's lovely rays.

The Puritan and The Blackleg.

H. F. BALDWIN



THE late Thomas B. Reed defined a statesman as a "politician who is dead." It seems to us, however, that Mr. Reed's definition does not go far enough, as it would require more than an ordinary death to transform some of our clamorous politicians into statesmen. The politico-historic incident referred to in the title of this sketch, occurred in the public life of an unquestioned statesman, and may serve to differentiate as between a politician who may become one, and one who may not.

The incident happened eighty-five years ago, during the exciting presidential campaign which resulted in the election of John Quincy Adams, and the defeat of Andrew Jackson. Mr. Adams, sixth President of the United States, was the alleged "Puritan;" Henry Clay, the "silver-tongued orator" of his day, the "Blackleg." John Randolph, of Roanoke, a lineal descendant of Pocahontas and John Rolfe, and a member of the Nineteenth Congress, in a speech before that body, referred to the two as "the coalition of Bliffl and Black George—the combination unheard of until then, of the Puritan and the Blackleg."

The alleged "combination" referred to, arose in this manner,—Mr. Clay, at that time a most important figure in American politics, during the fiercely contested campaign, without warning, suddenly threw all the weight of his considerable influence in favor of Mr. Adams, which resulted in the election of the latter. In forming his cabinet, President Adams made Clay Secretary of State, upon which the Jackson party raised the cry of a corrupt ante-election bargain between Adams and Clay, while the Adams party on the other hand, stigmatized this outcry as a "great conspiracy" for the political ruin of Mr. Clay. All of which sounds very much like a mild form of latter day political criminations and recriminations, only the sequel was somewhat different from what it

would be today.

Some two or three generations ago, Federal and State law-making and the administration of the laws was considered one of the highest forms of employment in which a gentleman might worthily engage, and upon entering public service, not only must a man's personal dignity be upheld, but the "majesty of the law" must be maintained, likewise the honor of the Republic. But fifty years had passed since America had acknowledged allegiance to a king and a royal court, and an accusation of this kind against the President and a member of his Cabinet was *lese-majesty* to a greater degree than had it been made against King George and his Hanoverian nobles a half century earlier.

Instead of a heated answer to Mr. Randolph's speech, either in person or through the press, Mr. Clay in vindication of personal, official and national honor and dignity, sent Mr. Randolph a formal challenge. Mr. Randolph declined to retract his words, and a meeting on the field of honor was the outcome as necessary to vindicate the respective reputations of the two gentlemen.

The meeting was arranged for April 8th, on the right bank of the Potomac, across from Washington, in Virginia, the native State of both participants, and all the due formalities were scrupulously observed. When the word was give to fire, however, Mr. Clay aimed so low that the dirt and gravel flew in all directions, and the bullet accidentally pierced the long-flowing Prince Albert coat-tail of his opponent. Mr. Randolph was more considerate, for he fired into the air, then dropped his pistol and advanced, offering his hand to Mr. Clay, who met him half way in the same spirit, and the two duellists shook hands long and fervently.

"Mr. Clay, you owe me a coat," said Mr. Randolph.

"Mr. Randolph, I am glad the debt is no greater," replied Mr. Clay.

The two men then pronounced themselves entirely satisfied, exchanged cards,

and social relations were formally and courteously restored.

Thus ended a political quarrel which began in all seriousness and ended in a farce—much to the satisfaction of the participants, and far more to the satisfaction of the public than had it been dragged through the public press for months.

Henry Clay's claim to the title of statesman is unassailable, but this episode goes to prove what was said at the beginning—that Mr. Reed's definition does not reach far enough—that in order to become a statesman, a politician must not only die, but he must uphold his own and the nation's honor and dignity while living.

Aside from being a great statesman, Henry Clay rendered his country an inestimable service, of which we are the beneficiaries today—he helped to inaugurate the Baltimore & Ohio Railroad. Although his name has been handed down upon the pages of history as "The Great Compromiser," he might more truly have been styled the "Father of Internal Improvements." Mr. Clay was, at heart, one of the most ardent Federalists this country has ever known, and the various compromises with which his name has been associated, were, some of them, made against his outspoken opinions and better judgment, but were consummated through the aid of his personal popularity and winning oratory, after he had been convinced that they were necessary to preserve "this Union indissoluble forever."

He lived to see the futility of some of these compromises, and in his latter days they were the source of great grief to him. Three great transportation propositions, however, were worked out during his term of public service, in each of which he took the liveliest interest and for the consummation of which he used all the influence at his command. Regarding these, he referred, towards the close of his life, as his best efforts towards binding together the integral

parts of the Union. They were: the Cumberland, or National, turnpike; the Chesapeake & Ohio Canal, and the Baltimore & Ohio Railroad.

While the first two named played an important part in the development of this country, and are still in service today, the invention of the steam engine, its prompt adoption by the Baltimore & Ohio R. R., and subsequent improvements in locomotive construction, soon placed the railroad far ahead of the two other transportation routes, dependent upon horse power.

As for the railroad,—that little band of surveyors and engineers who, eighty-five years ago, cautiously felt their way, inch by inch, half fearfully and half confidently, over the rugged barrier of the Alleghanies—the scouts of that vast army of railway employes who were to follow in their carefully planted footprints—those men certainly needed all the encouragement, Federal or otherwise, which could be given them, and Henry Clay might well be proud of encouraging this then doubtful enterprise, which was later to bind, with bands of steel, the associated States into a closer union than the most carefully devised political compromise could accomplish.

Henry Clay's political services are well-nigh forgotten, but the movement which he started and fostered for internal improvements has gone on and on, and the net-work of highways, railroads and navigable water-ways which today intersect this country, serves as a more enduring monument than any granite shaft, and his epitaph might be graven in the words of the English poet:

"Bid harbors open, public ways extend,
Bid temples worthier of God ascend,
Bid the broad arch the dangerous flood contain,
The mole projecting break the roaring main,
Back to his bounds the subject sea command,
And roll obedient rivers through the land."

History of Christian Endeavor Movement

Twenty-fifth International Convention, Atlantic City



THE Christian Endeavor movement throughout the world, which claims such universal interest, is now recognized as one of the greatest factors in moral science throughout Christendom.

It hardly seems possible this great society, whose membership is figured in the millions, is but thirty years old. The story of its origin is simply told, as follows:

In the winter of 1881 a revival was in progress in Portland, Maine, the principal activity being centered in Williston Church, where the Rev. Francis E. Clark, its pastor, devoted much of his attention to the youth of the community.



FRANCIS E. CLARK, D. D.
PASTOR



WILLIAM SHAW
MEMBER

The great interest shown by the young people culminated on February 2 in the establishment of the first Young People's Society of Christian Endeavor, with essentially the same constitution, pledge and methods of work which govern the society today. So vigorous and successful was the work of this society in the Williston Church, that Dr. Clark was led to write an interesting account of the new methods of work, which appeared in the *Congregationalist* in August, 1881, under the head of "How one large church cares for its young people."

