Daily Eagle

M. M. MURDOCK, Editor. R. P. MURDOCK, Business Manager.
Publishers and Proprietors.

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The proprietors reserve the right to reject and discontinue any advertisements contracted for either by themselves or their agents.

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WEEKLY EAGLE.

One copy, one year	.50

Eastern business office, 43, 44, 45, 47, 48, 49, "The Tribune" Building, New York City; Western business office, 402 "The Rookery," Chicago; The S. C. Beckwith Special Agency, sole agents for Foreign Advertising.

Readers of the Eagle when in New York City or Chicago, can see copies of the paper at the office of our agents at the address given above.

Notice.

Sealed proposals will be received at the office of the board of education of Wichita, Kans., until Tuesday, July 23, at 4 o'clock p. m. for furnishing the material and constructing a five-foot cement sidewalk on the west side of Matthewson avenue, beginning at Third street, running thence south two hundred and fifty feet (250), abutting on lots Nos. 40, 42, 44, 46, 48 Mathewson avenue. All work to be done according to city specifications on file in this office. Each bidder will enclose a certified check for $10 as a guarantee of good faith. Board reserves the right to reject any or all bids.

By order of committee.

C. S. CALDWELL, Sec.

July 17, 1901. 52-2t

Notice.

To whom it may concern: That Everett Coffey, having been doing business for himself the last three or four years, I will not be responsible for any debt that he may contract whatever.

50-4t D. F. COFFEY.

Select a Good Claim.

Can give numbers on choice claims in the Lawton land district of the newly opened lands. These descriptions are taken from personal inspections as a member of a recent surveying party; $1 for numbers on each claim. Numbers on same claim to one person only. Accuracy of description guaranteed. Callon or address W. H. ELDER, Burrton, Kan.

52-1tx

Italians Going to the Great Southwest.

The development of the agricultural and manufacturing interests of the great southwest in the last few years has fully kept pace with the development of the country at large. Nevertheless, there are vast unoccupied tracts, besides large improved sections, which are capable of sustaining many times the present population. The Santa Fe has been quietly planning a huge immigration scheme, which will doubtless result in establishing many thousands of Italians of the better classes on these lands.

Nearly a year ago Chevalier J. P. Spanier, European immigration agent for the company, established headquarters at Rome, and has been carrying on an active and systematic campaign. Over 100,000 pamphlets of 250 pages, printed in the Italian language, have been circulated already, in addition to large quantities of other literature concerning the various states and territories served by the Santa Fe.

It is understood that the San Joaquin Valley, in California, will receive particular attention, the climate, like that of certain portions of Texas, resembling that of the Italian peninsula, but all sections along the Santa Fe will be adequately represented.

Mrs. Winslow's Soothing Syrup
Has been used for over FIFTY YEARS by MILLIONS OF MOTHERS for their CHILDREN WHILE TEETHING, with PERFECT SUCCESS. It SOOTHES the CHILD, SOFTENS the GUMS, ALLAYS all PAIN, CURES WIND COLIC and is the best remedy for DIARRHOEA. Sold by druggists in every part of the world. Be sure and ask for "Mrs. Winslow's Soothing Syrup" and take no other kind. Twenty-five cents a bottle.

RUSSIA'S NEW SCHEME.

She Is Trying to Buy Best Stragetic Point in China.

London, July 18.—A dispatch to the Globe from Shanghai, dated July 17, says the Russians through the Belgians, are endeavoring to buy the Kai-Pixing collieries in the northern Chi-li province, the stragetic value of which is incalculable. The Kai-Pixing collieries are now largely supplying the navies of the powers far east with coal.

In warm weather PRICKLY ASH BITTERS helps your staying qualities. Workers who use it occasionally stand the heat better and are less fatigued at night.

Schlatter, Divine Healer, Is Arrested.

Washington, July 18.—Francis Schlatter, known as a "divine healer," was arrested today on complaint of the Central Union Mission authorities for creating a disturbance in the rooms of the mission. He was charged with vagrancy. It is said that steps will be taken to examine into his mental condition.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher.

