BRECKENRIDGE NEWS.

WEDNESDAY, FEBRUARY 2 1898.

Cost and Profit of Good Roads.

(From The Courier Journal.)

The enormous cost of bad roads is thus figured out by the supervisor of roads to farmers in New York county:

"The produce shipped from this station is transported by railroad, on an average, about 500 miles to the consumers; and it is transported by wagon roads on an average of three miles from the farms to the station. With the present roads it costs the farmers one-half as much to haul the produce the three miles as they pay the railroads to haul it 500 miles. With a system of macadam roads the cost of this short haul will be reduced 50 per cent, thus reducing the whole cost of transportation from the farm to the consumer by one-sixth, which would be a saving to the farmers of an amount each year equal to the interest on from $10 to $30 an acre, according to the crop raised (the larger sum being the saving on the potato crop, which is one of the main crops here,) and would increase the value of the land, either to hold or to sell, by a like amount. These figures may seem startling, but they are none the less correct."

The same writer remarks as to the cost of building country roads:

"Within the last thirty years there have been expended on the highways in this county over $1,200 per mile, and with the exception of a few miles in the town of Canandaigua, they are no better than they were at the begining of that period; and should the same system be continued for the next thirty years, a like sum would be expended and the condition of the highways would be just about at it is now. The few miles referred to in Canandaigua are crushed stone or macadam roads, built at an expense to the town outside of the regular highway tax. Four or five years ago the town bought a stone crusher, and has expended the $2,000 per year allowed by law, under the direction of their very efficient highway commissioners, in building macadam roads, consisting of a crushed stone road bed about eight feet wide and nearly a foot deep in the center of a turnpike some twenty-five to thirty feet wide, sloping enough to shed the surface water, but not too steep to drive on any part of it, at an expense of $400 to $700 per mile, the smaller sum in cases where the stone has been contributed and drawn into piles by the neighboring farmers without expense to the town. As a result they have in that town ten miles or more of such roads, and so well pleased are they with the improvement that they have had a special act passed by the Legislature during the last session empowering the town to vote upon the question of expending $2,000 per year in addition to the $2,000 already allowed by law in building such roads. These roads are just as good in December or March as they are in July or September; they have increased the value of adjoining farms many times the cost of the roads, and the subsequent cost of keeping them in good repair will be much less than the cost under the ordinary system of keeping them in poor repair."

The expense of bad roads and the economy and advantages of good ones are so well known that they need no demonstration, but heretofore our farmers have recoiled from improvements because of the cost of turnpikes. Turnpikes are very valuable, and they can be built much more cheaply than is generally supposed, but where they are impracticable there is no reason why a few roads might not be built on the plan described by this New Yorker. Mr. Ira Cribb, one of the Canadaigua Commissioners, gives several instances. A mile on the Lake Shore cost $447, with nearly all the stone and $100 of labor donated. On the Bristol road three miles, graded 32 feet wide, macadamized 9 feet wide at top and 10 feet at bottom, 100 rods of it 18 inches deep, remainder 1 foot, the cost was only $850 a mile. In some cases the stone costs twenty cents a yard delivered at the crusher; in others they broke up bowlders in fields at thirty cents a cubic yard and the farmers hauled them free. These roads are estimated to have added $20 an acre to the value of adjoining lands and to have doubled the average loads hauled.

What is the reason Jefferson county or any other county needing good highways can not adopt such an inexpensive plan as this or a better plan?

Bucklen's Arnica Salve.

THE BEST SALVE in the world for Cuts, Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilblains, Corns, and all Skin Eruptions, and positively cures Piles, or no pay required. It is guaranteed to give perfect satisfaction or money refunded. Price 25 cents per box. For Sale by Short & Haynes.

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We have made a Clubbing Rate with The Louisville "Weed," the Kentucky organ of tobacco, by which we can furnish you that paper and the NEWS one year for $2. The "Weed" is a sixteen page, seventy-two column weekly giving the most reliable reports of the Louisville and all tobacco markets. It has in each issue timely articles on the cultivation of tobacco, and each week advises its readers whether to hold or sell their tobacco. This last feature given by no other tobacco paper, is worth the subscription price. It is deemed an authority on all tobacco subjects, and the best paper of its kind published. The regular subscription price is $2 a year. As an inducement to have you take the NEWS this year we will send both papers one year for $2. This is less than the price of The "Weed" alone. Send check or money order to THE BRECKENRIDGE NEWS, Cloverport, Ky.

