

now made to them, will yet obtain for it favorable consideration.

OKLAHOMA'S BOOM.

HOW BLOODSHED WAS AVOIDED IN BRINGING IT ABOUT.

A Special Set of Laws Devised for the Newly-Settled States and Regions—Alaska Connections to the Eastern Homesteads.

Under the agreement made between the United States and the Muscogee (or Creek) Nation of Indians on January 19, 1889, an absolute title was secured by the United States to about 3,600,000 acres of land. Section 12 of the general Indian appropriation act, approved March 2, 1889, made provision for the purchase by the United States of the Seminole tribe of a certain portion of their lands. The delegates of the Seminole Nation, having first duly evidenced their power to do so, had been delivered a proper release and conveyance to the United States of all the lands mentioned in the act, which was accepted by me and certified to in compliance with the statute. By the terms of the act referred to, all the lands so purchased were declared to be part of the public domain, and open to settlement under the Homestead law. But of the lands embraced in these purchases, 3,500,000 acres had already, under the terms of the treaty of 1866, been acquired by the United States for the purpose of settling other Indian tribes thereon, and had been appropriated to that purpose. The land remaining available for settlement consisted of 1,887,796 acres, surrounded on all sides by lands in occupancy of Indian tribes. Congress had provided no civil government for the people who were to be invited by my proclamation to settle upon these lands, except as the new court, which has been established at Muskogee, or the United States Courts in some of the adjoining States, might enforce the general laws of the United States.

HENCE HE RESISTED. In this condition of things I was quite reluctant to open the lands to settlement. But in view of the fact that several thousand persons—many of them with their families—had gathered upon the lands of the Indian Territory with a view to securing homesteads on the ceded lands, and that delay would involve them in much loss and suffering, I did, on March 23, issue a proclamation whereby the lands therein described would be open to settlement under the provisions of the law on April 22 following at 12 o'clock noon. Two land offices had been established, and were open for the reception of business when the appointed time arrived.

It is much to the credit of the settlers that they very generally observed the limitation as to the time when they might enter the Territory. Care was taken to see that no one entered in violation of the law do not secure the advantage they unfairly sought. There was a good deal of apprehension that the strife for locations would result in much violence and bloodshed, but, happily, these apprehensions were not realized. It is estimated that there are now in the Territory about 60,000 people, and several considerable towns have sprung up, for which temporary municipal governments have been organized.

OTHER CITIES AND PROHIBITION. Oklahoma City has a population of about 5,000 and is proportionately as well provided as Guthrie with churches and newspapers. Other towns and villages, having populations of 100 to 1,000, are scattered over the Territory.

In order to secure the peace of this new community, the Secretary of the Interior has called attention to it. It is gratifying to be able to state that, by the adoption of new and better methods in the War Department, the calls of the Pension Office for information in this respect have been promptly answered, and the injurious and vexatious delays that have heretofore occurred are entirely avoided. This will tend to facilitate the adjustment of all pending claims.

and pre-emption laws was to promote the settlement of the public domain by persons having a bona fide intent to make a home upon the selected lands. Where this intent is well established and the requirements of the law have been substantially complied with, the claimant is entitled to a prompt and friendly consideration of his case. But where there is reason to believe that the claimant is the mere agent of another, who is seeking to evade the law in order to promote special holdings and to secure by fraudulent methods large tracts of timber and other lands, both principal and agent should not only be made liable for their fraudulent conduct, but should be made to feel the full penalty of our criminal statutes. The law should be so administered as not to confound these two classes, and to visit penalties only upon the latter.

PENSION PARAGRAPHS.

ONLY THREE OF THEM, AND THEY OCCUPY LITTLE SPACE.

Dependent Soldiers and Sailors All Recommended as Worthy of Recognition—Inequalities to be Rectified—War Department Co-Operates.

The law now provides a pension for every soldier and sailor who was mustered into the service of the United States during the Civil War and is now suffering from wounds or disease having an origin in the service and in the line of duty. Two of the three necessary conditions of proof, but the third, origin in the service, is often difficult, and in many deserving cases impossible to establish. That very many of those who endured the hardships of our most bloody and arduous campaigns are now disabled from earning a living, and that many of them are in the hands of paupers, is a sad condition of affairs. It is the duty of the Government to provide for the support of these men, and to see that they are not left to the tender mercies of a cruel and unfeeling world.

