



# EVENING BULLETIN.



"HEW TO THE LINE, LET THE CHIPS FALL WHERE THEY MAY."

VOLUME 1.

MAYSVILLE, WEDNESDAY EVENING, MARCH 22, 1882.

NUMBER 103.

## Kentucky Central R. R.

THE MOST DESIRABLE ROUTE TO

## CINCINNATI.

ONLY LINE RUNNING

## FREE PARLOR CARS.

BETWEEN

## LEXINGTON AND CINCINNATI

Time table in effect March 31, 1881.

Leave Lexington.....	7:30 a. m.	2:15 p. m.
Leave Maysville.....	5:45 a. m.	12:30 p. m.
Leave Paris.....	8:20 a. m.	3:05 p. m.
Leave Cynthiana.....	8:55 a. m.	3:40 p. m.
Leave Falmouth.....	10:00 a. m.	4:46 p. m.
Arr. Cincinnati.....	11:45 a. m.	6:30 p. m.
Leave Lexington.....	4:35 p. m.	
Arrive Maysville.....	8:15 p. m.	
Free Parlor Car leave Lexington at.....	2:15 p. m.	
Free Parlor Car leave Cincinnati at.....	2:30 p. m.	

Close connection made in Cincinnati for all points North, East and West. Special rates to emigrants. Ask the agent at the above named places for a fine folder of "Blue Grass Route." Round trip tickets from Maysville and Lexington to Cincinnati sold at reduced rates.

For rates on household goods and Western tickets address

W. C. SADDLER, Agt., Maysville, Ky.  
C. L. BROWN, Gen'l Pass. and Freight Agt.

### TIME-TABLE

#### Covington, Flemingsburg and Pound Gap RAILROAD.

Connecting with Trains on K. C. R. R.

Leave FLEMINGSBURG for Johnson Station:  
5:45 a. m. Cincinnati Express.  
9:15 a. m. Maysville Accommodation.  
3:25 p. m. Lexington.  
7:02 p. m. Maysville Express.

Leave JOHNSON STATION for Flemingsburg on the arrival of Trains on the K. C. R. R.:  
6:23 a. m. 4:00 p. m.  
9:48 a. m. 7:37 p. m.

#### Vanceburg, Maysville and Cincinnati Tri-Weekly Packet.

W. P. THOMPSON..... H. L. REDDEN, Capt.  
MOSS TAYLOR, Purser.  
H. REDDEN and A. O. MOYSE, Clerks.  
Leaves Vanceburg Sundays, Tuesdays and Thursdays.  
Leaves Cincinnati Mondays, Wednesdays and Fridays. For freight or passage apply on board.

#### Vanceburg, Rome, Concord, Manchester and Maysville Daily Packet.

HANDY..... BRUCE REDDEN, Capt.  
R. L. BRUCE, Clerk.  
Leaves Vanceburg daily at 5 o'clock a. m. for Maysville.  
Leaves Maysville at 1:30 p. m. Goes to Ripley Mondays, Wednesdays and Friday. Connects at Manchester with stage for West Union. For freight or passage apply on board.

#### For Ripley, Dover, Higginsport, Augusta, Chilo, Foster, Moscow, New Richmond and Cincinnati.

MORNING MAIL..... E. S. MORGAN, Master  
F. A. BRYSON and ROBY MCCALL, Clerks.  
Leaving Maysville at 11:30 a. m. Arriving at Cincinnati at 5 p. m.

### UPPER OHIO.

Cincinnati, Wheeling and Pittsburg. DAILY 5 P. M. PACKET LINE.  
J. N. WILLIAMSON, Sup't, Office 4 Pub. Lan'g.  
Monday..... SCOTIA—F. Maratta.  
Tuesday..... ST. LAWRENCE—Wm. List.  
Wed'y..... KATIE STOCKDALE—Calhoun.  
Thursday..... HUDSON—Sanford.  
Friday..... ANDES—C. Muhleman.  
Sat'y..... EMMA GRAHAM—H. Knowles.  
Freight received on McCoy's wharfbow, foot Main st., at all hours. J. Shearer & Co., Roase & Mosset, Agents.

#### Cincinnati, Portsmouth, Big Sandy & Pomeroy Packet Company.

JOHN KYLE, Pres. H. E. GREENE, Sec.  
L. GLENN, Treas. W. P. WALKER, Jr., Agent.

#### C. AND O. R. R. PACKET FOR HUNTINGTON. FLEETWOOD—Daily. 4 P. M.—BOSTON.

For Pomeroy and All Way Landings.  
OHIO..... Mondays, Thursdays, 5 P. M.  
TELEGRAPH..... Tuesdays, Fridays, 5 P. M.  
POTOMAC..... Wednesdays, Saturdays, 5 P. M.  
Portsmouth, all Mail and Way Landings.  
BONANZA, Tues'y, Thurs'y, Satur'y, 12 M. Maysville, All Mail and Way Landings.  
MORNING MAIL..... Daily. Leave Cincinnati 7 A. M. Maysville, 3 P. M.  
Freight received on wharfbow, foot of Broadway. C. M. HOLLOWAY, Superintendent.