Will, Shall, and Their Friend.

(From the New York Sun.)

In his speech of congratulation at the celebration of Cornell's sovereignty at the oar, the Hon. Timothy Woodruff of Brooklyn and Albany, spoke not only as "a man of action, a politician, and a defeated Yale man," but as a grammarian. He defended with his usual eloquence and learning that theory of futures which he had brilliantly illustrated in his despatch to the citizens of Ithaca granting their earnest request for his presence at the Cornell feast. "Please wire decision," the Ithacans telegraphed in language almost as polished and appropriate as the Lieutenant-Governor's own. With the promptness of a man of action he at ones "wired" this reply:

"I am now in New Haven drinking the dregs of defeat with my fellow alumni of Yale, but I will be pleased to be with you on Saturday evening to join the citizens of Ithaca in drinking the cup of victory to Cornell's victorious crews."

The fortifying preparation which Mr. Woodruff calls, with his wonted poetry, the "dregs of defeat," was never called for a Moriarty's, so long the home of the nights and suppers of the undergraduate gods of New Haven, but evidently it is a drink which inspires resolution and precision and can be recommended to baseball pitchers. It inspired Mr. Woodruff to say "I will be pleased" Ordinary men and grammarians would have preferred the form, "I shall be pleased." The Lieutenant-Governor is no ordinary man in action or in speech. In drinking from the cup of victory at Ithaca Saturday night he reproved the Sun for its doubts of his future, and maintained with originality and force his theory of Will and Shall. "I stick to 'I will,'" he said, "and I am not willing to accept 'I shall.'" He charged the Sun with "using its high literary reputation to establish a perversion of the transitive verbs 'will' and 'shall.'" After this too brief reference to the transitiveness of the auxiliaries he supported his theory by this illuminating exposition:

"Even the undergraduates of Cornell and Yale have learned that should the will or resolution of the writer be the prominent idea in his mind, then 'will' is the proper word to express the futurity of the act. Thus, 'I will be pleased to join with the citizens of Ithaca,' &c., means I am determined or have made up my mind to do so, while 'I shall be pleased' announces a future event as settled by consideration outside of the writer's self."

It is apparent from this excursus that Mr Woodruff had to struggle with himself to persuade himself to go to Ithaca. The dregs of defeat stuck in his throat, but he remained master of himself and of his auxiliary forces. "I will be pleased whether I want to or not," he cried in accents wild, and so the Ithaca festivities did not have to be given up and the cup of victory was brimmed.

The Hon Tim Woodruff's theory of the use of Will and Shall in the first person is as instructive as his illustration of it. If a Republican State Convention of New York should nominate him for Governor, he would say, "I shall be pleased to accept," for such a form would imply that his acceptance was determined by considerations outside of himself, and consequently unimportant. He would say, I will be pleased to accept," thereby indicating his violent but successful struggle with himself and the strength of his resolution to oblige the convention.

Both men of action and the learned world will thank the Hon. Tim Woodruff for his profound and acute analysis of one of the most obscure points in English grammar. Even Prof. Hiram Corson, of Ithaca, a scholar and a ripe and good one, is known to be surprised by the discoveries of the Lieutenant-Governor. The only discord in the swelling chorus of congratulation comes to us from the University Club of Boston:

TO THE EDITOR OF THE SUN—SIR: What in the name of Lindley Murray is Tim Woodruff giving us? What in the name of all the gods and most of the little fishes does he mean by the transitive verbs 'will' and 'shall' and his 'I will be pleased,' and where did he find out that Mr. Lehmann was graduated from Oxford? I don't ask him to exhibit any more handpainted waistcoats, but I do wish—not hope, mind you—that he would exhibit a good deal less ignorance. 'O, Timothy, keep that which is committed to thy trust, avoid profane and vain babblings, and oppositions of science falsely so called!'

"HARVARD, '80."

