

Daily Morning Post

THURSDAY MORNING, MAY 27, 1915

DEMOCRATIC TICKET

FOR PRESIDENT OF THE UNITED STATES: JAMES BUCHANAN

FOR VICE PRESIDENT: WILLIAM R. KING

FOR SENATOR: COL. WILLIAM SEARIGHT

FOR SENATOR: WILSON MCANDLESS

FOR SENATOR: GEN. R. PATTERSON

FOR SENATOR: JOHN W. WOODWARD

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ALL ABOUT RAILROADS

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The policy of paying Indians for lands that do not belong to them, brings large amount of cash into the Territory, and is consequently a wise and humane policy.

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THE STATE DEPT. OF CALIFORNIA.—The State Department of California is expected to announce \$1,400,000, which was the work done in California in getting along right, means, in the way of indebtedness, for one year, as she keeps on as she has been, in a short time she will catch up with our own State. But we suppose her people think that so long as the mines hold out they are able to stand it, and are determined to go ahead.

ANOTHER AMERICAN PASSENGER TRAIN.—The John Cunningham, engineer on the Illinois Railroad, who had been imprisoned at that place since the 8th day of September last, charged with carelessness in running the engine and train of the track, whereby some 20 or 30 persons were injured, on which charge he was acquitted conditionally, and placed on liberty on the 12th instant.

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ASSAULT.—On the 19th inst. \$97,214 67. Left for net earnings.....\$62,032 05

The road, during this time, was unfinished. Four and a half per cent will be declared in July. The whole number of passengers carried over for seven months, ending May 1, was 109,228.

The Michigan and Indianapolis Railroad Company are doing a heavy business.

The Lafayette (La.) company are putting down their iron road.

The Knoxville (La.) company are progressing.

The Terre Haute company are doing well.

The graduation of the Central Indiana road is progressing finely.

The Jeffersonville road will soon be completed.

Mr. Rogers is pushing on the New Albany road.

The Lawrenceburg company have a heavy force on their work.

The completion of the Seaboard and Roanoke Railroad Company's Bridge over the Roanoke River, at Gaston, has opened an easy and prompt route between Baltimore and Washington, N. C., and the travel and transportation are now prosecuted with a despatch and regularity heretofore unknown.

The City Council of Savannah has subscribed the sum of \$100,000 to the stock of the Columbus and Opelika Railroad.

By an advertisement in the New York papers, it is learned that the Junction Railroad of Ohio is preparing proposals for \$450,000 of its bonds. This road will extend from Cleveland, Ohio, to the western line of the State, connecting at Toledo with the Southern Michigan Railroad. The entire road and branches will be 202 miles in length, which has been divided into three sections of 60, 60 and 82 miles. The bonds are offered to be sold on account of the first section, which extends from Cleveland to Sandusky. The estimated cost of the section is \$875,000, of which \$450,000 are provided by stock subscriptions. The balance of \$425,000 will be raised by the sale of the road, and the subscription is in the course of the present year. The bonds form the first and only lien upon the road.

The gross earnings of the Michigan Railroad Company, each of the first five months of the past two fiscal years, were as follows:

Month ending, December, 1891.....\$1,152 00
January.....\$1,079 00
February.....\$1,257 00
March.....\$1,093 00
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From the Household Words

THE TWO TREES

I saw two trees. One was tall and high, and the other was short and stout. The tall one was a pine, and the short one was a cedar.

The pine was tall and high, and the cedar was short and stout. The pine was a pine, and the cedar was a cedar.

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