The article had its effect; other churches became interested, and in the following October a second society was formed at Newburyport, Mass., and before the end of the year four more societies were formed, one each in Rhode Island, Maine, Vermont and Ohio. Early in 1882 societies began to form rapidly all over the United States, and in a little more than a year from the establish-

ment of the first society the first convention was held in June, 1882, at the birthplace of the first society, in Portland, Maine.

From that time to the present the increase in membership has been most remarkable. By June, 1883, the enrolled membership was 2,030, the greater portion of whom were in New England. When the next convention was held in October, 1884, a total membership of 6,414 was reported. In 1885 and 1886 the membership rapidly increased and the movement became permanently established all over the United States and in portions of Canada. Then in 1887 Dr. Clark went to England and established the first English society in Crewe, in 1888. At first there was some objections to it in England, more particularly on account of its Yankee origin. Notwithstanding, societies increased to such an extent that at the beginning of 1903 there were reported 8,333 societies in Great Britain.

France was the next country to form National Unions, followed by Switzerland and Germany, South Africa and so on until China, Japan, India, Turkey, Persia, Spain, Italy, Australia, the Islands of the Seas, and in fact every place where a missionary could be sent.

At the close of 1902 a total of 64,758 Christian Endeavor Societies were reported. They were subdivided into Young People's, Juniors', Intermediate, Seniors', Parents', Mothers' and Floating Societies. Today the total membership exceeds 4,000,000, and societies are formed in the most unexpected places.

The term "Floating Society" refers to those which are formed on the United States men-of-war. In the Wisconsin State Prison a society was formed to help uplift the prisoners; it was followed by similar ones in the prisons of Kentucky, Indiana, Iowa, New Mexico and New York. They are found also in hospitals and in the army.

Taking into consideration the vigorous discipline of the pledge, the society stands strong in the light of the old adage, "What is worth doing at all is

worth doing well." Another reason of its widespread growth is that it is interdenominational. It is sometimes referred to as undenominational, but this is not correct.

All evangelical denominations are represented. The Presbyterians lead in the number of societies in America; the Baptists in England; in Austria and Canada the Methodists are in advance, and in other places the Congregationalists or the Disciples of Christ are in the lead; and it is greatly due to the Christian Endeavor movement that sectarian prejudices are fast disappearing.

The Society of Christian Endeavor is a recognized effort to interest young people in the life and teachings of Christ and to establish them firmly in the faith. A strict observance of the pledge is imperative; and it cannot be insisted on too strongly that it is a religious society. Other features, social and literary, may be added as deemed desirable.

Christian Endeavor conventions are much sought after by the large cities, not particularly for the amount of money which is left in the city, notwithstanding their numbers have reached over 50,000 in attendance, but the moral atmosphere which is naturally created has its beneficial effect.

Great preparations are being made for the 25th International Convention to be held in Atlantic City next July, and an unusually large attendance is expected.

All delegates who expect to attend the Atlantic City convention must deposit the sum of \$1 when registering. This fee of \$1 entitles the delegates to all privileges of the convention—the convention badge, the souvenir program and the printed report of the convention, which will be issued after adjournment.

While the detailed program has not yet been outlined, it is announced, it is announced that the mammoth Million Dollar Pier, which can accommodate more than 50,000 people, has been engaged for the exclusive use of the Convention during the entire week. All the large meetings will be held there in the two great halls and the large canvas covered out-door pavillion. The Pier is about a quarter of a mile long, and it will literally be a "Convention at Sea," as though held on the deck of a

monster Ocean Steamship. It will provide the most interesting setting a convention has ever had.

Atlantic City is America's premier pleasure and health resort. Taken all the year round, it has no equal in the world. Some European resorts rival it for a limited Summer or Winter season, but none compares in popularity, comfort or pleasure. The city faces south toward the ocean, on an island ten miles in length and less than a mile in width, extending nearly due east and west, separated from the mainland by seven miles of salt bays and meadows. The prevailing southwest breeze of Summer comes to her cooled by the ocean.

Atlantic City is a city of hotels, cottages and shops. Its sole business is to give comfort, health and pleasure to the people who come from all over the world. On any day of the year guests may be and are accommodated with the comfort and elegance of the best metropolitan hotels, as well as the modest hotel and cottage, with which the island abounds. The most varied facilities for recreation and amusement provide for the entertainment of all classes.

Visitors find that the most distinctive feature of Atlantic City is the Boardwalk. It extends seven miles along the beach, with a practically unobstructed ocean view. The walk is, at no point, less than twenty feet wide. Throughout much of its length its width is forty, and in its central portion sixty feet. Constructed by the municipality at a cost of some three hundred thousand dollars, it rests on steel piling, and is elevated from ten to fifteen feet above the strand. It is brilliantly lighted every evening in the year by many thousands of incandescent electric lamps. It is well patronized at all times, but in July, August and September it is thronged.

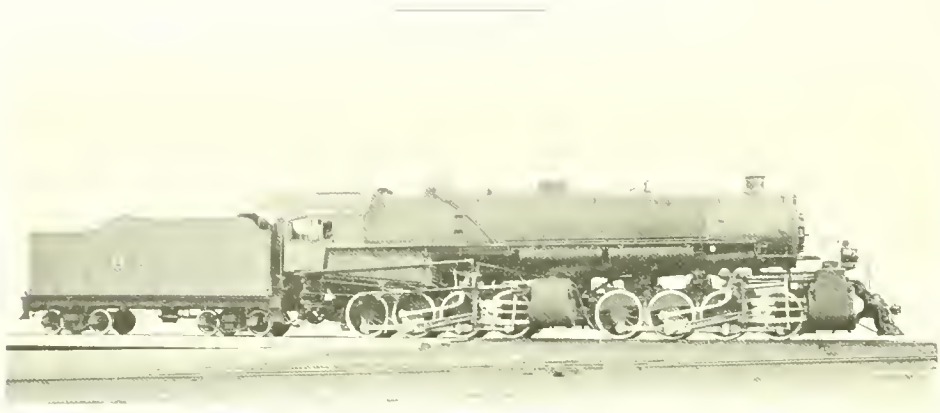
Along the land side of the Boardwalk the shops not only act as a shelter from the occasional north winds, but are one of its chief charms. Armenia and Syria, China and Japan, Hawaii and Mexico, Egypt and Turkey, India and Persia, Italy and Scandinavia, Paris and London, are each represented by one or more shops exclusively devoted to its rarest importations.

Extending seaward from the Boardwalk are five great Ocean Piers—in all the world the greatest series of piers devoted exclusively to recreation.

The Bathing Beach is the most perfect on the Atlantic Coast. Fifty thousand

bathers are often seen in the surf at one time in the Summer months.

Special excursion rates to the Convention have been named to Atlantic City from all points on the Baltimore & Ohio Railroad System.