This is a letter which drips with the spite of defeat. The Hon. Tim Woodruff's waistcoats need no defence. If this snarling youth on Beacon street will hunt through the old bookstores in his city, he may come across a rare and choice little book which will not only teach him something new about "will" and "shall," but will inform him that Mr. Woodruff's grammatical researches began long ago. That book is:

"I Shall and I Will; a New Theory of the Transitive Verb and the Auxiliaries, with Additional Chapters on the Conjugation of the Conjunctions, the Tenses of the Adverbs, and the Declination of the Interjections, by a Yale Graduate. Pp xii, 97. New Haven. Privately Printed."

In response to many requests, Mr. Woodruff will have this volume reprinted and give a copy to the members of the State Senate, the libraries of the principal colleges, American and foreign, and the citizens of Ithaca. He cannot perform a more notable service to learning. Applications for the work should be directed to him

Household Gods.

The ancient Greeks believed that the Penates were the gods who attended to the welfare and prosperity of the family. They were worshipped as household gods in every home. The household god of to day is Dr. King's New Discovery. For consumption, coughs, colds, and for all affections of throat, chest, and lungs it is invaluable. It has been tried for a quarter of a century and is guaranted to cure, or money returned. No household should be without this good angle. It is pleasant to take and a safe and sure remedy for old and young. Regular size 50c. and $1 00—Short & Haynes drug store.

To Cure Constipation Forever.

Take Cascarets Candy Cathartic. 10c or 25c. If C. C. C. fail to cure, druggists refund money.

The South Moving Right Ahead.

The Manufacturers' Record calls attention to the remarkable development of the South's export trade, which is emphasized by a summary of the statistics of breadstuff shipments for the year 1897 as compared with 1896. The total shipments of corn, wheat, oats and flour from five leading Southern ports aggregated 167,938,972 bushels, against 123,861,847 bushels in 1896. The total increase was 39,077,[illegible] bushels. The total value of the [illegible] of all breadstuffs from the leading [illegible]s of the country for 1897 was $243,121,168, a gain over 1896 of $66,900,000. At these five Southern ports the total for 1897 was 89,055,052 against $57,177,884, being an increase of $31,877,168. Thus of a total gain from the entire country of $66,900,000 nearly one-half or $31,877,168 was from five Southern ports. Making a comparison by percentages, the increase from these five Southern ports was 55 7 10 per cent, against 13 5 10 per cent for all other ports.

Of industrial enterprises reported for the week the two most important ones look to the development of extensive water-powers—one at Atlanta, Ga., with a capital stock of $1,000,000, and one at Columbus, Ga., with a capital stock of $100,000. Each company will develop from 10,000 to 12,000 horsepower for electrical transmission to be used in manufacturing enterprise in and around these cities. The Atlanta enterprise has secured the co-operation of some capitalists in New York largely interested in municipal undetakings throughout the country.

During the week there was reported the organization of a $100,000 steamship company to operate a line of steamers from Port Arthur, Texas, to Mexican ports, large contracts for freight to Mexico having been already made.

Among the new industrial enterprises reported during the week were a $60,000 cotton manufacturing company at Fayetteville, N. C.; a $30,000 iron foundry at Rome, Ga; $150,000 gold mining company at Dahlonega, Ga.; large machine-tool works at Covington, Ky.; $100,000 brewery at New Orleans, La.; $600,000 telephone company at New Orleans; $100,000 window-glass factory at Baltimore; $250,000 corundum mining company to operate in Clay county, North Carolina; $100,000 steamship line company at Port Arthur, Texas; two $5,000 telephone companies at Lexington, Va, and a $10,000 oil-development company at Sistersville, W. V.

Don't annoy others by your coughing, and risk your life by neglecting a cold. One Minute Cough Cure cures coughs, colds, croup, grippe and all throat and lung troubles—Short & Haynes.

A Draft at Sight.

They were speaking at the club of drafts at sight.

"It is absolutely cruel a draft at sight."

"Bah! That depends. Do the way I do. When anybody presents a draft at sight to me, I always shut my eyes."—Gaulois.

Children and adults tortured by burns, scalds, injuries, eczema or skin diseases may secure instant relief by using DeWitt's Witch Hazel Salve. It is the great Pile remedy.—Short & Haynes.

What Makes It Dear?

Professor of English Literature—You may define the elements of lasting popularity in "Young Lochinvar."