Chinese in United States Decreasing.

Washington, July 18.—A bulletin issued by the census office today shows that there has been a decrease of the Chinese population in the United States since 1890 of 17,323, the number now here being 89,863. The Japanese increased during the past ten years from 2,039 to 24,-

Keep your system in perfect order and you will have health, even in the most sickly seasons. The occasional use of PRICKLY ASH BITTERS will insure vigor and regularity in all the vital organs.

Indian Territory Inspector Appointed.

Washington, July 18.—The president today appointed Wm. Cameron, mine inspector for the Indian territory and D. C. Clem, Denver, receiver of public moneys at O'Neill, Neb.

MADE A GREAT HIT

Long of Kansas Talks to Commercial Congress

AT CRIPPLE CREEK, COL.

Says "Our Trade Should Go Under Our Flag."

Cripple Creek, Colo., July 18.—Congressman Chester I. Long, of Kansas, made a great hit yesterday before the trans-Mississippi Commercial Congress. His speech is the talk of everybody and he has been congratulated by men from every state. His theme was, "Our Trade Should Go Under Our Flag." Discussing it, he said:

"There has recently been much discussion on the subject of territorial expansion. This discussion was precipitated by the remarkable victories attending our army and navy in the war with Spain. If we had been less successful we would not have had this question for settlement. But our successes were so unprecedented, and the defeat of Spain was so signal, that the question immediately presented was whether we should accept the legitimate results of the war or attempt to evade the responsibility that followed our victories.

"The sober common sense of the American people triumphed over timidity and conservatism, and the treaty of Paris was made that gave to this country Porto Rico and the Philippine Islands. The discussion has been in progress ever since, whether we should continue to retain the Philippine islands or in some way or manner abandon them. This discussion is practically ended. The American people have decided that we should keep the Philippine islands and assume the responsibilities that have come to us as a result of the war with Spain. Those who opposed expansion immediately attempted to have congress stake a position that would have resulted in great embarassment in the government of these islands, and would in the end have inclined the American people to get rid of them.

"If the Philippine islands must be treated in all respects like Oklahoma and Arizona; if the people of these islands, who are strangers to us and to our institutions, have, at the outset, all of the rights and privileges of citizens of the United Stines, of course the people of this country would not want to retain the islands.

"Congress, however, declined to accept this view of the situation and passed the Porto Rican act which raised the whole question of the right and privileges of the people of these islands and the power of congress to legislate for them. The supreme court has recently held this law constitutional.

"The court held that the duties collected under the Dingley law on goods coming from Porto Rico into the United States after the ratification of the treaty with Spain were illegal. The Dingley law only authorizes the collection of duties on goods coming into the United States from foreign countries, and the court said Porto Rico was not a foreign country. The court also held that, while Porto Rico ceased to be a foreign country upon the ratification of the treaty, yet it did not become a part of the United States. It became a territory appurtenant and belonging to the United States. It is a possession of the United States.

"Under the constitution, duties must be uniform throughout the United States, but there is no provision requiring uniformity between the United States and its territory yand possessions. So the court held that congress could provide for duties on goods coming from Porto Rico into the United States.

"The decision is far-reaching in effect. It decides that this nation may own territory which is not a part of the United States, and may govern dependent people who are not citizens of the United States. It gives congress a free hand in dealing with the questions growing out of the acquisitions of Porto Rico and the Philippine islands. It removes all constitutional objections to expansion.

"This decision clears the political atmosphere and avoids many of the difficulties that would have come had the power of congress been restricted. It enables the United States to establish in the Philippine islands a form of government suited to the conditions there existing—a government that will be able to collect revenue sufficient to pay its own expenses and not make the people of those islands or their government a charge upon the treasury of the United States.

"The Fifty-seventh congress will legislate on these questions. A civil government will be established in the Philippine islands; the political status and civil rights of these people will be determined by congress, and they will be started on the road which leads to self-government.

"With the settlement of these questions growing out of territorial expansion of the United States there will be immediately presented for consideration more important questions relating to our commercial expansion.