The Newest Type of Mallet Articulated Compound Type of Locomotive

In use on Baltimore & Ohio Railroad,
Largest in the World



THE largest locomotives in the world are now possessed by the Baltimore & Ohio Railroad; they are of the Mallet articulated compound type and were built at

Richmond, Va. Five of an order of ten of these mammoth locomotives have been received and are about to be placed in service to haul freight trains over the mountain divisions of the system. The weight of the new engines is 401,000 lbs., or 51,000 lbs., in excess of any motive power heretofore built, and the tender weighs 181,500 lbs., making the combined weight of the engine and tender 642,500 lbs. They are 93 feet, 3 $\frac{1}{4}$ inches long from the pilot to the drawbar on the tender, having 16 driving wheels arranged in sets of four pairs. The engine also has two sets of cylinders, those forward being low pressure and those in the rear high pressure cylinders. The

steam pressure is 210 pounds to the square inch. The driving wheels are 56 inches in diameter; the firebox 120 inches long and 114 inches wide. The total square feet of heating surface is 5526 square feet. The maximum tractive power 105,000 lbs.

The Baltimore & Ohio was the first American railroad to purchase a Mallet engine, which is of French design, and after exhibiting it as a part of the company's display at the World's Fair at Saint Louis in 1904, used it as a helper engine in freight service on the Connellsville and Pittsburg Divisions over the Alleghany Mountains. This locomotive is still in use and weighs 334,500 lbs. and was the heaviest engine in the world at the time it was built. As it proved especially adapted to American Railroading where large tonnage is handled, still larger locomotives of the same type were purchased by other lines for use as helpers on freight trains.



Stub Ends of Thought

By ARTHUR G. LEWIS.



WE are constrained to respect public opinion or public opinion will not respect us.

As long as a man endeavors to make good there is always a chance for him to do so.

It is not the size of the dog in the fight that counts, but the fight in the dog that wins.

BUT few friendships survive the "down and out" condition of multiplied misfortunes.

Our wrongs are always our own, but our atonements are frequently in the hands of others.

No genuine philosopher applies his logic to himself.

NOTHING is permanently ahead of well-matured ideas.

THERE is a beautiful heroism in earnest business effort.

THOUGHT is the principal factor in the process of accomplishment.

DRIFTING.

F. Arthur G. Lewis.

Give me thy prayers, I have lost my way,
And am blind with dismay, the light of
day
Is obscured in the mist of doubt and
fear,
For now, in the cause of my common
weal,
The ship still fails to answer to the
wheel,
Give me thy prayers today,

Give me thy prayers tomorrow, for then
I will wake to the knowledge of loss
again,
And drift once more on the tide of
sorrow,
My anchor is broken, and fails to cling
To the sands of hope, in the channel of
sin,
Give me thy prayers tomorrow,

Give me thy prayers forevermore,
And the hope of some day to come,
No harbor light shines through the night
I drift away from the shore undone
And long anew for the port of right,
Give me thy prayers forevermore,

CONDENSED SCHEDULE ROYAL BLUE LINE OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R.—ROYAL BLUE LINE—TO AND FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

EFFECTIVE JANUARY 8, 1911											
EASTWARD											
	No 504 DAILY	No 526 ROYAL SPECIAL EX SUN. & HOUR	No 522 ROYAL SP. CL. SUNDAY	No 508 DAILY	No 502 DAILY	No 524 ROYAL LIMITED DAILY 6 HOUR	No 506 DAILY	No 516 DAILY	No 514 DAILY	No 512 DAILY	
	AM	AM	AM	AM	PM	PM	PM	PM	AM	AM	
Lv WASHINGTON, UNION STATION	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	12.15	2.52	
Lv BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	5.00	9.00	1.15	3.46	
Lv BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	1.25	3.51	
Lv PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	6.52	8.19	11.50	3.50	6.50	
Ar NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.17	6.35	8.32	
Ar NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	7.00	8.43	
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	

BALTIMORE & OHIO R. R.—ROYAL BLUE LINE—TO AND FROM NEW YORK,
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE JANUARY 8, 1911											
WESTWARD											
	No 555 DAILY	No 517 EXCEPT SUNDAY	No 505 DAILY	No 501 DAILY	No 507 DAILY	No 527 ROYAL SPECIAL DAILY 6 HOUR	No 509 ROYAL LIMITED DAILY 6 HOUR	No 503 DAILY	No 511 DAILY		
	PM	AM	AM	AM	AM	PM	PM	PM	PM		
Lv NEW YORK, 230 STREET	11.50		7.50	9.50	11.50	1.50	3.50	5.50	6.50		
Lv NEW YORK, LIBERTY STREET	1.30		8.00	10.00	12.00	2.00	4.00	6.00	7.00		
Lv PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21		
Ar BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.21	2.43	4.16	6.09	8.09	10.50	11.23		
Ar BALTIMORE, CAMDEN STATION	6.50	10.55	12.25	2.47	4.20	6.13	8.13	10.55	11.27		
Ar WASHINGTON, UNION STATION	7.50	11.45	1.25	3.55	6.20	7.00	9.00	12.00	12.27		
	AM	AM	PM	PM	PM	PM	PM	AM	AM		

BALTIMORE & OHIO R. R.—TO ALL POINTS WEST AND SOUTHWEST.

EFFECTIVE NOVEMBER 27, 1910.											
WESTWARD											
	No 1 LIMITED DAILY	No 7 EXPRESS DAILY	No 9 EXPRESS DAILY	No 3 EXPRESS DAILY	No 5 LIMITED DAILY	No 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No 55-15 EXPRESS DAILY			
	AM	AM	PM	PM	AM	PM	AM	PM			
Lv NEW YORK, 230 STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM	11.50 PM			
Lv NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM	1.30 AM			
Lv PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM	4.15 AM			
Lv BALTIMORE, MT. ROYAL STATION	2.43 PM	4.15 PM	8.09 PM	10.50 PM	12.21 PM	7.45 AM	11.23 PM	7.45 AM			
Lv BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.30 PM	8.00 AM	11.32 PM	8.00 AM			
Lv WASHINGTON, UNION STATION	4.10 PM	5.30 PM	9.10 PM	12.10 AM	1.32 PM	9.10 AM	12.37 AM	9.10 AM			
Ar DEER PARK HOTEL											
Ar PITTSBURG			6.55 AM		9.50 PM	6.20 PM	9.05 AM	6.20 PM			
Ar CLEVELAND			12.00 NN								
Ar WHEELING (EASTERN TIME)		5.35 AM				8.55 PM					
Ar COLUMBUS (CENTRAL TIME)		8.45 AM						6.15 PM			
Ar CHICAGO		5.15 PM			9.45 AM			8.15 AM			
Ar CINCINNATI	8.05 AM			6.25 PM		1.45 AM					
Ar INDIANAPOLIS	11.45 AM			10.35 PM		11.35 AM					
Ar LOUISVILLE	11.50 AM			9.35 PM		7.20 AM					
Ar ST. LOUIS	6.00 PM			7.28 PM		1.45 PM					
Ar CHATTANOOGA				6.15 AM		6.00 PM					
Ar MEMPHIS				8.15 AM							
Ar NEW ORLEANS				8.35 PM							

Pullman Sleepers to all points. † Except Sunday
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R.—TO ALL POINTS EAST.