Precocious Student—Defiance of parental authority would appear to be the principal one.—Detroit News.

Whooping cough is the most distressing malady; but its duration can be cut short by the use of One Minute Cough Cure, which is also the best known remedy for croup and all lung and bronchial troubles.—Short & Haynes.

A Youthful Scientist.

A schoolboy was asked to explain the formation of dew. His answer was, "The earth revolves on an axis every 24 hours, and in consequence of the tremendous pace at which it travels it perspires freely."—Tit-Bits.

After years of untold suffering from piles, B. W. Pursell, of Knitnerville, Pa. was cured by using a single box of DeWitt's Witch Hazel Salve. Skin diseases such as eczema, rash, pimples, and obstinate sores are readily cured by this famous remedy.—Short & Haynes.

Practical Piety.

"What is a devotional attitude, grandpa?"

"Getting down into your trousers pockets for a dollar to send to the heathen."—Brooklyn Life.

Life was a Burden

Nearly Distracted.—Doctors and Medicine Failed.

CURED BY TWO BOTTLES.

MRS. A. J. ESTES.

DUNKIRK, N. Y., May 8, 1894.

Dr. M. M. FENNER, Fredonia, N. Y.

Dear Sir:—I was bilious and nervous and my life became a burden to me. Lost appetite and strength and had terrible headaches, both nervous and bilious.

Doctors and remedies had failed to benefit and I was nearly distracted.

Finally 2 bottles of your Blood and Liver Remedy and Nerve Tonic completely restored me.

I thank you for making it possible to procure a remedy of such power for good. I feel that I owe my life to it."

CHARLES C. MARTIN,

Prescription Pharmacist,

Next door above Payne & Co's, Cloverport.

THE ECLIPSE.

An Article That Eclipses the Eclipse—Too Much "Pabulum For Excogitation."

The following clipping from an exchange in describing an eclipse, eclipses the eclipse:

"On no other occasion does this display of tremendous power in the economy, of the physical universe exercise so subduing an influence over the mind or produce so humiliating a conviction of the impotence of all human efforts to control the immutable laws of nature and arrest the course of events as with the glorious orb of day, while riding in the heavens with unclouded splendor, begins to melt away from an unseen cause and soon totally disappears, leaving the whole visible world wrapped in the sable gloom of nocturnal darkness. The scene is rendered still more impressive by the circumstances accompanying so remarkable an occurence.

"The heavens assume an unnatural aspect which excites a feeling of horror in the spectator; a livid hue is diffused over all terrestrial objects; plants close up their leave, as on the approach of night; the fowls betake themselves of their resting places; the warbling of the grove is hushed in profound silence; in other words, universal nature seems to relax her energies, as if the pulse which stimulated her mighty movements had all at once stood still."

DAUGHTERS

budding into womanhood. Development slow, eyes dulled, face pimpled, complexion sallow, pains in back and side and constantly tired,

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Most trying and critical time of life for both mother and daughter. Regulate and strengthen the delicate organs which should perform the natural functions of

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womanhood. During 35 years Wintersmith's Buchu has never failed in curing the ills of girlhood at this critical time. All druggists and merchants. Arthur Peter & Co., Louisville, Ky., Gen. Agents.

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Louisville, Ky, Feb. 2, 1898.