It is not to be supposed that the pension roll already involves a very large annual expenditure, neither am I deterred by that fact from recommending that Congress grant a pension to such honorably discharged soldiers and sailors of the Civil War as, having rendered exceptional service, are now dependent upon their own labor for a maintenance, and by disease or casualty are incapacitated from earning it. Many of the men who were included in this form of relief are now in the hands of paupers, and it is the duty of the Government to provide for the support of these men, and to see that they are not left to the tender mercies of a cruel and unfeeling world.

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to be known as the Department of Agriculture, by the act of February 9 last, was a wise and timely response to a request which had long been respectfully urged by the farmers of the country. It is to be hoped that it will be done to perfect the organization of the department, so that it may fairly realize the expectations which its creation excited. In this connection attention is called to the suggestion of the Secretary of the Interior, which is herewith submitted. The need of a law officer for the department, such as is provided for the other Executive departments, is manifest. The failure of the last Congress to take the annual provision for the publication of the reports should be promptly remedied. The public interest in the report, and its value to the farming community, is so great, that it should be published in a convenient form, and in a convenient manner.

EDUCATION IN DIXIE.

THE GREAT COLOR PROBLEM OF THE SOUTH TACKLED.

State Rights and Privileges in That Particular—A Plan for the Black Man's Education and Protection—No Exclusion—Either or Both Desirable.

The interest of the general Government in the education of the people found an early expression, not only in the thoughtful, and sometimes warning utterances of our ablest statesmen, but in liberal appropriations from the common resources for the support of education in the new States. No one will deny that it is of the gravest national concern that those who hold the ultimate control of all public affairs should have the necessary intelligence wisely to direct and determine them. National aid to education has heretofore taken the form of land grants, and in some cases of direct educational power of Congress, to promote the education of the people is not seriously questioned. I do not think it can be successfully questioned, when the form is changed to that of a grant of money from the public treasury.

Such aid should be, as it always has been, suggested by some exceptional conditions. The sudden emancipation of the slaves of the South, the bestowal of the franchise upon the freedmen, and the impairment of the ability of the States where these new citizens were chiefly found to adequately provide educational facilities, presented not only exceptional, but in some respects, unique conditions. That the situation has been much ameliorated there is no doubt. The ability and interest of the States have happily increased.

AN ENORMOUS UNDERTAKING. But a great work remains to be done, and that is the general Government should lend its aid to the education of the freedmen. The present condition of the freedmen is such that it is essential, if much good is to be accomplished, that the sympathy and active interest of the people of the States should be enlisted in the work. The aid should be such as to stimulate, and not to supplant, local taxation for school purposes.

CIVIL SERVICE IN BRIEF.

A SHORT CHAPTER ON EMBARRASMENTS AND OUTLOOK.

The High Theory and the Low Practice as to Certain Appointments Paired Out—Better Things Are Aimed At—Rewards Based Upon Official Records.

On March 4, last, the Civil Service Commission had but a single member. The vacancies were filled on May 7, and since then the commissioners have been industriously, though with an inadequate force, engaged in executing the law. They were assured by me that a cordial support would be given them in the faithful and impartial enforcement of the statute and of the rules and regulations adopted in aid of it.

It is not to be supposed that the pension roll already involves a very large annual expenditure, neither am I deterred by that fact from recommending that Congress grant a pension to such honorably discharged soldiers and sailors of the Civil War as, having rendered exceptional service, are now dependent upon their own labor for a maintenance, and by disease or casualty are incapacitated from earning it. Many of the men who were included in this form of relief are now in the hands of paupers, and it is the duty of the Government to provide for the support of these men, and to see that they are not left to the tender mercies of a cruel and unfeeling world.

with that of other nations whose general resources, wealth and seasons does not suggest any reason for their supremacy on the sea. It was not always so, and our people are agreed, I think, that it shall not continue to be so. It is not possible in this communication to discuss the causes of the decay of our shipping interests, or the differing methods by which it is proposed to restore them. The statement of a few well-authenticated facts, and some reasonable suggestions as to legislation, will be practically sufficient to show the great steamship lines sailing under the flags of England, France, Germany, Spain, and Italy, and engaged in foreign commerce, were liberally aided by grants of public money, in one form or another, is generally known.

EVERYBODY KNOWS IT.

That the American lines of steamships have been abandoned by us to an unequal contest with the aided lines of other nations, until the best of our ports, or in the few cases where they are still maintained, are subject to serious disadvantages, is of common knowledge. The present situation is such that travelers and merchandise find Liverpool, or a neighboring intermediate port between New York and some of the South American capitals. The fact that some of the delegates from South American States to the conference of American nations in session at Washington, reached our shores by reversing that line of travel, is very conclusive of the need of such a conference, and very suggestive as to the first and most necessary step in the direction of fuller and more beneficial intercourse between nations that are now our neighbors upon the lines of latitude, but not upon the lines of established commercial intercourse.