### NEW FIRM!



## YAGO & BEASLY,

Manufacturers of First Class

## Carriages & Buggies

of the latest style and best workmanship. (all of the latest style Side Bar Springs). Also, Spring Wagons. Repairing done with dispatch.  
Wall Street, next door to PEARCE BROS.  
Jan. 30 1879. MASVILLE, KY.

J. T. CASSIDY. F. M. YOUNG

## CASSIDY & YOUNG,

Wholesale and Retail

## GROCERS,

Produce and Commission Merchants, 19 Market Street, (B. F. Thomas & Co.'s old stand.) Maysville, Ky. Dealers in all kinds of Field and Garden Seeds, Flour, Fruits, Potatoes, Bacon and Lard, pure Liquors of all kind, Canned Goods a specialty. Highest market price paid either in cash or trade for all kinds of Country Produce. Consignments solicited. 1231y

### Luxury in New York.

The luxury and perfection of detail in New York dwellings is passing into a proverb. Nowhere in the world, probably, is so much time and money expended upon the furnishing and ornamenting of the homes of the rich as in this city. The draping of curtains has become a distinct branch of art, and every decorator and upholsterer has one or more employes, whose sole business is to arrange in graceful folds the draperies, which are now indispensable, at doors, windows and fireplaces. Even the banisters must now be stuffed and tufted and draped on either side with heavy fringe. Ceilings are frescoed and painted in the studios of distinguished artists, and then transferred to the houses that they are to embellish. Hundreds of women are employed, at an expense of thousands of dollars, upon embroidery and art needlework which are to adorn the sumptuous palaces in which our rich men live. Paintings, statuary, carvings in stone and wood, the richest fabrics of French and Indian looms, indeed, all that is most rare and beautiful in nature and art, are brought to bear upon the decoration of these republican palaces. Even the stable in which the horses, coachmen and grooms are to be housed are far more luxurious than the simple homes in which the fathers of our race passed their lives. The stables of Mr. Cornelius Vanderbilt in Fifty-eighth street far outshine those of the Roman Emperor whose sumptuous appointments have become a matter of history.—*New York Sun.*

### ENGINEER'S REPORT

#### Of the Columbus and Maysville Railroad.

Near Hillsboro the road will pass through a section of country in which there are inexhaustible quantities of fine building stone, and a limestone which furnishes a lime unsurpassed and perhaps not equaled in the State; and those who are familiar with the demand for a superior quality of lime and a building stone handsome, durable and easy to work, can readily see that these will be new industries which will furnish a large tonnage to the road. Highland, Brown and Adams counties contain large quantities of white oak, hickory, maple, cedar, locust, chestnut and other valuable hard woods, which are in great demand by the manufacturers of Columbus and other cities and would form a large element of local business, which would undoubtedly afford considerable revenue to the road.

#### LOCAL PASSENGER TRAFFIC.

AS this road would be the direct outlet to Columbus of a section of country having a population of two hundred and fifty thousand, and which, owing to the delays in reaching there by existing routes, might as well be treble the distance, it would seem then that, in making Columbus accessible to Southern Ohio, whose population has been so long tributary to Cincinnati, would result in a large local passenger business from the many communities along the road: to the Capital of the State, for when it is possible to reach that city early in the morning, spend the greater part of the day there, and return the same evening, this road will take a large share of the immense local passenger traffic which now goes to Cincinnati for Columbus, in addition to being the political center of the State, is an important commercial and manufacturing center, with great wealth, energy and ambition, and with more railroads entering in her Union Depot than Cincinnati—a system of roads leading to every important Eastern, Northern and Western city, embracing every one of the trunk lines to the seaboard from Norfolk to Boston, over whose tracks pass the commerce of the nation, and from whose traffic Columbus reaps such advantage that, with rapid strides, she is pressing to the front as the most prosperous and energetic city in Ohio; and is a city that in many classes of merchandise, the buyer can be as well suited, and perhaps more cheaply, than in Cincinnati.

But, in addition to this, in connection with other roads, this road would give improved facilities from both Columbus and Maysville to Cincinnati. In connection with the Marietta and Cincinnati Railroad, giving another route from Columbus to Cincinnati in one hundred and seventeen miles, or three miles shorter than the shortest existing route, the distance by the Little Miami Railroad being one hun-

dred and twenty miles and by the Columbus, Springfield and Cincinnati Railroad one hundred and twenty-eight miles, enabling the Marietta and Cincinnati and this company, by a shorter route and more central terminal facilities at Cincinnati, to get a large share of the valuable local business passing between the two cities; also affording Maysville, by way of the Cincinnati and Eastern Railroad at Sardinia, a route fifty-seven miles shorter than her present rail connection.

#### RESOURCES OF THE BLUE GRASS COUNTRY.

At Maysville, in Mason county, Kentucky, the southern terminus of the road, it reaches one of the famous Blue Grass counties noted for its fine cattle, horses, tobacco, etc., together with the following other counties: Fleming, Nicholas, Bourbon and Fayette, situated along the line of the Maysville and Lexington Railroad, and whose natural outlet for a large part of their exports is through Maysville. All these counties are famous for their rich soil, its wonderful productiveness and the superior products that they place in market. Last year their aggregate products were as follows: Grain, 8,071,000 bushels; hemp, 9,200,000 pounds; tobacco, 9,324,915 pounds; horses, cattle, etc., 562,492 head; whisky, 97,000 barrels.