"During the first century of our existence we have largely been engaged in developing the wonderful resources of our country here at home. We have opened up the farms and mines. We have constructed railroads. We have established the foundation of the most wonderful nation that has existed in the history of the world.

"That work is largely completed. The government domain has almost entirely been occupied. Manufacturing plants have been established in all parts of the country, and in the second century of our existence our people, who have made such wonderful success at home, are anxiously looking to other lands where they can secure a share of the world's trade.

"When the United States achieved its political independence from Great Britain, the question immediately arose whether it should attempt to do its own manufacturing or depend on other countries for such products.

"There was then, and has been since, a number of people who insisted that the question of price of an article should be the only one considered, and that the people of this country should be permitted to buy their manufactured goods wherever they could be obtained the cheapest.

"But there was then and has been since a number of people who insisted that this country should do its own work; that we should build up factories here at home and endeavor to do our own manufacturing.

"The first congress passed a law which provided for the support of the government, for the discharge of the debts of the United States and for the encouragement and protection of manufactories. From that time until now the struggle has continued, first one class being in control of the government and then another—one insisting that we should do our own manufacturing in the United States and the other declaring that we should give our attention to agricultural pursuits only and let other countries make our manufactured products. With the exception of a brief interval, those who believe in this country doing its own manufacturing have been in control of the government for the past forty years. This control has been maintained in the face of determined opposition, and only after several exciting and bitter contests at the polls.

"Under this policy the United States has at last reached a point where it is not only able to do its own manufacturing, but we have entered upon a contest to secure a part of this foreign trade that so far has been controlled by other countries.

"It does not pay to export the raw product abroad. The charges of transportation are so great that it is much better and more economical to manufacture the product here at home and ship it in its finished state. For years our chief exports have been agricultural products, and we probably will continue to send abroad such exports for a few years to come, but the competition of the wheat raiser is very great. The wheat fields of South America, Russia and India are constantly enlarging, and it will be to our interest in the future to use the wheat we naw send abroad in feeding the employes in our factories who are making manufactured goods to ship to other countries. We have been exporting coal and iron ore and permitting the finished produts to be made in Great Britain and other foreign countries. All this is rapidly changing. Our exports of the raw product should and will decrease, and our exports of the manufactured, finished, product will increase.

"In order to enlarge our foreign trade it is necessary to compete with the manufactories of Continental Europe. Successful competition is only possible when we can make a product, transport it to countries where it is used and sell it cheaper than the same product can be sold when made in the countries of Europe. Our great competition in manufactured products comes from Great Britain, France and Germany. These countries all pay lower wages to their workingmen than we do in this country. We have been able to offset this advantage by our skill in the use of labor saving machinery and by our discovery of a way in which one well paid, high priced, employe with a labor saving machine can do more wor kthan six laborers not so well paid can do without a labor saving machine.

"The exports of our manufactured products have wonderfully increased within the past year. Our exports in iron and steel products amounted to $130,000,000 in 1900 as against $32,000,000 in 1895. The United States has not only supplied its own wants, but it is competing to supply the wants of the world in steel in a thousand articles in which steel is the chief component.

"The American workingmen receive higher wages, but produces with labor saving machinery the product at a lower cost. The American factory system is more highly organized and more efficient than any other. We enter ineo competition with the manufacturers of Europe in Great Britain, France and Germany. We are sending our sewing machines, bicycles, agricultural implements, telephones and phonographs into every nation in Europe.

"Ous successful competition with European manufacturers has so far been largely in the new enterprises which have been organized in this country in recent years. The typewriter is an American invention; so is the teuephone and phonograph; and nearly all the electrical machineswhich are now in such general use in the United States. These machines have their origin here, the operatives have become more skillful in the management of their machines and the inventers have become more successful in their improvement. We are invading Europe with these new appliances and the continent is becoming alarmed. Americans are purchasing street railways in London ,and there seems to be an invasion of Continental Europe by many of our manufactured products.