EFFECTIVE NOVEMBER 27, 1910.											
EASTWARD											
	No 2 LIMITED DAILY	No 4 EXPRESS DAILY	No 6 LIMITED DAILY	No 8 EXPRESS DAILY	No 10 EXPRESS DAILY	No 12 DUQUENNE LIM DAILY	No. 14 EXPRESS DAILY				
	AM	AM	AM	AM	PM	PM	PM				
Lv CHICAGO			6.45 PM	9.30 AM			8.30 PM				
Lv COLUMBUS				5.50 PM							
Lv WHEELING (EASTERN TIME)		5.15 PM		11.10 PM							
Lv CLEVELAND			8.20 PM								
Lv PITTSBURG			8.10 AM		3.00 PM						
Lv ST. LOUIS	9.00 AM	1.45 AM				6.00 PM	1.15 PM				
Lv LOUISVILLE	2.10 PM	8.10 AM				9.28 PM	2.30 PM				
Lv INDIANAPOLIS	2.25 PM	8.05 AM				4.32 AM					
Lv CINCINNATI	5.35 PM	12.15 PM				8.00 AM					
Lv NEW ORLEANS		8.30 AM				9.00 PM					
Lv MEMPHIS		8.40 PM				1.00 PM					
Lv CHATTANOOGA		9.45 PM									
Lv DEER PARK HOTEL											
Ar WASHINGTON, UNION STATION	12.40 PM	6.30 AM	4.50 PM	10.45 AM	6.40 AM	2.35 AM	10.25 PM				
Ar BALTIMORE, CAMDEN STATION	1.50 PM	7.50 AM	5.55 PM	11.45 AM	7.50 AM	3.42 AM	11.30 PM				
Ar BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	11.54 AM	8.00 AM	3.51 AM	1.25 PM				
Ar PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	2.02 PM	10.15 AM	5.59 AM	3.50 AM				
Ar NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 AM	4.15 PM	12.35 PM	8.32 AM	6.35 AM				
Ar NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 AM	4.25 PM	12.45 PM	8.43 AM	7.00 AM				

*Pullman Sleepers from all points. * Daily. † Daily except Sunday.*
A On Sundays No. 4 leaves St. Louis 1.00 a. m. B On Sundays leaves Louisville 7.15 a. m.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

THROUGH PULLMAN CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

Between Washington, Baltimore, Philadelphia and New York.

ROYAL BLUE LINE.

EASTWARD.

- No. 512.** Electric lighted Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Electric lighted Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.
- No. 504.** Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 526. "Royal Special." Five Hour Train.** Electrically lighted. Drawing Room Parlor Car and B. & O. Cafe Parlor Car Washington to New York.
- No. 522. "Royal Special."** Electrically lighted. Drawing Room Parlor Car and B. & O. Cafe Parlor Car Washington to New York.
- No. 508.** Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
- No. 502.** Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 524. "Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Electrically lighted. Buffet and Smoking Car, Parlor and Observation Cars Washington to New York. Drawing Room Parlor Car Richmond to New York. Dining Car, table d'ote, Philadelphia to New York. No extra fare other than regular Pullman charge.
- No. 506.** Electrically lighted vestibuled train of steel framed Coaches. Pullman Observation Parlor Car Pittsburg and Washington to New York. Dining Car, a la carte, Washington to New York.
- No. 514.** Electrically lighted Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 555.** Electrically lighted Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.
- No. 517.** Drawing Room Parlor Car Philadelphia to Washington.
- No. 505.** Electrically lighted vestibuled train of steel-framed Coaches. Pullman Observation Parlor Car New York to Washington and Pittsburg. Dining Car, a la carte, New York to Washington and Pittsburg.
- No. 501.** Drawing Room Parlor Car New York to Washington and Richmond, Va. Dining Car, a la carte, Philadelphia to Baltimore.
- No. 507.** Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.
- No. 527. "Royal Special." Five Hour Train.** Electrically lighted. Drawing Room Parlor Car and B. & O. Cafe Parlor Car New York to Washington.
- No. 509. "Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Electrically lighted. Buffet and Smoking Car, Parlor and Observation Cars. Dining Car, table d'ote, New York to Washington. No extra fare other than regular Pullman charge.
- No. 503.** Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Philadelphia.
- No. 511.** Broiler-Smoking Room Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, St. Louis,
Louisville, Memphis, New Orleans.

WESTWARD.

- No. 4. Cincinnati-St. Louis Limited.** Entirely new vestibuled train with steel framed Coaches Cincinnati to New York. Electrically lighted Drawing Room Sleeping Car New York to St. Louis. Electrically lighted Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.
- No. 7. New York-Chicago Special.** Entirely new electrically lighted vestibuled train with steel framed coaches and Drawing Room Sleeping Car New York to Chicago via Grafton and Bellair. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
- No. 9. Pittsburg and Cleveland Express.** Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg. Electrically lighted.
- No. 3. St. Louis Express.** Electrically lighted Drawing Room Sleeping Car New York to St. Louis. Electrically lighted Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
- No. 11. "Pittsburg Limited."** Electric lighted Drawing Room Sleeping Car New York to Pittsburg. Electric lighted Drawing Room Sleeping Car Washington to Pittsburg. Dining Car Conneville to Pittsburg.
- No. 5. "Chicago Limited."** Entirely new electrically lighted vestibuled train, with steel framed Coaches and Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.
- No. 55. The Daylight Train.** Electrically lighted Drawing Room Sleeping Car New York to Cincinnati. Pullman Broiler Drawing Room, Smoking Room Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Cincinnati. Grill Cars Gratton to Wheeling and Cincinnati to St. Louis.
- No. 15.** Broiler Drawing Room, Smoking Room Parlor Car Baltimore to Pittsburg. Dining Car Martinsburg to Cumberland. Grill Car Conneville to Chicago. Electric lighted Drawing Room Sleeping Car Pittsburg to Chicago. Electric lighted Drawing Room Sleeping Car Wheeling to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