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BUTTER.	
Choice, country	12 @ 14
Medium	0 @ 0
Creamery	16 @ 18
EGGS.	
Fresh	15
FEATHERS.	
Prime, white goose	34
Mixed	20
Old	20
No. 1. duck	00
POULTRY.	
Hens per lb	@ 6
Spring Chickens per lb	6 @ 9
Ducks per lb	@ 6
Geese, per doz	@ 4 00
POTATOES.	
Irish, per barrel new	1 75@2 00
New La	@
Sweet potatoes, per bu	00@ 60
From store 2 to 5 cts. higher	
Navy Beans, per bushel	
ROOTS.	
Ginseng	2 25@2 40
Senica Snake	23
Pink	15
Yellow	20
Wild Ginger	5
Lady Slipper	5
May Apple	0 2½
Blood	2½
FIELD SEEDS.	
Timothy, per bushel	1 40
Clover per bushel	3 50
Crimson Clover per bushel	2 50
Red Top per bushel	45
Orchard Grass per bushel	1 20
Blue Grass, fancy, per bushel	85
Blue Grass, extra, per bushel	
Onion Sets, Yellow, per bushel	0 07
" " White " "	0 00
HIDES.	
Green, good	9¾
Dry Salt, good	13 @ 13½
Dry flint, good	13 @ 14
Sheep skins	50
WOOL.	
Tub-washed	@ 26
Grease, fine	15 @ 16
Burry	14
Black	
Burry and Cots	10 @ 16
MISCELLANEOUS.	
Tallow	3½
Beeswax	23½
Sorghum Molasses	00
FLOUR	
High grade patent	6 75
Straight Patent	5 10
Low Grades	4 60
CORN	
No. 2 Mixed at store	29
No. 2 White	29
OATS	
No. 2 White	27
No. 3 "	26
No. 2 Mixed Oats	25
No. 3 "	25
WHEAT	
No. 2 Long Berry	95
No. 2 Red	95
No. 3	93
RYE	
No. 2 Western	51
ONIONS	
Per barrel	2 25@2 5
BACON	
Shoulders	6
Clear rib sides	5
Clear side	6
Lard, in tierces	4¼@6½

A Puzzled Parent.

"It is a difficult problem," said the conscientious man, "very difficult."

"What is worrying you?" asked his wife.

"If I use slang before our sons and daughters, it will encourage them in the practice, and if I don't they will say I am a back number."—Washington Star.

Coals of Fire.

Teacher—What is meant by heaping coals of fire on a person's head?

Pupil—Roasting him.—Up to Date.

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East Bound.	No. 42.	No. 44.	No. 46.
Lv. St. Louis		7 56am	8 55pm
" Evansville	6 52am	2 20pm	2 45am
" Henderson	7 15	2 46	3 10
" Spottsville	7 28	3 7	3 28
" Owensboro	8 18	3 44	4 00
" Hawesville	9 17	4 40	4 50
" Cloverport	9 45	5 08	5 10
" Stephensport	10 07	5 22	5 25
" Irvington	10 45	6 03	5 57
" Brandenburg	11 12	6 28	6 17
Arr Louisville	12 35pm	7 45	7 30

West Bound.	No. 41.	No. 43.	No. 45.
Lv. Louisville	7 20am	4 50pm	8 23pm
" Brandenburg	8 51	6 09	9 32
" Irvington	9 15	6 43	9 52
" Stephensport	9 51	7 20	10 21
" Cloverport	10 11	7 39	10 36
" Hawesville	10 35	8 04	10 58
" Owensboro	11 25	9 05	11 48
" Spottsville	12 17pm	9 47	12 23am
" Henderson	12 40	10 10	12 -5
" Evansville	1 15	10 40	1 15
Arr. St. Louis	7 32		7 20

All trains run through Solid to Evansville. Through parlor cars and Pullman sleepers on all trains between St. Louis, Evansville, and Louisville. Numbers 41 and 42 connect at Irvington for Fordsville and Hardinsburg daily, except Sunday.

H. C. MORDUE, A. G. P. A.,
Louisville, Ky.

B. & O. S-W. R'Y.

TIME TABLE.

Trains leave Louisville as follows:

B. & O. S. W. RAILWAY—Cincinnati and the East; St. Louis and the West:

	No. 20.	No. 16.	No. 18.
Lv. Louisville	8 35am	8 23am	2 45pm
Ar. Cincinnati	6 45am	11 55am	6 05pm
Ar. Columbus	11 15am	5 55pm	11 05pm
Ar. Pittsburg	8 25pm		7 25am
Ar Washington		6 50 am	11 20am
Ar. Baltimore		7 50am	1 20pm
Ar. Philadelphia		10 15am	3 40 pm
Ar. New York		12 20n'n	5 55pm
Ar. Boston		3 00pm	9 05pm

Nrain No. 16 has elegant Pullman Buffet Parlor Car to Cincinnati, and Drawing-room Sleeper and dining cars Cincinnati to Washington, Baltimore, Philadelphia and New York without change.

Train No. 18 has elegant Pullman Parlor Car to Cincinnati and Pullman Drawing-room and dining cars Cincinnati to New York without change.

