RAILWAY NEWS.

When the Value of Feeders to a Main Line Disappears Rapidly—Bankrupt Roads—Other Items.

In a short time reduced rates to the World's Fair will be taken off.

Electric headlights are giving satisfaction to the company and engineers.

Major Emmett will take charge of the tickets of the C., H. and I. to day.

The J., M. and I. people are making extensive improvements in the the park at North Vernon.

Mr. Dowd is taking a deeper interest in the affairs of the Monon than any President the road has ever had.

The reports of all the Indianapolis roads for the month just passed will show a heavy increase over those for March.

It is learned from one of the friends of Mr. E. B. Thomas, General Manager of the Bee Line, that that gentleman has no intention whatever of resigning about June 1, as has been heretofore stated.

Yesterday was the last day of the first half of the fiscal year of the Vandalia ending October 31, 1885 The Superintendents of Motive Power and Stationary Department commence to-day the work of making an invoice of their entire stock. This invoice is made semi-annually. It will require a week or two before reports will be filed.

The Bloomfield and Bedford Road probably hauls more stone than any other Indiana road, a large portion of which it brings to this city by way of the L., N. A. and C. This stone, which is the finest quality, is procured in the Bedford quarries, which are now being worked for all they are worth. Hundreds of car-loads have been used in building the State-house.

The value of feeders to a main line disappears very rapidly as the main line rates decline. On the Wabash much, and perhaps most, of the through traffic, at least west of the Mississippi, pays trunk line rates. There was very little profit in these for anybody last year, and least for the western sections of the routes on which these rates are made, because their traffic is relatively thin. This year it is even less profitable for the Wabash—it may very likely yield no profit at all. Under such circumstances branches are of no advantage unles their own earnings are greater than their expenses, however much traffic they may contribute to the main line.

We have now fairly entered upon a period of reorganization, something like that which occurred from about 1876 to 1879, when bankrupt railroads built before 1874 were reorganized or formed into new systems. This period was then and is now a trying one Desperate efforts are made to get as much as possible for the roads that have failed, and this may be done sometimes by showing how much harm a railroad can do its neighbors, as well as by making it earn a profit for its owners; for at such times the owners of a railroad may get more for it by selling it to a solvent company than by any possible success in operating it. After 1875 this doubtless was much more the case than now, for then the bankrupt roads were, many of them, short lines, which would be much more profitable directly as parts of a system than they could be otherwise. During the late period of railroad construction comparatively few short roads were built by independent companies, and the larger part of the mileage now in receivers' hands consists of considerable systems, as the Denver and Rio Grande, the Wabash and the East Tennessee, which moreover are not all new, and even such lines as the West Shore, the Nickel Plate, and the Texas and St. Louis are fitted to be trunks rather than branches, though doubtless they might be worth more to some other railroad company than to their own stockholders. Nevertheless, it is desirable that the present period of reorganization should be also a period of redistribution, as the old one was, and it is probable that it will be so.—Railway Gazette.

COURT-HOUSE LOCALS.

One of the Suits in the Harrison Troubles in the Circuit Court—A Small Damage Suit.

Fire Department pay-roll for the last half of April, $2,469.

The Indianapolis Schweizer Maennerchor has filed articles of association for record. There is no stock, and the object of the association is the cultivation of music.

William MacKenzie has filed suit against William H. Poor for damages, growing out of the cutting down of one hundred trees, according to the complaint which are claimed to have been worth $500. Demand $600.

Philip J. Marshall has filed suit against Mahlon H. Floyd to collect $3,400 alleged to be due for the construction of a frame house, under a written contract dated September 11, 1882. The contract is lost, and can not be set out in full.

Judge Taylor has granted a new trial in the suit of James E. Twiname vs. the Street Car Company. In this suit plaintiff sued for damages, growing out of an accident to his wife while riding on one of the cars. In the trial recently, plaintiff was given $1,800 by the jury.

The case against Frederick and Henrietta Beechert, for petit larceny and receiving stolen goods, has gone over in the Criminal Court till to-morrow. It is thought that the party whose property was in dispute will come in and an amicable adjustment of the matter will be had.

Judge Norton yesterday tried Tone Eschwiler for grand larceny, and found her guilty. The crime was stealing a couple of dresses. The defendant is the mother of a very small infant, and because of this the Court withheld sentence until such time as the child can be placed in charge of some one else, the Court saying the child should not also be made to suffer the punishment of the mother.