- No. 2. St. Louis-New York Limited.** Entirely new vestibuled train with steel-framed coaches Cincinnati to New York. Electrically lighted Drawing Room Sleeping Car St. Louis to New York. Electrically lighted Drawing Room Sleeping Car Cincinnati to New York. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
- No. 4. Cincinnati-New York Express.** Electrically lighted Drawing Room Sleeping Car St. Louis to Cincinnati and Cincinnati to New York. Electrically lighted Drawing Room Sleeping Car Parkersburg to Washington. Electric lighted Drawing Room Sleeping Car Wheeling to Washington. Grill Car Wheeling to Grafton. Parlor Car Washington to New York. Dining Cars on route.
- No. 6. Chicago-New York Limited.** Entirely new electrically lighted vestibuled train with steel framed coaches and Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to New York. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No. 8. Chicago-New York Special.** Entirely new electrically lighted vestibuled train with steel framed coaches and Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Drawing Room Parlor Car Washington to New York. Dining Cars serve all meals.
- No. 10. Cleveland, Pittsburg and Washington Express.** Electric lighted Sleeping Car Pittsburg to Baltimore. Electric lighted Buffet Drawing Room Sleeping Car Cleveland to Washington. Drawing Room Parlor Car Washington to New York.
- No. 12. "Duquesne Limited."** Electric lighted Drawing Room Sleeping Car Pittsburg to Philadelphia. Electric lighted Drawing Room Sleeping Car Pittsburg to New York. Electric lighted Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville and Philadelphia to New York.
- No. 14.** Electric lighted Drawing Room Sleeping Car Chicago to Pittsburg. Grill Car Chicago to Conneville. Pullman Broiler Drawing Room, Smoking Room Parlor Car Pittsburg to Baltimore.
- No. 14.** Electric lighted Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Grill Car Wheeling to Gratton. Pullman Broiler Drawing Room, Smoking Room Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

AKRON, OHIO, C. D. HONOLD, Ticket Agent, Union Station. L. L. McNEIL, Ticket Agent, Howard Street.
 BALTIMORE, E. A. WALTON, District Passenger Agent, G. W. PAINI, City Passenger Agent, C. W. ALLEN, Traveling Passenger Agent, G. D. CRAWFORD, City Ticket Agent, N. W. Cor. Charles and Baltimore Streets (B. & O. Building), F. R. JONES, Ticket Agent, Camden Station. A. G. CROMWELL, Ticket Agent, Mt. Royal Station.
 BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
 BOSTON, H. B. FAROAT, New England Passenger Agent, T. K. RUTH, Traveling Passenger Agent, E. E. BAKKEY, Ticket Agent, 256 Washington Street.
 BROOKLYN, N. Y., T. H. HENDRICKSON Co., Inc., Ticket Agent, 343 Fulton Street.
 BUTLER, PA., WM. TURNER, Ticket Agent.
 CANTON, OHIO, C. O. McDONALD, Ticket Agent.
 CHESTER, PA., J. T. MORTLAND, Ticket Agent.
 CHICAGO, W. W. PICKING, District Passenger Agent, ROYAL ALLAN, City Passenger Agent, H. W. McKEWIN, City Ticket Agent, W. A. FIRETON, Traveling Passenger Agent, 237 So. Clark Street, Grand Pacific Hotel, F. J. EDDY, Ticket Agent, Baltimore & Ohio Station, Corner Harrison Street and Fifth Avenue, F. E. SCOTT, Ticket Agent, Congress Hotel, 15 Congress Street.
 CHILLICOTHE, OHIO, H. C. STEVENSON, Traveling Passenger Agent, B. & O. S.-W.
 CINCINNATI, OHIO, C. H. WISEMAN, District Passenger Agent, S. T. SEELY, Traveling Passenger Agent, G. A. MANN, Passenger Agent, B. & O. S.-W., 613 Tracton Building, T. J. WEST, City Ticket Agent, 430 Walnut Street, J. J. McLANE, Ticket Agent, Vine Street and Arcade, E. REISING, Station Passenger Agent, J. F. ROLF, Station Ticket Agent, Central Union Station.
 CITY OF MEXICO, MEX., D. BANEHARDT, Agents General, B. & O. S.-W., office, Avenida 5 de Mayo 3.
 CLEVELAND, OHIO, M. G. CARREL, District Passenger Agent, F. E. GIBSON, Ticket Agent, 341 Euclid Avenue, A. N. DIEZ, Ticket Agent, South Water Street Station.
 COLUMBUS, OHIO, F. P. COOPER, District Passenger Agent, E. H. SLAY, City Ticket Agent, 13 South High Street, E. J. BUTTERWORTH, Ticket Agent, Union Station.
 CONNELLSVILLE, PA., H. L. DOUGLAS, Ticket Agent.
 COVINGTON, KY., G. M. ABBOTT, Ticket Agent, 1th and Scott Streets.
 DALLAS, TEXAS, W. F. GEISERT, Southwestern Passenger Agent, B. & O. S.-W., 247-51 Main St.
 DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W., Room No. 4 Union Station.
 HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
 KANSAS CITY, MO., J. P. ROGERMAN, Western Passenger Agent, B. & O. S.-W., 911 Walnut St.
 LOUISVILLE, KY., R. S. BROWN, District Passenger Agent, J. G. ELGIN, City Passenger Agent, EVAN PROSSER, Traveling Passenger Agent, J. H. DORSEY, City Ticket Agent, B. & O. S.-W., 4th and Market Sts., A. J. MASON, Ticket Agent, 7th Street Station.
 MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
 MARIETTA, OHIO, G. M. PAYNE, Station Ticket Agent, M. F. NOLL, City Ticket Agent, First National Bank Building.
 MASSILLON, OHIO, W. H. BUCH, Ticket Agent.
 MT. VERNON, OHIO, J. C. PATTERSON, Ticket Agent.
 NEWARK, OHIO, F. O. BARTHOLOMEW, Ticket Agent.
 NEW CASTLE, PA., K. L. TURNER, Ticket Agent.
 NEW YORK, J. B. SCOTT, General Eastern Passenger Agent, A. J. SMITH, City Passenger Agent, E. D. AINSLIE, Ticket Agent, E. V. EVERETSEN, Traveling Passenger Agent, 384 Broadway, Cor. Howard St., S. R. FLANAGAN, Ticket Agent, 1430 Broadway, Cor. 13th St., Times Square, G. F. PERRY, Ticket Agent, No. 6 Astor House, opposite Postoffice, THOS. COOK & SON, Ticket Agents, 245 Broadway, RAYMOND & WHITCOMB, Ticket Agents, 225 Fifth Ave., MAX LEDERER, Ticket Agent, 55 Avenue B, Corner 1th St., S. W. BARASCH, Ticket Agent, 77 Ridge St., Stations, foot of West 23d St., and foot of Liberty St., N. R. NORFOLK, VA., GEO. A. ORR, Traveling Passenger Agent, I. S. WALKER, Ticket Agent, 10 Granby Street, Atlantic Hotel.
 PARKERSBURG, W. VA., J. MCC MARTIN, Traveling Passenger Agent, C. J. PROUDFOOT, Ticket Agent, J. W. JONES, Ticket Agent (Ohio River).
 PHILADELPHIA, BERNARD ASHBY, District Passenger Agent, W. W. BAKKEY, Traveling Passenger Agent, C. D. GLADDING, Ticket Agent, 884 Chestnut Street, CHAS. C. WILLIAMS, Ticket Agent, N. E. Cor. 13th and Chestnut Streets, RAYMOND & WHITCOMB, Ticket Agents, 1045 Chestnut Street, UNION TRANSFER Co., Ticket Agents, 3596 Market Street, M. ROSENBAUM, Ticket Agent, 603-5 South 3d Street and 1346 North 3d Street, E. T. MAGOWAN, Ticket Agent, Station, Cor. 24th and Chestnut Streets.
 PITTSBURG, A. W. TIDDY, Traveling Passenger Agent, Henry W. Oliver Building, Sixth Avenue and Smithfield Street, W. S. MILLER, City Ticket Agent, EDW. EMERY, City Passenger Agent, 305-57 Fifth Avenue, S. J. HUTCHISON, Ticket Agent, Station, Cor. Smithfield and Water Streets.
 SANDUSKY, OHIO, G. S. BECK, Ticket Agent.
 SAN FRANCISCO, CAL., H. O. PEELELL, Pacific Coast Agent, C. W. DOERFLINGER, Traveling Passenger Agent, 203 Monadnock Building.
 SEATTLE, WASH., D. L. MELVILLE, Traveling Freight and Passenger Agent, Room 210 Marion Block.
 SPRINGFIELD, ILL., J. NEER, Division Passenger Agent, B. & O. S.-W.
 ST. LOUIS, B. & O. S.-W., F. D. GILDERSLEEVE, Assistant General Passenger Agent, L. L. HORNING, City Passenger Agent, B. N. EDMONDSON, City Ticket Agent, 8th and Olive Streets, GEO. SCHEER and W. J. SEXTON, Station Passenger Agents, L. G. PAUL, Traveling Passenger Agent, B. W. FRAENTHAL, Ticket Agent, Union Station.
 ST. PAUL, MINN., R. O. HAASE, Traveling Passenger Agent.
 TIFFIN, OHIO, W. O. FRANCE, Ticket Agent.
 VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
 WASHINGTON, D. C., S. B. HEGE, District Passenger Agent, J. LEWIS, JR., City Passenger Agent, C. E. PHELON, Passenger Agent, R. R. HOWSER, Ticket Agent, 1417 G Street, N. W., W. V. FISKE, Ticket Agent, 619 Pennsylvania Avenue, EDWARD BIRCH, Ticket Agent, Union Station, Massachusetts and Delaware Avenues.
 WHEELING, W. VA., T. C. BURKE, Traveling Passenger Agent, A. L. IRWIN, Station Ticket Agent, B. & O. Station, O. R. WOOD, City Ticket Agent, McClure House.
 WILMINGTON, DEL., J. E. HITCH, Ticket Agent, Delaware Avenue Station, W. FULTON, Ticket Agent, H. A. MILLER, Traveling Passenger Agent, 814 Market Street.
 WINCHESTER, VA., T. B. FATTON, Ticket Agent.
 YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
 ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
 EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT Co., Limited, 23, 24 and 25 Billiter Street, London, F. C. 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at
TICKET OFFICES THROUGHOUT THE COMPANY.

