



### Time Table

No. 58.  
In effect May 14, 1911.

**SOUTH BOUND.**

No. 322—Evansville Ac. 5:40 a. m.  
No. 302—Evansville—Mattoon Express 11:25 a. m.  
No. 340—Princeton mixed 4:15 p. m.

**NORTH BOUND.**

No. 241—Hopkinsville mixed 10:00 a. m.  
No. 321—Evansville—Hopkinsville mail 3:50 p. m.  
No. 301—Evansville—Hopkinsville Express 6:40 p. m.

Train No. 332 connects at Princeton for Paducah, St. Louis and way stations, also runs through to Evansville.  
Train No. 302 connects at Princeton for Louisville, Cincinnati, way stations and all points East, also runs through to Evansville.  
Trains No. 340 and 341, local trains between Hopkinsville and Princeton  
T. L. MORROW, Agent

## L. & N.

### Time Card No. 124

Effective Sunday April 30, 1911.

**TRAINS GOING SOUTH.**

No. 99—C. & N. O. Lim. 11:56 p. m.  
No. 97—St. L. Express 5:35 p. m.  
No. 91—Evansville Ac. 10:05 a. m.  
No. 95—Dixie Flyer, 9:01 a. m.  
No. 55—Hopkinsville Ac. 7:05 a. m.  
No. 53—St. L. Fast Mail 5:33 a. m.

**TRAINS GOING NORTH.**

No. 92—C. & St. L. Lim., 5:25 a. m.  
No. 62—St. Louis Express, 9:53 a. m.  
No. 90—Evansville Ac. 4:15 p. m.  
No. 94—Dixie Flyer, 6:27 p. m.  
No. 56—Hopkinsville Ac. 8:55 p. m.  
No. 54—St. L. Fast Mail, 10:20 p. m.

Nos. 95 and 94 will make Nos. 90 and 91's stops except 94 will not stop at Mannington and No. 95 will not stop at Mannington or Empire.  
Nos. 52 and 54 connect at St. Louis and on points west.  
No. 51 connects at Madison or Memphis for points as far south as Erin and for Louisville, Cincinnati and the East.  
No. 53 and 55 make direct runs at 6:00 a. m. for Louisville, Cincinnati and all points south and east thereof. No. 53 and 55 also connect for Memphis and way points.  
No. 91 runs through to Chicago and will carry passengers to point north of Memphis.  
No. 93 through sleepers to Atlanta, Macon, Jacksonville, St. Augustine and Tampa, Fla. Also Pullman sleepers to New Orleans. Connects at Galveston for points East and West.  
No. 95 will not carry mail passengers for points North of Nashville, Tenn.  
J. C. HOGE, Agt.

### Tennessee Central Time Table No. 3 Taking Effect

SUNDAY, Nov. 12, 1911.

**EAST BOUND.**

No. 12 Except Sunday Leave Hopkinsville 6:30 a. m.  
Arrive Nashville 9:45 a. m.  
No. 16 Sunday only leave Hopkinsville 8:00 a. m.  
Arrive Nashville 11:15 a. m.  
No. 14 Leave Hopkinsville 4:30 p. m.  
Arrive Nashville 7:45 p. m.

**WEST BOUND.**

No. 11 Leave Nashville 8:25 a. m.  
Arrive Hopkinsville 11:20 a. m.  
No. 13 Leave Nashville 5:00 p. m.  
Arrive Hopkinsville 8:15 p. m.  
T. L. MORROW, Agent.

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### WAS CHEERFUL AND RESIGNED

Entertaining Event That Dispelled the Blues With Which Algernon Was Afflicted.

"How do you like this weather, Algernon," asked Mr. Topfloor as he got into the elevator one cold evening last week.

"I doesn' min' it sah," 'Tain' no bad, but it might be better," replied Algernon impartially. "Any of 'ting da good Lo'd likes suits me, sah."

"It is pleasant to find you so resigned and so cheerful," commented Mr. Topfloor.