The suit of Desdemona Howland, Adeline F. Hanneman, Lydia B. Harrison and Alfred Harrison vs. Charles Mayer and the other bondsmen of John C. S. Harrison as receiver of the Indiana Banking Company is on trial before Judge Ayres. The complaint was filed last fall in the Circuit Court and is a lengthy document, but two supplemental complaints have been filed since then. The original complaint sets out that Desdemona Howland, Adeline F. Hanneman and Lydia B. Harrison loaned large sums of money to Alfred Harrison, who in turn gave it over to the Tile Works and took the notes of that corporation which, were endorsed over to the three ladies, the aggregate amount being $19,628. Afterward Harrison's Bank failed, and then came the execution of certain mortgages, etc., one of which was a deed by Alfred Harrison of his homestead property to Judge Lamb, Receiver of the ruined bank. There was also a mortgage signed by him to the sureties on Harrison's bond, and these, it is claimed, were made by Alfred Harrison when he was laboring under excitement and distress over his ruined condition, and, therefore, while he was unsound of mind. Afterward he repudiated these instruments. Meanwhile, as it appears by the supplemental complaints, John C S. Harrison, as Receiver of the Indiana Banking Company, was ordered to pay forthwith into court the balance due from him as Receiver, $95,448; and that upon his failure to do so the Grand Jury returned an indictment against him charging him with embezzlement. The sureties of Harrison then went to Mrs. Margaret McCarty Harrison, and agreed if she would raise $30,000 of the amount they would raise the balance, $65,448, and take the mortgages referred to to secure them. This proposition was accepted and the indictment against Harrison was nollied in the Criminal Court. Plaintiffs allege that Mrs. Harrison, as the wife of Alfred Harrison, has an interest in his estate, and that these other plaintiffs, under and by virtue of their original agreement with said Alfred Harrison, have a prior claim on the homestead of said Alfred so far as defendants herein are concerned. The case will probably occupy two or three days.

Local Courts.

SUPERIOR COURT.

Room 1.—Hon. N. B. Taylor, Judge.

Frank McWhinney vs. City of Indianapolis et al. Suit to pay money. Judgment for plaintiff (McWhinney) for $85 39, and for defendant (Anderson, Trustee) for $369 61.

Robert Mitchell Furniture Company vs. Peter Routier. Suit on note. Judgment for $162 56.

William Robinson vs. William Kotterman. Suit on contract. Judgment for $6.

Levi Hamilton vs. C. C. Fritchee. Suit on account. Judgment for defendant.

James E. Twiname vs. Citizens' Street Railway Company. Suit for damages. Motion for new trial sustained.

Room 2.—Hon. D. W. Howe, Judge.

D. A. Ralston vs. Nathan Boernstein. Replevin. On trial by the Court.

CIRCUIT COURT.

Hon. A. C. Ayres, Judge.

Desdemona Howland et al. vs. Charles Mayer et al. On notes. On trial by the Court.

CRIMINAL COURT.

Hon. Pierce Norton, Judge.

State vs. Tone Eschwiler. Grand larceny. Finding of guilty and sentence withheld.

State vs. Frederick and Henrietta Beschert. Petit larceny and receiving stolen goods. Continued.

John T. Woodard Again.

John T. Woodard was arrested again yesterday morning for an alleged violation of the postal laws. The arrest was made by United States officers at the instance of R W. McAfee, agent of the Comstock Society for the Suppression of Improper Literature, who charges Woodard with sending circulars of the Louisiana Lottery and "Little Havana" through the mails. Woodard gave $1,000 bail.

A RUSSIAN RIVAL TO FERDINAND WARD.

Swindling a Russian Bank of Millions Through Pretended Contracts and Transactions.

[London Times.]

The trial of Rykov, once manager of the defunct bank of Skopine, who, by the enormity of his depredations, unmatched even in Russia, obtained an almost European notoriety, took place some little time ago at the Moscow assizes.

The bank of Skopine, founded in 1863, was a communal, not a strictly government institution. Rykov was appointed manager, although he had been guilty, while holding a previous appointment, of extensive malversation. But the offense was overlooked, perhaps for a reason suggested by the Russian proverb, "Only he who has not sinned against God has not robbed the Czar." The malversations of the ex-manager and his confederates were reckoned at 12,000,000 roubles—probably the biggest robbery ever perpetrated, even in the Empire of the Czar.