Train No. 20 has sleepers to Cincinnati, open at 9 o'clock to receive passengers.

St. Louis, Springfield and the West.

	No. 20.	No. 16.	No. 44
Lv. Louisville	8 35am	8 23am	8 20pm
Ar. St. Louis	12 30n'n	6 40pm	7 10am
Ar. Springfield		8 40pm	9 35am

North Vernon accomodation leaves at 7 15 a. m. daily.

Charlestown accommodation leaves at 5 30 p. m, except Sunday.

Trains Nos. 16, 20 and 44 have elegant day coaches Pullman parlor and sleeping cars to St. Louis.

TRAINS ARRIVE.

From East—7 25 a. m., 12 15 noon, 6 40 p. m., 12 25 a. m., 3 20 a. m.

From West—7 25 a. m., 12 15 p. m., 6 40 p. m.

City Ticket office, southeast corner Fourth and Main streets. Depot Seventh and river.

For detail information regarding rates, time on connecting lines sleeping, parlor, dining cars, etc. address

R. S. BROWN,
District Pass. & Ticket Agent, B. & O. S-W. Ry
4th and Main, Louisville, Ky.

or J. M. CHESSBROUGH,
General Passenger Agent, Cincinnati, Ohio.

G. B. WARFEL, Assistant
General Passenger Agent, Cincinnati, Ohio.

Louisville, Henderson & St Louis R'y Co

NO. 4.

TIME SCHEDULE

Taking Effect

At 6:30 o'clock A. M. Sunday, May 30, 1897.

West Bound Trains			East Bound Trains	
43 Expr's Daily	41 Mail & Expr's Daily	STATIONS	42 Mail & Expr's Daily	44 Expr's Daily
4 50pm	7 30am	lv. Un'n p't ..ar	12 35pm	7 45pm
5 03	7 48	Kentucky St.	12 20	7 33
5 37	8 18	West Point	11 50am	6 55
5 40	8 21	Howard	11 45	6 51
5 48	8 29	Willowdale	11 35	6 45
5 53	8 35	Rock Haven	11 28	6 40
6 00	8 42	Long Branch	11 21	6 34
6 09	8 51	Brandenburg	11 12	6 26
6 18	8 59	Ekron	11 02	6 18
6 26	9 07	Guston	10 53	6 10
9 33	9 15	Irvington	10 45	6 03
6 51	9 23	Webster	10 37	5 50
6 59	9 31	Ledibury	10 28	5 42
7 07	9 32	Pierce	10 20	5 34
7 12	9 43	Sample	10 15	5 30
7 20	9 51	Stephensport	10 07	5 22
7 24	9 56	Addison	10 02	5 18
7 27	9 59	Holt	9 59	5 15
7 39	10 11	Cloverport	9 45	5 03
7 43	10 14	Shops	9 40	5 00
7 54	10 25	Skillman	9 27	4 49
8 04	10 35	Hawesville	9 17	4 40
8 12	10 43	Petrie	9 09	4 33
8 18	10 49	Falcon	9 03	4 28
8 27	10 58	Lewisport	8 54	4 19
8 33	11 06	Waltman	8 47	4 13
8 42	11 14	Powers	8 38	4 04
8 53	11 25	Pates	8 27	3 53
9 05	11 35am	Owensboro	8 18	3 44
9 16	11 46pm	Mattingly	8 07	3 33
9 21	11 51	Griffith	8 02	3 29
9 25	11 55	Stanley	7 58	3 26
9 32	12 02	Worthington	7 52	3 20
9 39	12 09	Reads	7 45	3 13
9 47pm	12 17	Spottsville	7 35	3 07
9 54am	12 24	Bassett	7 21	3 01
10 10am	12 40pm	lv. Henderson ar	7 15am	2 46pm

Trains Nos 41 and 42 make connection at Irvington daily, except Sunday, with trains to and from Hardinsburg and Fordsville Branch.

Only line running Parlor Cars between Louisville, Owensboro and Henderson. Only direct line to the North and East. For further information call on or address Agents, or

H. C. MORDUE, A. G. P. A.,
Louisville, Ky.

L., H. & St. L. R'y, Fordsville Branch.

TIME TABLE No. 10.

TAKING EFFECT MAY. 30, 1897

| West Bound Trains | |