G. W. SQUIGGINS, Assistant General Passenger Agent, B. & O. Building, Baltimore, Md.
 J. P. TAGGART, Assistant General Passenger Agent, Oliver Building, Pittsburg, Pa.
 W. E. LOWES, Assistant General Passenger Agent, B. & O. Building, Baltimore, Md.
 C. W. BASSETT, General Passenger Agent, B. N. AUSTIN, General Passenger Agent,
 Baltimore & Ohio Lines East, Baltimore, Md. Baltimore & Ohio Lines West, Chicago, Ill.
 718 Merchants' Loan & Trust Bldg.
 C. S. WIGHT, General Traffic Manager,
 Baltimore & Ohio R. R., Baltimore, Md.
GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD.

The Baltimore & Ohio Railroad COMPANY

QUICK DISPATCH FREIGHT SERVICE

TO RICHMOND, VA. AND

Points in North and South Carolina

QUICK DISPATCH TRAIN No. 94

FROM CHICAGO 6.00 P. M., DAILY EXCEPT SUNDAY

THIRD MORNING DELIVERY AT RICHMOND AND FURNISHING THROUGH-CAR DELIVERIES TO POINTS IN THE CAROLINAS VIA LINES LEADING SOUTH FROM RICHMOND.

NOTE THE FOLLOWING REFERENCE TO THIS SERVICE IN AN ARTICLE APPEARING IN THE *SATURDAY EVENING POST*, DECEMBER 3, 1910, BY MR. ISAAC F. MARCOSSON, ON THE SUBJECT OF "HOW LOCAL COMMERCIAL BODIES HAVE BECOME VAST BUSINESS BUILDERS." IN COMMENTING ON THE ASSOCIATION OF COMMERCE, OF CHICAGO, AS A FACTOR IN THE UPBUILDING OF THE TRADE AND TRAFFIC OF CHICAGO, MR. MARCOSSON SAYS:

"All this trade building and general business getting would go for naught if there were no adequate traffic facilities. Though Chicago had a remarkable strategic position as to railroads, there were some defects. The most serious was the lack of a through freight package service to small towns, especially in the South. On account of long delays in shipments Chicago houses lost some of their Southern trade. Something had to be done and the Association of Commerce did it through its traffic bureau."

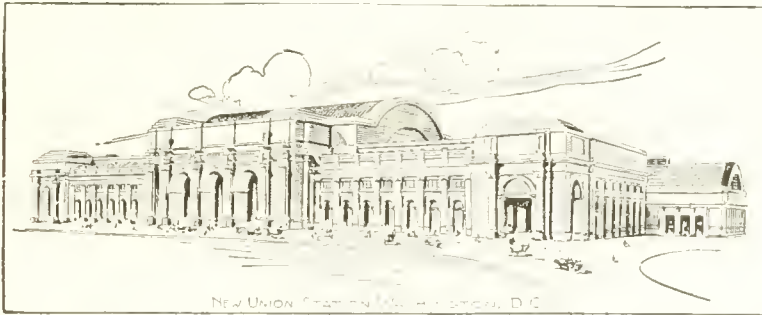
To illustrate the old system the article states that formerly a merchant in Wilson, N. C., for example, in ordering a small shipment from Chicago, would specify in his routing only the delivering line at Wilson, and as this delivering line at Wilson was not in any case the originating line at Chicago, the result was the Chicago shipper naturally forwarded the goods out of Chicago via the line whose freight depot was nearest his place of business, oftentimes resulting in circuitous routes being used and consequent delays in transmission. Continuing, the article says:

"It happened that there was a man in the traffic bureau of the Association of Commerce who had made a specialty of dissecting tonnage and who worked out a plan for the establishment of direct car service on all lines out of Chicago that would solve the package problem. The key was in starting the stuff by the initial line that would not only carry it the farthest but make the quickest and closest connections and with the fewest transfers. It meant the putting on of direct cars to certain central points. He laid the plan before the bureau, it was approved and with the assistance of the railroads he established a through package service that has wrought wonders for the Chicago shipper. A book called the "Way to Ship" has been prepared, which tells the Chicago shipper exactly how to route a package to any remote point and get it there in half or even one-third the time that it took before. Let us take the case of the Wilson (N. C.) merchant that I used as an example. Suppose a package is to go to him now. The merchant goes to his "Way to Ship" book, looks up Wilson, N. C., and finds this explanation: 'Ship Baltimore & Ohio, car, Atlantic Coast Line. Car due fourth day.' This means that instead of sending it by the roundabout way that I have described, the package starts on the Baltimore & Ohio, goes direct to Richmond and, with only one transfer, is put aboard an Atlantic Coast Line car and gets to Wilson the fourth morning after it is shipped, or in less than half the time."