The Chief of Police was in Rykov's pay. Aleksandroff, the local Justice of the Peace, called in derision Rykov's lackey, received from the bank a loan of 100,000 roubles and a stipend of 500 roubles a year. His successor, Likareff, was put on a similar footing. The connivance of the smaller official fry, such as the Postmaster and the inferior police, was secured in like fashion, as also the members of the force who acted as the manager's spies. Having thus bought the entire local administration, Rykov became as much the autocrat of Skopine as the Czar is of all the Russias.

In 1868 there was a deficit of 54,000 roubles. Rykov drew up a false balance sheet, and of so satisfactory a character that it drew deposits from all parts of the country. From this date the affairs of the bank went from bad to worse; but the more desperate became its condition the more brilliant grew its balance sheets. Though he was doing no legitimate banking business whatever, Rykov, by the offer of 7½ per cent. interest on deposits (while other banks were paying 5), procured funds in abundance. To show how his exceptional profits were earned, Rykov entered in the bank's books divers ingeniously contrived financial operations. There were fictitious discounts, fictitious loans, ficitious purchases, and fictitious sales. An old man in the pay of the bank, so illiterate that he could hardly write his own name, signed every December a contract for the purchase of several millions' worth of imaginary securities, and this transaction, and the esulting imaginary profits thereon, always figured on the bogus balance sheet presented to the Minister and published in the Gazette.

Rykov not only paid his depositors a high rate of interest, he gave away large sums to charitable institutions, supported schools and subsidized churches, thereby securing the good will of the clergy and acquiring a high reputation for piety and philanthropy, good works, and right views All these gifts, as these gifts as well as Rykov's own personal expenditure, which was on a lavish scale, were taken from the bank's coffer's and entered as payments to dummy customers. The remainder and greater part of the receipts and deposits were simply stolen, either for the manager's own purposes or to buy the silence of his confederates. Papers were made on an extensive scale and with little attempt at disguise. Antieff, a man of straw, drew on Satoneff, equally a man of straw, for fifty or a hundred thousand roubles, discounted the bill, and got the money. Then the operation would be reversed, and Satoneff get the money. Purely fictitious bills with imaginary names were discounted, and porters and messengers of the bank figured in the books as debtors for tens of thousands of roubles taken by their master. "Everything was done en famille," said one of the witnesses.

But to profit by all this profusion it was necessary to belong to the clique, to be either a protector, a kinsman or an accomplice. Lists of suppliants were laid regularly before Rykov, who, according to his caprice, wrote opposite each name "granted" or "refused." When a bill fell due the acceptor was courteously requested to accept another, including the discount, which, it is hardly necessary to say, nobody ever thought of paying in coin. But after a while even these formalities ceased to be observed. When the favored few wanted money they asked for it—sometimes took it without asking. "They took money from the cash box without counting it," said one witness. "They came with a pocket handkerchief, filled it with bank notes, and went home," testified another.

Such was the method of doing business in the famous bank of Skopine. And the swindle went on, not for a few weeks or months merely, but for something like fifteen long years, an astounding fact even for Russia, and elsewhere unimaginable. In a small provincial town, where everybody knows everybody else, Rykov's doings and the bank's position could not be secret, and when the crash came, the entire province (Kraser) produced but nineteen unfortunates who had intrusted their savings to M. Rykov and his fellow robbers, and among the 6,000 customers of the bank not one dwelt in Skopine. How, above all, did the irregularities escape attention? For the law places communal banks under the immediate supervision of the Mayors and municipalities. It is their duty each month to examine the books, count the cash, and overhaul the securities The answer is simple. They were privy to the frauds and participators in the plunder. All robbed the bank. Mayor Ikonnikoy robbed. Mayor Ootschinnikoy robbed, the Town Clerk robbed, every member of the municipality robbed. The monthly audit was a farce. The books were never looked at, the cash was never counted, and the balance sheet was signed without being examined.

Rykov could do whatever he liked, and conducted himself with all the insolence of an ignorant parvenu. There dwelt in the town a doctor of the name of Bitni, a man of good repute and highly esteemed, but, being so unfortunate as to offend Rykov, he was one day ordered by the police to betake himself to the town of Kassimvo and there abide. No reason for this arbitrary proceeding was assigned, and it was only when the day of reckoning came that Dr. Bitni learned that his expulsion was due to Rykov, who had remarked to the Chief of Police that the Doctor was an "evil-intentioned man." On this hint the Chief of Police had acted. A young fellow named Sokoloff was so ill-advised as to whistle while passing the manager in the public garden of Skopine. Rykov chose to look on this as an insult, and the youth was exiled by administrative order. "The police of Skopine," said the witness Lanskoy, whose evidence was quoted in the indictment, "was ready at any moment to execute Rykov's least desire."