"Thank you," 's right cheerful dis ebenin'," replied Algernon with a broad grin. "T's mighty blue las' night, but 's well now, 't'ank de Lo'd. I had a right pleasant at'noon at a fren's house, an' dat kin' cheer me up. 'Wot de 'casion?' De 'casion was de fune'el ob his sister. Dere was mighty big doin's to cel'brate de 'vent, an' de whole party so cheerful an' 'signed like, I couldn' help bein' elevated up, too. Yessar dat so, de half dollars an' de quartahs de does count, 't'ank you, sah, 't'ank yo! Mebbe yo' don' know, sah," pursued Algernon, cheerfully, as Mr. Topfloor took out his latch key to open his front dor, "dat de gas pipes is froze an' dere ain' no dinners bein' cooked in de 'partmen's dis ebenin'? De gas man's confab'latin' wif de pipes now. He done bring his bag o' instruments, an' I guess he gwine operate on de diffe't meters, but of he say dere's any danger of a conflagration in de house, I s'udny will rinforn yo', sah."—New York Press.

### AS A BEGGAR REMEMBERED

Remarkable Character Who Died in 1681 Left Bequest for Benefit of Poor.

Gifts of clothing are being made in many market towns and villages of Surrey to the poor from a bequest left for the purpose by Henry Smith, or "Dor" Smith, as he was more generally called, having earned the sobriquet from the fact that he was never seen without a dog at his heels.

This remarkable character lived about two and a half centuries ago, and was one of the best known figures in Surrey. He was originally a silversmith in the city of London, and, prospering in business, acquired estates in different parts of England.

Developing eccentricities as he grew old, he adopted the life of a beggar. His wanderings were confined almost entirely to Surrey, and he is said to have begged his way through every town and village in the country. At his death in 1681 he left all his wealth to the market towns and parishes of Surrey, and the endowments enabled each town to spend \$250 and each village about \$30 on the purchase of clothing for its poor.

Mitcham, however, was excluded from his benefactions. Smith's explanation being that on one occasion the inhabitants of Mitcham whipped him through the village as a common vagrant.—London Chronicle.

### Danger of Gasoline Fumes.

In a letter to the New York Medical Journal Dr. T. D. W. Pinckney declares that public warning should be given in regard to danger from fumes where gasoline is burned and cites the case of a man who was found unconscious and near death after being for a short time in a small room in which an automobile engine was running.

"Some time ago," he says, "I was also called to see a plumber who was rendered helpless and almost unconscious by fumes from his gasoline torch. It appears that only a small amount of the fumes is necessary to cause helplessness and that there is little or no warning of danger in the feeling of the one affected.

"Persons working alone in their small private garages are in grave danger when they let their engines run for even a short time," says Dr. Pinckney. "Chance alone saved the men in the two cases I mention."

### Reviving Old Mackintoshes.

Shabby old mackintoshes can be made as good as new at home for a small outlay, and by the exercise of a little care and patience. Boil a little linseed oil and add to this about 20 drops of terebene (to be had at any chemist's). While hot apply this mixture to the mackintosh with a brush. Allow it about 48 hours to dry in, and then wash the whole over with India rubber solution dissolved in methylated spirits to the thickness of cream. Leave this another two days to dry and the mackintosh will be found to have a smooth and hard surface, as calculated to resist all moisture as when the coat was new. The same process will, of course, do for rain hats, sponge bags and all water-proofed things.

### Measuring River Flows.

In its work of stream gauging—measuring the flow and volume of rivers by up-to-date methods—the United States geological survey co-operated during the past fiscal year with 12 states, the states contributing over \$49,000 and the survey doing the work. The geological survey also co-operated in this work with the reclamation service, the office of Indian affairs and the forest service. Ninety-six gauging stations were maintained in co-operation with the reclamation service, 12 in co-operation with the Indian office and 194 in co-operation with the forest service on streams draining national forests. In all 1,108 gauging stations were in operation at the close of the last fiscal year.

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If you pay a year's subscription in advance to this paper we will, for a limited time, include a year's subscription to National Monthly, the two papers for \$2.15.

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I will move to my new place of business on TWELFTH STREET, between Main and Water, on  
**Monday December 4**  
where my Garage will hereafter be located. Cars furnished for all kinds of work, including taking passengers to and from the trains. Come to see me and I will make prices so everybody can ride. Full equipments for a general repair business; handle gasoline and store private cars.  
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