DIRECTION OF THE SUBSIDIES.

I recommend that such appropriations be made for ocean mail service, in American steamships between our ports and those of Central and South America, China, Japan, and the important islands in both of the great oceans, as will be liberally remunerative for the service rendered, and as will encourage the construction of a national fleet of steamships, and in some degree equalize the chances of American steamship lines in the competition which they must meet. That the American States lying south of us will cordially co-operate in such an enterprise, maintaining such lines of steamships to their principal ports, I do not doubt.

We should also make provision for a naval reserve, to consist of such merchant ships, of suitable construction and of a specified tonnage and speed, as may be deemed proper to place at the use of the Government, in case of need, as armed cruisers. England has adopted this policy, and as a result can now, upon necessity, at once place upon her naval list some of the fastest steamships in the world. A proper supervision of the construction of such vessels would make their conversion into effective ships of war very easy.

NOT AFTER FALSE ECONOMY.

I am an advocate of economy in our national expenditures; but it is a misuse of terms to make the word economy a policy that withholds an expenditure for the purpose of extending our foreign commerce. The enlargement and improvement of our merchant marine, the development of a sufficient body of trained American seamen, the promotion of rapid and regular mail communication between the ports of other countries and our own, and the adoption of large and swift American steamships to ply between our ports and those of other countries, are all matters of the highest concern. The enlarged participation of our people in the carrying trade, the new and increased markets that will be opened for the products of our farms and factories, and the increased employment of our mechanics which will result from a liberal promotion of our foreign commerce, insure the widest possible diffusion of benefits to all the States and to all our people.

THE TIME IS FAVORABLE.

Everything is most propitious for the present inauguration of a liberal and progressive policy upon this subject, and we should enter upon it with promptness and decision. The legislation which has suggested, it is sincerely believed, will promote the peace and honor of our country, and the prosperity and security of the people. I invoke the diligent and serious attention of Congress to the consideration of these and other measures which may be presented, having the same great end in view. BENJAMIN HARRISON, EXECUTIVE MANSION, WASHINGTON, December 3, 1889.

RECOGNIZED THE REPUBLIC.

Now a Brazilian Was Naturalized in Philadelphia Court.

PHILADELPHIA, December 3.—The new Republic of Brazil has been officially recognized by Court of Common Pleas No. 3, in the naturalization of a grandson of Charles J. Harrah, Rowland C. Hayden, who was born at Rio de Janeiro, in November, 1868. Under the new rule of Court, which prevents the naturalization of anyone between July 1 and December 1, and outside of those dates in open court, the young man, the first applicant, was presented to the court by Lawyer Carson.

REFORM BOUND TO COME.

It has been the hope of every patriot that a sense of justice and of respect for the law would cause the colored people to be satisfied. Surely, no one supposes that the present can act as a permanent condition. It is said that these conditions must work out this problem for themselves, we have a right to suggest any solution, which, under what conditions is the black man to have a free ballot? When is he in fact to have those full civil rights which have so long been denied him? When is the equality of influence which our form of Government has intended to secure to the electors to be restored?

A FULL AND FREE BALLOT.

I earnestly invoke the attention of Congress to the consideration of such measures, within its well-defined constitutional powers, as will secure to all our people a free exercise of the right of suffrage and every other civil right under the constitution and laws of the United States. No citizen, however deplorable, can justify the assumption, either of the Executive or of Congress, of powers not granted; but both will be highly blamable if all the powers granted are not wisely but firmly used to correct these evils.

THE MERCHANT MARINE.

A PRESENT HUMILIATING WEAKNESS, AND ITS CURE.

Subsidy, of Limited Scope, and for Limited Periods, Suggested—A Benefit Commercially Not Only, but a Naval Direction—Plans in Detail. There is nothing more justly humiliating to the national pride and nothing more harmful to the national prosperity than the inferiority of our merchant marine, compared

COME BACK FOR COAL.

Boaters of the Arctic From Her Summer in the Arctic Sea.

VICTORIA, B. C., December 3.—The United States gunboat Thetis has arrived at Departure Bay, from the Arctic Sea, for a supply of coal. She had been in the Arctic region all summer, and met a whole galling fleet in excellent order. The crew of the Thetis built a very large refuge house near Fort Smith, being assisted by the crews of the whaling vessels. This house is situated about seven miles from Fort Smith, which is thought to be the handiest place in case of any mishap or shipwreck. The gunboat left a very large supply of provisions there, as well as many other things which they may find necessary in case of accident.

