

FRANKFORT ROUNDABOUT

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GEO. A. LEWIS, Editor and Pub.

FRANKFORT, JULY 20, 1895.

WOULD MAKE A BEAUTIFUL PARK.

Is What Gov. Knott Thinks of the Lot at the Corner of Bridge and Second Streets.

Gov. J. Proctor Knott stood at the corner of Bridge and Second streets early Tuesday morning, waiting for a car to take him to the Midland station, and looking out over the lot across the street, cumbered with its unsightly rubbish and wrecks of buildings, remarked: "I feel a great interest in Frankfort and had rather reside here than any place on earth, but you people who expect to live here always ought to endeavor to have that place turned into a park. Remove all those buildings and you will have a beautiful spot for the purpose, and it is plenty large for the present." On being told that one great objection urged to it was the cost of filling the lot, he said: "You do not need to fill it, only in so far as to complete the terraces. You do not want it perfectly level but terraced off, and with the river beyond I do not know of a more beautiful place anywhere for a park; it would be perfectly lovely."

This has been the opinion of every citizen who wishes to see the city improved and beautified ever since the matter was mentioned. The lot need only be filled sufficiently high to raise it above the level of ordinary rises in the river, then let it be terraced, with gravel walks running around and through it, with trees and shrubbery planted upon it, flower beds and grass plots made, and see how soon Gov. Knott's words will prove true.

But it is urged the ground will cost too much and the city cannot afford it. The ground will not cost near so much at the present time as it will later. Let the city acquire it now, when it can be purchased at a reasonable figure, or let some public spirited citizen purchase that portion of the ground owned by Messrs. Salender and Fincel and Mrs. Ford and deed it to the city, then the improvements could be made later, when the city can afford it. The ground need not be improved in a month or in a year but gradually. The public fountain the Water Company promised the city can be erected in the center, the grounds can be laid off according to the plat already made by Mr. D. M. Woodson, and every public spirited citizen will contribute something, either in money, trees, shrubs or flowers, and in a short time the now unsightly, barren spot will be made to blossom as the rose.

Since Frankfort was first settled the place has turned its back upon the river, every unsightly out building being erected upon its bank; now let us gradually turn around and show our faces to one of the prettiest streams in the State, so that the excursion parties of ladies and gentlemen who are constantly coming up the beautiful Kentucky from other cities will not judge Frankfort by the portion of it seen from the river front, and passing by conclude that the city is but a collection of tumble-down old buildings, the inhabitants of which care not a straw what visitors to the city by water may think of us.

Taylor vs. Violett.

A movement has been on foot for some time among the friends of Senator Blackburn to get either Mr. W. J. Lewis or Mr. Chas. H. Julian, both of whom were for the re-election of the Senator, off the track for the Democratic nomination, but an agreement could not be reached until Wednesday morning, when the friends of both gentlemen agreed that if Hon. E. H. Taylor, Jr., would consent to make the race both of them would withdraw in his favor. After consultation with Mr. Taylor he consented to become a candidate and Messrs. Lewis and Julian withdrew, leaving the race to Messrs. Taylor and Violett, the former being a Blackburn man and the latter non-committal, further than to say he is for no man who is not for sound money.

The Per Capita for Present School Year.

DEPARTMENT PUBLIC INSTRUCTION, FRANKFORT, KY., July 15, 1895.

To County Superintendents and others:

Notwithstanding the fact that the school population of Kentucky has run up to nearly 728,000, the Auditor's estimate of funds to be available for common school purposes enables me to declare for the school year ending June 30, 1896, a general per capita of two dollars and eighty cents (\$2.80). To this is to be added interest on county bond.

Respectfully,
ED. PORTER THOMPSON,
Supt. of Public Instruction.

The Keystone of the Arch

In the edifice of health is vigor, which means not only muscular energy, but an active discharge of the various functions of the body, such as digestion, secretion of the bile, the action of the bowels, the circulation of the blood. Nothing more actively and thoroughly contributes to the united performance of these functions than the renowned tonic and regulator, Hostetter's Stomach Bitters. The result of its use is a speedy gain in strength, together with the agreeable consciousness that the tenure of life is being strengthened—that one is laying up a store of vitality against the unavoidable draughts which old age makes upon the system. The fortifying influence of the Bitters constitute it a reliable safeguard against malaria, rheumatism and kidney trouble. Appetite and sleep improve through its use, and it protects the system from the effects of cold and damp.

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To Winchester.

Midland train No. 3, leaving Frankfort at 4 p. m., makes close connection at Paris Junction with K. C. for Winchester, arriving at Winchester at 6:10.

Oakley Races.

June 26th to August 6th the Midland will sell tickets to Cincinnati and return at \$3.75.

C. D. BERCAW,
G. P. A.

High Bridge Camp Meeting.

July 12-29th, the Midland will sell tickets to High Bridge and return at one fare plus 25c.

During the meeting all passenger trains will stop at High Bridge.

THE NEW F. F. V. LIMITED

Commencing Sunday, May 13th, the F. F. V. Limited will leave Cincinnati daily at 12:20 noon, arriving at Washington at 7:40 a. m., Baltimore 9:00 a. m., Philadelphia 11:20 a. m. and New York 1:40 p. m. The train will consist of Composite Car, Elegant Day Coach, with Smoking Compartment, Dining Car, Pullman Sleeping Cars of the latest and most improved design, and an Observation Car. Emphasis is especially placed on the Observation Car. Built by the Pullman Company from Chesapeake and Ohio plans, the F. F. V. Observation Cars serve their purpose better than any others that have ever been constructed.

As the F. F. V. Limited is the only train having an Observation Car attached, it necessarily follows that the Chesapeake and Ohio R'y alone has scenery interesting enough to demand an Observation Car. The F. F. V. Limited is the only train running through from Cincinnati to New York that enables the business men to transact business in Cincinnati one day and New York the next. It is the only train for Jersey City Coast resorts, which are reached by the F. F. V. at dinner time instead of in the evening. It is the only train that enables business men to transact business in Cincinnati one day and reach Washington for breakfast the next morning. It is the most desirable train for New England resorts, connections being made in the Union Depot in Washington with the Colonial Express running through to Boston which reaches New Haven 4:10 p. m., New London 5:30 p. m., Providence 7:15 p. m. and Boston 8:30 p. m. The F. F. V. is the only modern train lighted throughout with Electricity, carrying a Dining Car and an Observation Car.

The Washington and Atlantic Express, also an Electric Lighted Vestibuled train, will leave Cincinnati at 7:00 p. m., reaching Washington 2:40 p. m. and Old Point Comfort 6:00 p. m. Connection is made at Washington with the Boston Express or the Limited, reaching New York about 9:00 p. m. At Norfolk connection is made with the Old Dominion Steamship Line, reaching New York 3:00 p. m. the next day.

New Midland Time Table.

Effective June 3d. Midland trains arrive as follows: No. 8, 8:15 a. m.; No. 2, 11:30 a. m.; No. 4, 7:35 p. m.

East bound trains depart: No. 1, 7 a. m.; No. 7, 1 p. m.; No. 3, 4 p. m.

No. 1 makes connection for Cincinnati, Lexington, Richmond and points south.

No. 7 makes connection for Cincinnati.

No. 3 makes connection for Cincinnati, Winchester, Richmond, Maysville, Lexington and points south.

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