"This condition, of course, will not long lontinue, and eventually we will probably be driven from those markets, but if we have been able to compete with European manufacturers at home we should in all reason be successful in competition with them in other countries to which they send their manufactured products.

"We have been able to do what we have done owing to our cheap raw material, and the skill and enterprise possessed by the operatives in our various manufactories. We are producing the same product more cheaply than it can be produced in Europe, but we are still at a disadvantage in many lines. Nn recent years we have witnessed in this country the consolidations of very many corporations into large and more powerful combinations. The corporation has continued to grow in capitalization and combination of interests until it surpasses anything dreamed of a quarter of a century ago. Such combinations are in a large measure able to control prices, and in this respect there is a general fear among the people as to the wisdom of permitting them to exist. But, while they to a certain extent can control prices, and destroy competition, yet it has been the experience of those who have engaged in such enterpris that if the price of a product is unduly enhanced, rival combinations are quick to spring up and competition is restored to a like extent a sbefore the combination was formed.

"The ostensible object in many of these corporations has been to limit production to avoid ruinous and destructive competition and to produce the output more economically.

"Modern invention has made it possible for these corporations to exist. The telegraph, telephone and ocean cable have made possible instant communication to different parts of the world. The New York merchant desiring to purchase tea in Hong ong no longer trusts his order to the slow mail steamer—he cables to Hong Kong, the trade is closed and the tea loaded on the ship the very day the transaction was begun. Much of the business throughout the country is transacted by telegraph, and in recent years a large volume of business that heretofore could only be transacted in person is done by means of the telephone.

"With these inventions business can be transacted over a wider field, and it is possible today for a larger number of gigantic corporations to occupy the field and transact the business than fifty years ago.

"We have not been averse to extending government aid to the building of railroads in this country. The earlier lines of railroads constructed across the continent all received munificent land grants, and some of them had their bonds guaranteed by the government in order to insure their construction. Adequate and liberal compensation in addition was made for carrying the mails, and the whole policy was indorsed by the people of the country generally because it resulted in the construction of the railroads and the development of the wonderful resources of the western part of the country.

"Those who oppose the extension of aid to our merchant ships have suggested another policy—that of discriminating duties. The judgment of those who have given careful thought to this proposition is that it would be unwise. The United States now has existing commercial treaties with every commercial nation of the world, save North America and British West Indies, which forbid such discriminations. To place a discriminating duty on imports carried in foreign-built shops would be to invite retaliation. In the first place, however, the president would have to be invested with power to terminate all our commercial treaties. This would take from one to two years. Meanwhile the end to be sought—the improvement of our shipping industry—would be delayed at the outset. Then would come ritaliation by the nations of the world. We do not, in our present situation, desire to invite retaliatory action by the nations of the world—we do not desire in this great fight for commercial supremacy to be placed on the defensive.

"Once we had discriminating duties. This was when the nation was young. The shipping industry improved, but not because of discriminatink duties. At that time we were building ships for other countries, and it was profitable. Again, we had no commercial treaties as now. Then we had a prohibitory tonnage tax against certain classes of ships.

"Suppose discriminating duties were laid. There would always be the danger that a succeeding congress would repeal the law. This itself would prevent the investment of capital in the shipbuilding industry. The duties would have to be levied on imports. Our imports in 1899 were $40 millions. Of this, 35 per cent was raw products. It is not possible that a duty would be laid on such material. Forty-four per cent was on the free list. A duty would not be laid on articles on the free list. A duty would not be laid on articles on the free list. That would leave probably $400,000,000 available on which a duty could be placed, to establish our merchant marine.

"France tried the method of imposing discriminating duties in 1872 and abandoned it in eighteen months.

"The United States in the beginning adopted discriminating duties as a matter of reprisal for discriminations made against this country, and when the purpose was accomplished, abandoned them. Representative Benjamin Goodhue, of Massachusetts, father of the navigation laws, on April 21, 1879, said:

"'There would be no occasion to lay additional duties on ships owned by foreigners if our own vessels were not subjected to charges in foreign ports over and above what the natives pay. It is the operation of this unequal burden that renders it necessary for us to discriminate.'