THE THETIS REPORTS THE LOSS OF THE ACACIA.

The Thetis reports the loss of the Acacia, which was wrecked off Haroid Island on September 5. The gunboat herself got jammed in the ice and was unable to get out for several days, during which time she carried 200 men, but eventually favorable winds sprang up and cleared the ice, which enabled her to continue homeward.

THE DAILY SPOOK-EMERGENCY CASE.

John and Mary A. Quinn were given a hearing yesterday afternoon before Alderman McKenas on the charges of selling liquor without a license and keeping a disorderly house, preferred by Inspector McAlleese some weeks ago. Quinn was committed to the jail of both cases, and Mrs. Quinn was discharged.

ROGERS' ROYAL NERVE LINE.

A STRICTLY VEGETABLE RESTORATIVE TO THE BRAIN AND NERVOUS SYSTEM. There is no substitute for this remedy.

IT CURES, IT GIVES NEW LIFE, IT IS PURE AND WHOLESOME. Sold by druggists. Price, \$1. Prepared only by ROGERS' ROYAL REMEDIES CO., Boston, Mass. no-364-w

WESTERN VALLEY RAILROAD—ON AND FROM PITTSBURGH. Trains leave for West, 4:30 a. m., 7:30 a. m., 10:30 a. m., 1:30 p. m., 4:30 p. m., 7:30 p. m., 10:30 p. m. Trains arrive from West, 4:30 a. m., 7:30 a. m., 10:30 a. m., 1:30 p. m., 4:30 p. m., 7:30 p. m., 10:30 p. m.

PENNSYLVANIA RAILROAD—ON AND FROM PITTSBURGH. Trains leave for East, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from East, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

NEW YORK AND OHIO RAILROAD. Trains leave for New York, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from New York, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

WASHINGTON AND ANNE ARUNDEL RAILROAD. Trains leave for Washington, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from Washington, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

PHILADELPHIA AND PITTSBURGH RAILROAD. Trains leave for Philadelphia, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from Philadelphia, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

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ST. LOUIS AND PITTSBURGH RAILROAD. Trains leave for St. Louis, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from St. Louis, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

INDIANAPOLIS AND PITTSBURGH RAILROAD. Trains leave for Indianapolis, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from Indianapolis, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

CINCINNATI AND PITTSBURGH RAILROAD. Trains leave for Cincinnati, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from Cincinnati, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

COLUMBIANA AND PITTSBURGH RAILROAD. Trains leave for Columbiana, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from Columbiana, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

WHEELING AND PITTSBURGH RAILROAD. Trains leave for Wheeling, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from Wheeling, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

MARTINSBURG AND PITTSBURGH RAILROAD. Trains leave for Martinsburg, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from Martinsburg, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

CHARLESTON AND PITTSBURGH RAILROAD. Trains leave for Charleston, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from Charleston, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

GREENSBORO AND PITTSBURGH RAILROAD. Trains leave for Greensboro, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from Greensboro, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

ROANOKE AND PITTSBURGH RAILROAD. Trains leave for Roanoke, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from Roanoke, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

WINCHESTER AND PITTSBURGH RAILROAD. Trains leave for Winchester, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from Winchester, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

FRANKFORD AND PITTSBURGH RAILROAD. Trains leave for Frankford, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from Frankford, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

GETTYSBURG AND PITTSBURGH RAILROAD. Trains leave for Gettysburg, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from Gettysburg, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

HARRISBURG AND PITTSBURGH RAILROAD. Trains leave for Harrisburg, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from Harrisburg, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

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CINCINNATI AND PITTSBURGH RAILROAD. Trains leave for Cincinnati, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from Cincinnati, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

CHICAGO AND PITTSBURGH RAILROAD. Trains leave for Chicago, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from Chicago, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

ST. LOUIS AND PITTSBURGH RAILROAD. Trains leave for St. Louis, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from St. Louis, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

INDIANAPOLIS AND PITTSBURGH RAILROAD. Trains leave for Indianapolis, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from Indianapolis, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

CINCINNATI AND PITTSBURGH RAILROAD. Trains leave for Cincinnati, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m. Trains arrive from Cincinnati, 6:30 a. m., 9:30 a. m., 12:30 p. m., 3:30 p. m., 6:30 p. m., 9:30 p. m.

CHICAGO AND PITTSBURGH RAILROAD. Trains leave for Chicago