Nor was this all. Rykov counted so confidently on the support of the local representatives of the Government that he lorded it over everybody, openly rated the fire brigade because they did not conduct themselves to his satisfaction at a fire, and, vexed by some show of independence on the part of the Chief of Police, told him that he had better take care what he was about. "You are nobody very particular," said Rykov, "and I have only to say a word to have sent down on your place a wagon-load of Chiefs of Police." When, in order to ruin M. Diakonov, who, unfortunately for himself, owed the bank 10,000 roubles, he had this gentleman's house seized and offered for sale by auction, not a single bidder appeared on the scene, so great was the fear inspired by the all-powerful manager. This was exactly what Rykov desired. The house was worth 40,000 roubles; he made the complaisant police value it at 9,000, and had the unfortunate M. Diakonov cast into prison, where he remained for eleven months. In this way an almost illiterate man—for the manager could only just read and write—became absolute master of Skopine. "God alone could contend against Rykov," said one of the witnesses.

It was only in 1882 that some gentlemen in question succeeded in getting printed in the Russian Courier several letters on the affairs of the Bank of Skopine. The journal that did this good work for the community is one of the few liberal organs left, and it has been harried and persecuted by the government to the verge of extinction.

The letters in the Courier were the death sentence of the Skopine Bank. Creditors rushed from all parts of the country to withdraw their deposits; but the run ceased almost as soon as it began, for the strong room, instead of containing the 12,000,000 roubles, as shown on the balance sheet, was empty, and the bill cases were filled with bogus paper. The bank fell, and great was the fall thereof. The scandal and the panic it caused spread far and wide, confidence was at an end, and there was a run on nearly every communal bank in Russia. A few stood the test, but a few dozen come to the ground, and when their affairs were looked into they were found to be pretty much in the same condition as those of the Bank of Skopine.

During Rykov's trial he protested warmly and often against what he called the injustice of the public and the press. "They say that I am a monster; that I have stolen six millions. It is a gross calumny. I swear before you, gentlemen of the jury, that I stole but one million—one million only," he protested, with indignant gesture and unconscious humor. This was quite true, as his young advocate triumphantly proved. For his personal use Rykov had taken only a million. But he had been enabled to take that million only by spending four millions more as hush money.

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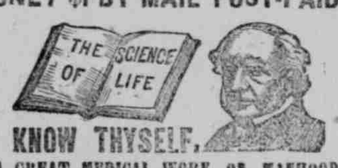

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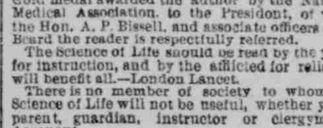

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St. Louis	8:10 am	Vincennes	1:00 pm
East St. Louis	8:35 am	Mitchell	2:47 pm
Odin	10:31 am	North Vernon	4:18 pm
Flora	11:32 pm	Cincinnati	7:00 pm

RAILWAY TIME TABLE.

Went into effect Wednesday, April 12, 1885.

TRAINS RUN BY CENTRAL STANDARD TIME.

Jeffersonville, Madison and Indianapolis

Depart.		Arrive.	
Southern Ex. d'y	4:10 am	Ind. & M. Mail	9:45 am
L. & M. Ex., d'y.	8:15 am	Ind. & Chi. Ex.	10:45 am
Lou. & M. Mail	3:50 pm	N.Y. & N.Fl. Ex.	7:00 pm
Louisv. Ac., d'y.	6:45 pm	St. L. & C. F. L.	10:45 pm

For tickets and full information call at ticket office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office.

Vandalia Line.

Depart.		Arrive.	
Mail	7:15 am	New York Ex.	8:50 am
N. Y. Limited	8:15 am	Mail & Ac.	10:00 am
Day Express, d'y	12:00 am	Cin. & L. F. L.	3:35 pm
Terre Haute Ac.	4:00 pm	New York Ex.	4:15 pm
Pacific Ex., d'y.	10:45 pm	N. Y. Limited	5:25 pm
Ind. & S. Bend ex	7:10 am	S. Bend & Ind ex.	10.55 am
Ind. & S. Bend ex	5:10 pm	S. Bend & Ind ex.	6:42 pm

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Ohio, Indianapolis, Louisville and Cincinnati.

CINCINNATI DIVISION.