The Baltimore & Ohio Railroad offers this THROUGH CAR SERVICE from Chicago to Richmond WITHOUT TRANSFER, and with but ONE TRANSFER to ALL POINTS in the CAROLINAS, thereby minimizing the possibility of loss or damage in transit.

Like Service from Other Shipping Centers

Ship Your Freight for Richmond and All Points in the
Carolinas via the Baltimore & Ohio Railroad



NEW UNION STATION, WASHINGTON, D. C.

Baltimore & Ohio

SPRING EXCURSIONS

TO

Washington and Baltimore

APRIL 10 and MAY 4, 1911.

Tickets on sale at stations en route to Washington or Baltimore and return for all regular trains, valid for return within ten (10) days, including date of sale.

Belington, W. Va.....	\$ 9.65	Meyersdale, Pa.....	\$ 6.45
Bellaire, Ohio.....	10.00	Millwood, W. Va.....	11.50
Belpre, Ohio.....	11.30	Morgantown, W. Va.....	9.30
Benwood, W. Va.....	10.00	Moundsville, W. Va.....	9.65
Benwood Junction, W. Va.....	10.00	Mt. Pleasant, Pa.....	8.00
Berlin, Pa.....	6.85	New Martinsville, W. Va. (via	
Boswell, Pa.....	7.75	Moundsville).....	10.45
Braddock, Pa.....	9.00	New Martinsville, W. Va. (via	
Buckhannon, W. Va. (via Tygart		Clarksburg).....	11.15
Junction).....	9.80	Oakland, Md.....	6.95
Buckhannon, W. Va. (via Clarks-		Parkersburg, W. Va.....	11.30
burg).....	10.25	Parker's Landing, Pa.....	10.00
Butler, Pa.....	9.00	Philippi, W. Va.....	9.15
Callery, Pa.....	9.00	Pickens, W. Va.....	11.30
Cameron, W. Va.....	9.65	Piedmont, W. Va.....	6.20
Chicora, Pa.....	10.00	Pittsburg, Pa.....	9.00
Clarksburg, W. Va.....	9.05	Point Pleasant, W. Va.....	11.50
Claysville, Pa.....	10.00	Ravenswood, W. Va.....	11.50
Confluence, Pa.....	7.30	Richwood, W. Va.....	12.70
Connellsville, Pa.....	8.00	Ripley, W. Va.....	12.00
Cumberland, Md.....	5.00	Rockwood, Pa.....	6.80
Dawson, Pa.....	8.25	Romney, W. Va.....	5.50
Dunbar, Pa.....	8.10	Rowlesburg, W. Va.....	7.65
Everson, Pa.....	8.00	Scott Haven, Pa.....	9.00
Fairchance, Pa.....	8.55	Sistersville, W. Va. (via Moundsville)	10.75
Fairmont, W. Va.....	9.05	Sistersville, W. Va. (via New Mar-	
Foxburg, Pa.....	10.00	tinsville and Clarksburg).....	11.15
Garrett, Pa.....	6.60	Smithfield, Pa.....	8.65
Glenwood, Pa.....	9.00	Somerset, Pa.....	7.10
Grafton, W. Va.....	8.40	Spencer, W. Va.....	12.55
Hazelwood, Pa.....	9.00	Terra Alta, W. Va.....	7.25
Hyndman, Pa.....	5.75	Uniontown, Pa.....	8.35
Johnstown, Pa.....	7.65	Washington, Pa.....	10.00
Keyser, W. Va.....	6.05	West Alexander, Pa.....	10.00
M. & K. Junction, W. Va.....	7.65	West Newton, Pa.....	9.00
Mannington, W. Va.....	9.60	Weston, W. Va.....	9.80
Marietta, Ohio.....	11.30	Wheeling, W. Va.....	10.00
Mason City, W. Va.....	11.50	Williamstown, W. Va. (via Parkers-	
McKeesport, Pa.....	9.00	burg).....	11.30

No stop-overs will be permitted on going trip at any point en route. On tickets used to Baltimore, stop-over at Washington (without deposit of ticket) will be allowed on return trip, with a final limit of ticket.

Full details concerning time of trains, Pullman parlor and sleeping car accommodations, etc., will be furnished on application to ticket agents Baltimore & Ohio Railroad in above territory.

Baltimore & Ohio Railroad System

Electrically Lighted Trains

Trains 1 and 2, the "St. Louis-Cincinnati-New York Limited"

Steel-framed Coaches and modern electric-lighted Pullman Drawing-room Sleeping Cars. Traverse the Alleghany Mountains and the Potomac Valley in daylight. Dining Cars en route; service a la carte.

Trains 3 and 4, the "St. Louis-Cincinnati-New York Express"

Electric-lighted Pullman Drawing room Sleeping Cars between St. Louis and New York and Parkersburg and Baltimore. Dining Cars en route; service a la carte.

Trains 5 and 6, the "Chicago-Pittsburg-Washington-New York Limited"

Exquisite in appointments, electric lighted throughout, with steel-framed Coaches and modern Pullman Drawing Room Sleeping Cars. Dining Cars en route; service a la carte. Observation-Parlor Cars through the famous Alleghany Mountain region in daylight.

Trains 7 and 8, the "Chicago-Washington-New York Special"

Electric-lighted throughout, with steel-framed Coaches and modern Pullman Drawing-room Sleeping Cars. Dining Cars en route; service a la carte.

Trains 9 and 10, the "Pittsburg-Washington-Baltimore Night Express"

Electric lighted Pullman Sleeping Cars between Pittsburg and Washington and Buffet-Drawing-room Sleeping Cars between Cleveland and Washington.

Trains 11 and 12, the "Duquesne Limited"

Electric lighted Pullman Drawing room Sleeping Cars between Pittsburg and Philadelphia, Pittsburg and New York and St. Louis and New York (trains 11 and 55).

Trains 15 and 14, "Pittsburg, Wheeling and Chicago Night Express"

Electric-lighted Pullman Drawing room Sleeping Cars between Pittsburg and Chicago and Wheeling and Chicago. Grill Cars between Connellsville and Chicago. Cafe-Parlor Cars between Wheeling and Newark.