"The payment of bounties on exports has been suggested as a method of restoring our merchant marine. If we put a bounty on wheat we must also put it on cotton, iron ore and manufactured products as well as the products of the farm. Such bounties could not be confined to our own ships, for we have treaties with more than twenty countries in which we stipulate that if we put bounties on products carried in our own ships, we will also put bounties on similar products carried in the ships of other nations. This method would be as impracticable and unsatisfactory as would that of discriminating duties.

"Another method suggested is the adoption of the free ship policy of Great Britain. As I have already suggested, the free ship policy in Great Britain does not mean the construction of ships by other nations, but it means their construction in that country, because they can be built there cheaper than elsewhere. We already have a law admitting free of duty the raw material required in the construction of ships. To admit the ships themselves free would be to declare to the world that we could not and did not wish to build our ships in this country. The progress that has been made in building the ships of our great navy shows what can be done in shipbuilding in the United States if encouragement is given our citizens to continue in the business. A free ship policy in this country at present means closing our ship yards and transferring the industry across the sea. The people of this country are not yet ready to adopt such a policy. Our navigation laws provide that only ships built in this country and owned by American citizens can engage in the coasting trade of the United States. These laws have existed for over a century and have resisted every effort at their repeal. As a result of those laws our people control absolutely the coasting trade of the United States, and the progress and development of that trade shows what is possible for our people to do in the foreign trade if we but avail ourselves of the methods adopted by other nations.

"This is a national question, and is not local in its character. The restoration of our merchant marine does not benefit solely the Atlantic and Pacific states, where the industry of shipbuilding is carried on, and into whose harbors come and go the commerce of the world. It interests the whole country and benefits the farmer as well as the seaman.

"James G. Blaine in his 'Twenty Years of Congress,' wrote these words in 1884, and they are as true today as when written:

"'With a more extended frontage on the two great oceans of the world than any other nation; with a larger freightage than that of any other nation, it will be a reproach to the United States, more pointed and decisive every year. If it neglects to establish a policy which shall develop a mercantile marine, a navy adequate to all the wants of the republic. If congress, in the sixteen years following the war, had given a tithe of the encouragement of the building and sailing of ships, that it has wisely given to manufactures, to the construction of railways and to every industrial pursuit on land, our flag would before the close of that period have stood relatively on the ocean as strong and as permanent as it stood before steam was applied to the carrying trade of the world. In these sixteen years the government expended more than $200,000,000 on the navy. It expended scarcely $2,000,000 to aid in building up its mercantile marine, and expended much of that unwisely.'"

If you have no appetite for your meals something is wrong with your digestion, liver or bowels. PRICKLY ASH BITTERS cleanses and strengthens the stomach, purifies the bowels and creates appetite, vigor and cheerfulness.

Traces of Terrible Crime Found.

Pittsburg, July 18.—The village of Six Mile Ferry, near Homestead, is excited over the finding of a woman's arm in a ravine near the town, and later the discovery in some brushes of a silk dress, minus a sleeve. Blood stains were also found on the grass in the vicinity. It is believed the woman was lured into the ravine and murdered.

RAILROAD TIME TABLES

ATCHISON, TOPEKA & SANTA FE RAILWAY TIME TABLE.
Corrected to June 16th.
Trains in and out of Wichita via SANTA FE ROUTE.

No.	Arrive.	Leave.
804—Chicago express	11:15 am	11:20 am
18—K. C. & Chicago ex	10:30 pm	10:35 pm
12—Texas express	6:30 am	6:35 am
*457—Englewood express		7:45 am
115—East mail and local	8:20 am	8:25 am
427—Pan-handle express	8:35 am	8:45 am
116—Galveston express	2:47 pm	2:55 pm
425—Newton local & west	4:55 pm	5:00 pm
*458—Englewood express	2:55 pm	6:50 pm
*472—Wichita & Western	11:00 am	
*471—Wichita & Western		5:15 pm
1473—Wichita & Western, tri-weekly		9:15 am
1474—Wichita & Western, tri-weekly	9:15 am	

†Leaves Monday, Wednesday and Friday, and arrives Tuesday, Thursday and Saturday.
* Runs daily, except Sunday.