Depart—Cincinnati and Florida Fast Line, daily, s. and c. c.		4:00 am
Cin., Rushville and Col. Acc.		11:15 am
Cin. and Louisville Mail, p. c.		5:45 pm
Cincinnati Acc., daily		6:55 pm
Arrive—Indianapolis Acc., daily		10:55 am
Cin. and St. Louis Mail, p. c.		11:50 am
Indianapolis Acc.		4:55 pm
Chicago and St. Louis Fast Line, daily, s. and c. c.		10:45 pm

CHICAGO DIVISION.

Depart—Chicago and Rock Island Ex.		7:10 am
Chicago Mail, p. c.		12:10 pm
Western Express		5:10 pm
Chicago, Peoria and Burlington Fast Line, s., r. c.		11:20 pm
Arrive—C. and L. Fast Line, d'y, c. c., s.		3:35 am
Lafayette Acc.		10:35 am
Cinn. and Louisville Mail, p. c.		3:30 pm
Cincinnati Acc.		6:42 pm

The time via C., I. St. L. and C. and L. E. and W. as follows:

Leave Inda'polis	5:00 pm	Ar. India'polis	10:40 am
Arrive Lafayette	7:25 pm	Lv. Lafayette	8:05 am
Arrive Bloom'tn	12:10 am	Lv. Bloom'tn	2:55 am

For map, time tables, rates of fare, and all information apply at Ticket Office, 186 South Illinois street, and Union Depot Ticket Office.

Chicago, St. Louis and Pittsburg. (PAN-HANDLE AND PENNSYLVANIA LINES.)

	Depart.	Arrive.
New York, Philadelp'a, Washington, Baltimore, Pittsburg, and Columbus Express	* 4:10 a.m.	** 11:45 a.m.
Dayton & Columbus Ex	** 11:10 a.m.	** 4:35 p.m.
Richmond Accommodation	* 4:00 p.m.	**H 9:40 a.m.
New York, Philadelp'a, Washington, Baltimore, Pittsburg, Columbus & Dayton Ex	* H 4:35 p.m.	** 10:10 p.m.
N. Y. Limited	** 5:25 p.m.	*s 8:00 a.m.

CHICAGO DIVISION, VIA KOKOMO.

Louisville and Chicago Fast Express	* 11:00 p.m.	*	4:00 a.m.
Louisville and Chicago Express, p. c.	** 11:15 a.m.	**	3:35 p.m.

*Daily. **Daily except Sunday. s Sleeping car. H Hotel car.

For tickets and full information call at ticket office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office.

Wabash, St. Louis and Pacific Railway.

Depart		Arrive	
Det. & Chi. Mail	7:15am	Det. Ex., s.	8:00am
Tol. Ft. W. & M. Ex	2:15pm	Pacific Ex.	11:30am
Det. Ex., d'ys.	7:15pm	Det. & Chi. M'l	3:55pm
Tol. Ft W & Detdy	11:00pm	Tol. Ft W & Detdy	3:50am

For tickets and full information call at City Ticket Office, 29 So. Ill. st. or Union Depot Ticket Office.

Indianapolis and Vincennes.

Depart		Arrive	
Ml. & Cairo Ex.	8:15am	Vincennes Ac.	10:40am
Vincennes Ac.	4:00pm	Ml. & Cairo Ex.	6:30pm

For tickets and full information call at ticket office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office.

Cincinnati, Hamilton and Indianapolis.

Depart		Arrive	
Cin., Day & Tol.	4:00am	Connersv. Acc.	8 30am
C., D., T. & N. Y.	10:45am	Cin., P. & St. L.	11:50am
Connersv. Acc.	4:25pm	Cin. Acc.	5:00pm
C., D., T. & N. Y.	6:35pm	Cin., P. & St. L.	10:40pm

Indiana, Bloomington and Western.

PEORIA DIVISION.

Depart.		Arrive.	
Pacific Ex & Mail	7:25am	E. & S. Ex. r. r.	a dy 3.50am
K. & T. F. Line r. c	5:07pm	Cincin. Spec. r. c.	11:05am
B. & R. I. Ex. d, s, r, c	11:10pm	Atlantic Ex & M.	6:50pm

EASTERN DIVISION.

E'n Ex. r. c., s 'l'd.	4:20am	Pacific Ex. r. c.	dly 6:55am
Day Ex.	11:45am	Western Ex.	4:45pm
Atl'c Ex, r. c., dly.	7:10pm	B. & R., De. s r. c.	d. 10:35pm

For tickets and full information call at the New Ticket Office, No. 138 South Illinois street or at the Union Depot Ticket Office. S, indicates sleeper; r. c., reclining cars.