The east-bound shipments, for one at the four principal towns on the Maysville and Lexington Railroad (Maysville, Carlisle, Paris and Lexington) were as follows: Maysville—Grain, 2,200 cars; live stock, 2,589 cars; wool, 210,000 pounds; tobacco, 7,400,000 pounds; whisky, 6,000 barrels; miscellaneous products, 1,350 cars. Carlisle—Grain, 700 cars; live stock, 2,000 cars; miscellaneous products, 400 cars. Paris—Grain, 500 cars; live stock, 4,000 cars; wool, 500,000 pounds; hemp, 1,200,000 pounds; blue grass seed, 175,000 bushels; whisky, 10,000 barrels; miscellaneous products, 1,000 cars. Lexington—Grain, 800 cars; live stock, 3,900 cars; wool, 700,000 pounds; hemp, 32,000 pounds; whisky, 11,000 barrels; blue grass seed, 300,000 bushels; miscellaneous products, 2,000 cars.

These four shipping points aggregate—Grain, 4,200 cars; live stock, 12,489 cars; wool, 1,400,000 pounds; tobacco, 7,400,000 pounds; whisky, 27,006 barrels; hemp, 13,200,000 pounds; blue grass seed, 475,000 bushels, miscellaneous products, 4,750 cars. These facts will give an idea of the amount of freights that this road would be in position to command from the Blue Grass region of Central Kentucky, it being the natural and direct outlet for all the products.

#### CONNECTIONS.

At Columbus this road connects with thirteen railroads, radiating out in every direction (except this) like the spokes of a wheel, giving that the most enterprising city of Ohio direct routes to St. Louis, Chicago, Detroit, Toledo and Cleveland, and enjoying the benefits of two competing lines to Baltimore, two to Philadelphia and four to New York, together with various local roads of importance, making it pre-eminently the most important railroad center in the State. In addition to these connecting roads at Columbus this road would cross, at Jeffersonville, the Indiana, Bloomington and Western Railroad; at Milledgeville, the Toledo, Delphos and Burlington Railroad; at Sabina, the Cincinnati and Muskingum Railroad (Pennsylvania Central system); at New Vienna, the Marietta and Cincinnati Railroad (Baltimore and Ohio system); at Hillsboro, a branch of the Marietta and Cincinnati; at Sardinia, the Cincinnati and Eastern Railroad, and at Aberdeen crossing the Ohio river, by means of inclines and boats to trains, of Maysville and Lexington Railroad for all points in Central Kentucky.

#### SOUTHERN TERMINUS.

Maysville, the southern terminus of the road, has an important position at the only feasible entrance to the vast trade and travel of the Central South, and is a commercial and manufacturing city of importance, with superior coal, iron, stone and hard timber within easy reach, and is destined to be one of the most populous and flourishing cities on the banks of the Ohio river. A road is now in contemplation reaching south into the almost inexhaustible wealth of timber, iron and bituminous and canal coals of Southeastern Kentucky, and for which the Columbus and Maysville Railroad would be the natural outlet to the manufacturing cities of the North.

#### THROUGH ROUTE TO THE SOUTH.

Columbus is the first railroad center west of the Alleghany Mountains where all the trunk lines from the seaboard first converge, and is the true point of departure at which to collect and concentrate the business of the North and East for its movement through Maysville to Central Kentucky, and thence to all the South, by its three great railway systems diverging there. By looking at a route on the map drawn from Columbus to Paris, Ky., through Maysville a distance of one hundred and sixty miles, and then taking the shortest route from Columbus to Cincinnati and thence to Paris, a distance of 202 miles, it is very easy to see that one side of the triangle is shorter than the sum of the other two sides, and the advantage that the Maysville route, saving forty-two miles in distance, would have over competitive routes by way of Cincinnati.

#### SOUTHERN CONNECTIONS.

Lexington, 69 miles south of Maysville and 99 miles south of Covington, is the southern terminus of the Maysville and Lexington Railroad, which connects, on the east, with the Lexington & Big Sandy Railroad, on the south with the Cincinnati Southern Railway for Chattanooga and New Orleans, and on the west with the Louisville & Nashville Railroad for Louisville, Memphis, Nashville and the South-west. Paris, at the junction of the Maysville & Lexington Branch and the main line of the Kentucky Central Railroad is 50 miles south of Maysville and 60 miles south of Cov-

CONTINUED ON SECOND PAGE.

## JOSEPH F. BRODRICK, INSURANCE AGENT, MAYSVILLE, KY.

## Fire, Life and Marine.

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# CARPETS.

The largest and most elegant assortment of all grades of

## Carpets, Lace Curtains and UPHOLSTERING GOODS

Is constantly to be found at our extensive warerooms. Special attention paid to non-resident buyers.

Geo. F. Otte & Co.,  
188 W. Fourth St., Cincinnati, O.