L. R. DELANEY, Passenger Agent.
Telephone 139.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.
Time Table, Effective Jan. 14, 1901.

Trains.	Arrive	Leave
North and East:		
No. 9—Kansas City, Chicago and St. Louis limited (daily)	9:45 a.m	9:45 a.m
No. 24—Daily (except Sunday), Kansas City, St. Louis, limited connects with Colorado Flyer for Colorado and Pacific coast	1:10 p.m	1:30 p.m
No. 4—Omaha and Kansas City night express (daily)	9:00 p.m	9:00 p.m
South and West:		
No. 1—(Daily) Oklahoma, Texas, Louisiana and Mexico	6:40 p.m	7:00 p.m
No. 33—(Daily except Sunday) Oklahoma express	2:10 p.m	2:10 p.m
No. 3—(Daily), Oklahoma, Texas, Mexico and California express	6:35 a.m	6:35 a.m

Elegant free reclining chair cars on all trains and Pullman Palace sleepers from Wichita to Chicago and Kansas City without change. Also sleepers on all trains to Fort Worth. Tickets sold and baggage checked to all points north, east, south and west. Steamship tickets sold to all European points at lowest rates. Passenger station, corner Douglas and Meade avenues. Telephone 190.

C. E. BASCOM, D. P. A., C., R. I. & P.
E. W. THOMPSON, A. G. & T. A., Topeka, Kansas.

MISSOURI PACIFIC.

Leave—East Bound:	
Train No. 10, "Kansas and Nebraska Limited," for Ft. Scott and St. Louis	2:25 p.m
Train No. 6, Kansas City and St. Louis Express	10:00 p.m
Leave for South and West:	
Train No. 5—For Clearwater, Conway Springs, Anthony, Kiowa, Kingman, Norwich, Oxford, Belle Plain and Winfield	7:40 a.m
Train No. 451—For Conway Springs, Anthony and Kiowa	6:30 p.m
Leave for North and West:	
Train No. 9—"Kansas and Nebraska Limited," for Hutchinson, Pueblo, Colorado Springs, and Denver	5:05 p.m
Train No. 5—For Mt. Hope and Hutchinson and Geneseo	7:30 a.m
Train No. 121, local freight, carries passengers between Wichita and Geneseo	8:55 a.m
Arrive from the East:	
Train No. 9—"Kansas and Nebraska Limited," from Fort Scott and St. Louis	1:05 p.m
Train No. 5—From Kansas City and St. Louis	7:10 a.m
Arrive from South and West:	
Train No. 6—From Kiowa, Anthony, Conway Springs and D., M. and A. points	4:55 p.m
Train No. 452—From Anthony and Conway Springs	11:15 a.m
Arrive from North and West:	
Train No. 10—From Denver, Colorado Springs, Pueblo and Hutchinson	11:20 a.m
Train No. 460—From Hutchinson and Mt. Hope (daily except Sunday)	6:10 p.m
Train No. 8—From Geneseo and Hutchinson	9:40 p.m

E. E. BLECKLEY, P. & T. A.
Passenger station corner Douglas avenue and Wichita street. Telephone 115.

WICHITA & WESTERN.

Arrive from West:	
No. 472—Pratt and Kingman passenger (daily except Sunday)	10:25 a.m
No. 474—Pratt and Kingman accommodation (Tuesday, Thursday, Saturday)	1:20 p.m
Depart West:	
No. 471—Kingman and Pratt passenger (daily except Sunday)	6:30 p.m
No. 473—Kingman and Pratt accommodation (Monday, Wednesday and Friday)	9:35 a.m

ST. LOUIS & SAN FRANCISCO RAILWAY.
"Frisco Line."