Indianapolis, Decatur and Springfield.

Mail & Day Ex.	7:00am	Mail & Day Ex.	12:00 m
Local & Day Ex.	3:30pm	Local & Day Ex.	6:15pm

Louisville, New Albany and Chicago. (Chicago Short Line Division.)

Depart.		Arrive.	
Frankfort Acc.	5:00pm	Indianap'lis M'l.	3:15am
Chicago Ng't Ex.	11:20pm	Ind. Ng't Ex. d. s.	3:35am
C. & M. City M l.	12:45pm	Indianapolis Ac.	10:00am

For tickets and information, call at Union Depot and 26 South Illinois street.

Indianapolis and St. Louis.

Depart.		Arrive.	
Day Express rs.	7:10 am	N. Y. & B. Ex.	3:45 am
Paris Express	8:50 pm	Local Pass	9:50 am
B. & St. L. Ex.	6:25 pm	Ind'apolis Ex.	3:00 pm
N. Y. & St. L. Ex	11:30 pm	Day Express	6:25 pm

For tickets and all information call at city office No. 2 Bates House Block, Union Depot and Massachusetts Avenue Depot.

Cleveland, Columbus, Cincinnati and Indianapolis.

Depart.		Arrive.	
N. Y. & Bo. Ex.	4:00 am	L. N O & St L Ex	6:40 am
D. S. & N. Y. Ex.	10:10 am	W. Ft. W. & M Ex.	10:45 am
And. & Mich Ex.	11:15 am	B. Har. & A. Ex.	2:20 pm
W. Ft. W. & M. Ex	5:55 pm	B. Ind. & So Ex.	6:00 pm
N. Y. & B. Ex.	7:15 pm	N. Y. & S. L. Ex	11:15 pm

BRIGHTWOOD DIVISION.

Depart.		Arrive.	
4:00 am	2:30 pm	6:40am	4:55 pm
6:15 am	3:30 pm	10:45am	5:25 pm
10:10 am	5:55 pm	2:20pm	10:35 pm
11:15 am	7:15 pm	3:25pm	

For all information, rates, maps, time tables, etc., call at the Union Ticket Office, Bates House corner, Massachusetts Avenue Depot or at the Union Depot.

STATE RAILWAY TIME TABLE.

Evansville and Terre Haute Railroad. [Via Vandalia Line.]

Lve—Indianapolis	†7:15 am	*†11:55 am	*s10:45 pm
Terre Haute	10:40 am	3:00 pm	3:20 am
Arr—Evansville	4:00 pm	7:05 pm	7:10 am
Lve—Evansville	†6:05 am	*P10:30 am	*s 8:15 pm
Arr—Terre Haute	10:00 am	2:17 pm	11:59 pm
Indianapolis	3:30 pm	4:40 pm	3:50 am

*Daily. †Daily except Sunday. P Parlor car. s Sleeping car.

Evansville and Terre Haute Railroad. [Via I. and St. L. Railway.]

Lve—Indianapolis	†7:10 am			* 11:30 pm
Terre Haute	10:40 am	P	5:00 pm	s 3:20 am
Arr—Evansville	4:00 pm		7:05 pm	7:10 am
Lve—Evansville	†6:05 am	*P10:30 am		*s 8:15 pm
Arr—Terre Haute	10:00 am	P	2:17 pm	s 11:59 pm
Indianapolis	8:15 pm		6:25 pm	3:45 am

*Daily. † Daily except Sunday. P Parlor car s Sleeping car.

Eel River.

	LEAVE—EAST.		ARRIVE.	
Logansport	7:50 pm	7:00 am	7:10 pm	1:00 pm
Denver I. P. & C. Crossing	9:00 pm	7:58 am	6:23 pm	11:38 am
Columbia City	11:31 pm	9:45 am	4:48 pm	9:12 am
Auburn Junc.	1:12 pm	10:50 pm	3:25 pm	7:25 am
	ARRIVE.		LEAVE.	
Butler	2:00 am	11:30 am	2:45 pm	6:30 am

Logansport, Crawfordsville and Southwestern—Vandalia Line.

SOUTH. a. m.	p. m.		NORTH. a. m.	p. m.
7:00	3:00	dep. Logansport ar	11:30	9:20