Trains 509 and 524, the "Royal Limited"

Electric lighted. All Pullman, five-hour trains between Washington, Baltimore, Philadelphia and New York. Buffet Smoking Cars, Parlor Cars and Observation Cars. Dining Cars, service table d'hote.

Trains 526 and 527, the "Royal Special"

Electric-lighted five-hour trains between Washington, Baltimore, Philadelphia and New York. Steel-framed Coaches, Pullman Observation Parlor Cars and Cafe-Parlor Cars; service a la carte.

Trains 105 and 106, "Pittsburg and Cincinnati Night Express"

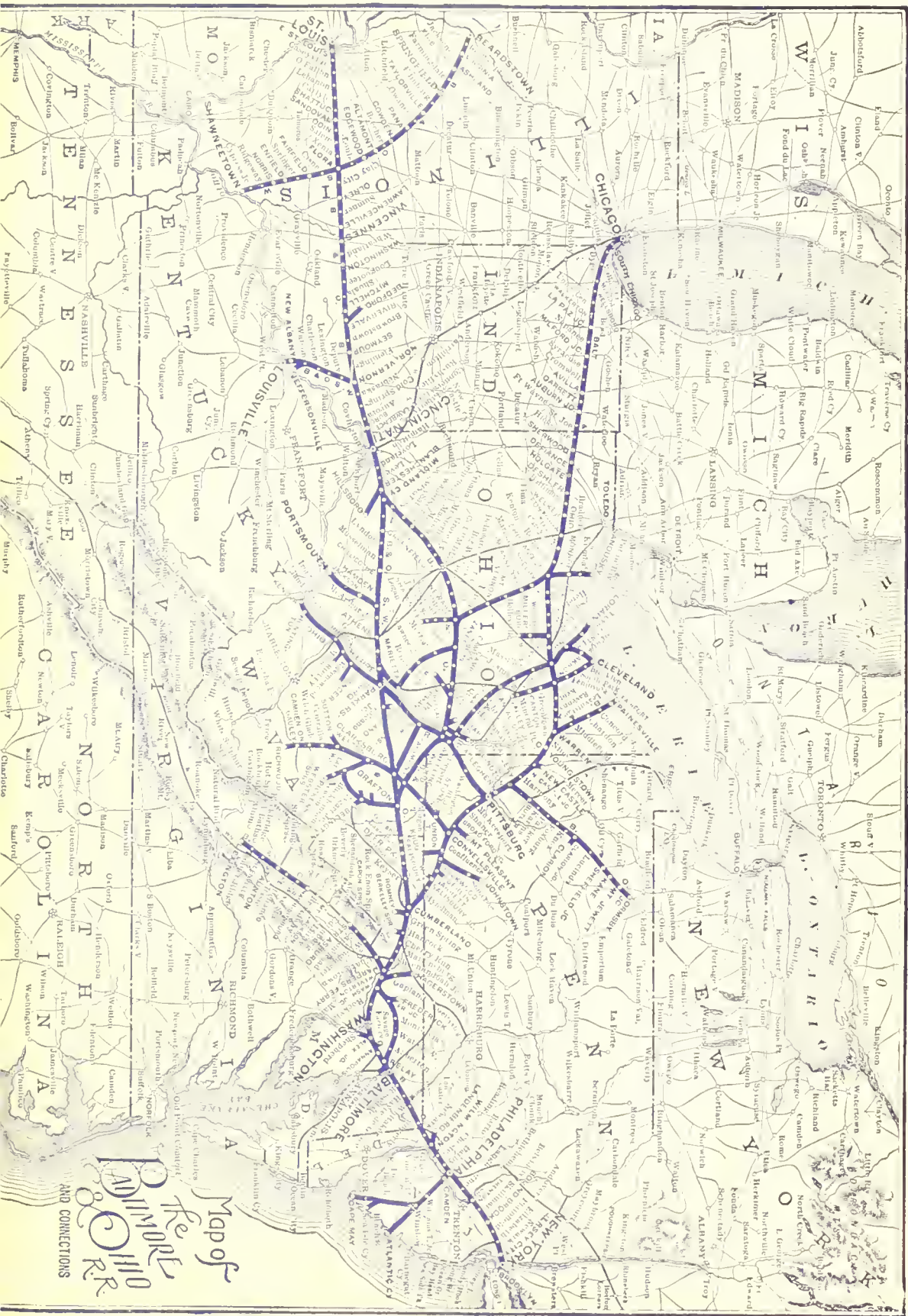
Electric-lighted Pullman Sleeping Cars between Pittsburg, Wheeling, Columbus and Cincinnati.

Trains 103 and 104, "Pittsburg and Cincinnati Day Express"

Electric-lighted Baltimore & Ohio Cafe-Parlor Cars between Pittsburg, Wheeling, Columbus and Cincinnati.

Trains 723 and 704, "Ohio River Night Express"

Electric-lighted Pullman Drawing room Broiler-Buffet Sleeping Cars between Pittsburg, Wheeling and Charleston, W. Va.



Map of
Great
Northern
Railway
AND CONNECTIONS

Baltimore

Ohio R.R.



EAST AND WEST



CALENDAR - 1911



JANUARY							FEBRUARY							MARCH							APRIL								
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S		
1	2	3	4	5	6	7	5	6	7	8	9	10	11	5	6	7	8	9	10	11	2	3	4	5	6	7	8		
8	9	10	11	12	13	14	12	13	14	15	16	17	18	12	13	14	15	16	17	18	9	10	11	12	13	14	15		
15	16	17	18	19	20	21	19	20	21	22	23	24	25	19	20	21	22	23	24	25	16	17	18	19	20	21	22		
22	23	24	25	26	27	28	26	27	28	26	27	28	29	30	31	23	24	25	26	27	28	29	23	24	25	26	27	28	29
29	30	31																			30								
MAY							JUNE							JULY							AUGUST								
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S		
7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12		
14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19		
21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	24	25	26		
28	29	30	31	25	26	27	28	29	30	23	24	25	26	27	28	29	27	28	29	30	31	27	28	29	30	31			
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER								
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S		
3	4	5	6	7	8	9	1	2	3	4	5	6	7	5	6	7	8	9	10	11	3	4	5	6	7	8	9		
10	11	12	13	14	15	16	8	9	10	11	12	13	14	12	13	14	15	16	17	18	10	11	12	13	14	15	16		
17	18	19	20	21	22	23	15	16	17	18	19	20	21	19	20	21	22	23	24	25	17	18	19	20	21	22	23		
24	25	26	27	28	29	30	22	23	24	25	26	27	28	26	27	28	29	30	24	25	26	27	28	29	30				
							29	30	31													31							

ROYAL BLUE TRAINS



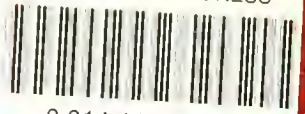
C. S. WIGHT,
GENERAL TRAFFIC MANAGER
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
C. W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.





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