LEAVES WICHITA.	
No. 108—St. Louis Fast Mail and Express	1:20 pm
No. 106—Arrives Joplin	7:45 pm
No. 106—Arrives Monett	9:45 pm
No. 106—Arrives Springfield	11:15 pm
No. 108—Arrives Kansas City	7:35 am
No. 108—Arrives St. Louis	7:25 am
No. 102—Arkansas, Ok. and Mo. Mail and Express	10:47 pm
No. 102—Arrives Joplin	4:50 am
No. 102—Arrives Monett	6:50 am
No. 102—Arrives Eureka Springs	11:20 am
No. 102—Arrives Ft. Smith	2:30 pm
No. 102—Arrives Springfield	9:00 am
No. 102—Arrives St. Louis	6:20 pm
No. 102—Arrives Kansas City	5:25 pm
ARRIVES WICHITA.	
No. 107—Kansas Fast Mail and Express leaves St. Louis	9:00 pm
No. 105—Arrives Wichita	3:25 pm
No. 105—Arrives Burrton	4:35 pm
No. 105—Arrives Ellsworth	8:00 pm
No. 101—Kansas Mail and Express leaves St. Louis	8:45 am
No. 101—Arrives Wichita	6:35 am

Change of Time of Passenger Trains on THE CHOCTAW ROUTE.
Effective Sunday, April 21, 1901.
Some advance figures showing time at more important stations:

East Bound.	No. 2	No. 4.
Ar. Memphis	7:00 pm	6:10 am
Lv. Little Rock	2:40 pm	12:15 am
Ar. Little Rock	3:30 pm	11:25 pm
Lv. Roonville	10:45 am	6:50 pm
Ar. Roonville	10:00 am	6:23 pm
Lv. Mansfield	9:22 am	5:40 pm
Lv. Wister	8:18 am	4:40 pm
Ar. Wister	8:10 am	4:30 pm
Lv. S. McAlester	6:15 am	2:45 pm
Ar. S. McAlester	5:25 am	1:50 pm
Lv. Shawnee	1:50 am	10:45 am
Ar. Shawnee	1:20 am	10:25 am
Lv. Oklahoma City	11:50 pm	9:15 am
Ar. Oklahoma City	11:15 pm	9:05 am
Lv. El Reno	10:16 pm	8:14 am
Ar. El Reno	10:06 pm	8:03 am
Lv. Weatherford	8:20 pm	6:20 am

West Bound.	No. 1.	No. 3.
Lv. Memphis	9:00 am	11:40 pm
Ar. Little Rock	2:35 pm	5:10 am
Lv. Little Rock	2:50 pm	5:30 am
Ar. Roonville	6:00 pm	9:45 am
Lv. Roonville	5:40 pm	10:00 am
Ar. Wister	9:35 pm	11:50 am
Lv. Wister	9:10 pm	11:55 am
Ar. South McAlester	11:35 pm	2:10 pm
Lv. South McAlester	12:05 am	2:20 pm
Ar. Shawnee	3:50 am	5:24 pm
Lv. Shawnee	4:00 am	5:25 pm
Ar. Oklahoma City	5:30 am	6:45 pm
Lv. Oklahoma City	6:00 am	6:55 pm
Ar. El Reno	7:00 am	7:49 pm
Lv. El Reno	7:10 am	7:55 pm
Ar. Weatherford	8:56 am	9:40 pm

Through car service.

Trains No. 1 and 2—Pullman sleeper between Memphis, Little Rock and Oklahoma City. Free reclining chair cars between Memphis and Weatherford.

Trains No. 3 and 4—Pullman sleepers between Oklahoma City and Memphis. Free reclining chair cars between Weatherford and Memphis.

Connections: At El Reno, with C., R. I. & P. At Oklahoma City, with Santa Fe and Frisco. At South McAlester, with M., K. & T. At Little Rock, with Little Rock, Hot Springs & Western for Hot Springs. At Memphis with all lines for all points north, south, southeast and northeast.

C. B. HART, G. W. A., Oklahoma City, O. T.
G. H. LEE, G. P. A., Little Rock, Ark.

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