

THE HERALD

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Subscribers failing to get THE HERALD regularly, will please notify the business manager.

Please send communications for publication as early as possible, and not later than Tuesday night.

All communications, such as letters from the people and news notes of balls, lawn parties, dances and personal mentions will be inserted in THE HERALD free of charge.

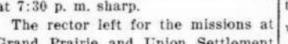
No communication will be received unless signed by the sender.

We do not publish your name in connection with the communication unless you so state, but we must insist upon having your name as a guarantee of good faith.

New Orleans exempts factories from taxation until 1910.

Algiers, the Fifth District of New Orleans, has several desirable sites for factories.

Capitalists will find it to their advantage to investigate.



MOUNT OLIVET NOTES.

The meeting of the vestry will take place tomorrow night at the rectory at 7:30 p. m. sharp.

The rector left for the missions at Grand Prairie and Union Settlement on Tuesday.

The Bishop will visit those places on Thursday for the purpose of confirmation.

Rev. Sidney Lee Vall returned on Sunday from a visit to the missions on the Lower Coast.

He reported good congregations in two of the points visited and impassable roads owing to the rains.

The rector solemnized the marriage of Mr. Thomas John Acherson of Emporia, Kan., and Miss Amie Seawell in St. Paul's Church on Monday afternoon in the presence of the immediate family.

Next Sunday there will be holy communion at both morning services, at 7:30 and 9:15 o'clock.

In addition to its being the first Sunday in the month it is also the Feast of the Transfiguration.

Since last record was made the following have contributed to the Birthday Guild:

Mrs. E. A. Woolf, C. Schubert, George Randolph and Edwin Kohn;

Misses Katie D. Schabel, Elsie Sinclair, Marguerite Belcher, Edith E. Munstermann, M. Beatrice Belcher, Zeldia E. Huckins, Beulah E. Borné, Lillian A. J. McCabe, Cora R. Swift, Alma A. Gahn, Blanche Vallette, Carrie Wiegand, Myrtle Meagher;

Messrs. A. C. Heron, Samuel J. Boylan and Francis Meagher; Masters Francis W. Sadler, Frank E. Belcher, and Arthur Kulp.

We were pleased to have with us in the choir last Sunday night Messrs. Horace Nelson and John Follett, old members of the choir, and Mr. William Army, one of the choir of St. George's Church.

We are always glad to have our old boys home again. It is a pleasure to note that Mr. Follett is serving as lay reader at St. George's Church.

Our sympathy goes out to our friend Mr. Andres P. Abascal in his sorrow over the death of his sister.

News has been received that she passed away at her home in far away Spain and was buried on July 18. May God grant unto her rest and peace.

JEFFERSON GUARDS RETURN.

On Tuesday, July 25, 1911, the Jefferson Guards, Gretna's popular military company, returned via the Southern Pacific road from their ten days' stay at the State encampment at Alexandria.

The boys appeared in fine fettle and expressed themselves as having had the time of their lives in camp. The members of the guard received a royal welcome when they struck home and the reception lasted, enthusiastically, for several hours.

The officers of the guard are as follows:

R. B. Hock, captain; P. G. Miller, first lieutenant; C. M. Rapp, second lieutenant; Lieutenant H. J. Fledermann, quartermaster; J. J. Hock, first sergeant; John Hughes, quartermaster sergeant; Charles Farrington, B. O. sergeant major; F. M. Hall, O. A. Hourguettes, C. Adams, and A. Christina, sergeants; C. Ens, Fred Stephens, L. Hoorman, J. F. Fledermann, C. Gallo and W. Alford, corporals; A. Dartsup and Sam Cheramie, trumpeters; Ed. Scheffler, artificer.

UNCLAIMED LETTERS.

The following is a list of unclaimed letters remaining at Station A, New Orleans, La., for the week ending August 3, 1911:

MEN. Walter Goodwin, Robert Thomas.

WOMEN. Miss H. Petty. W. J. BEHAN, Postmaster.

JOS. W. DANIELS, Supt. Station A.

LET US HAVE THE BENEFIT.

We are informed through a newspaper article appearing in the Daily Picayune, that considerable happiness was occasioned in Algiers upon receipt of a telegram addressed to Peter S. Lawton from Congressman Estopinal, in which the Congressman stated that the Canal Commission is considering two copies to New Orleans—Harvey's Canal, and the Outfall Drainage Canal.

We agree with the Picayune that this news occasions considerable happiness, for, having practically lost the Naval Station, and our Immigration Station not yet begun, with the T. & P. Shops being moved away, and less work being given out by the Southern Pacific, we have arrived at a point where we must have something on this side of the River to give employment to our idle men.

Mr. Lawton is quoted in the Picayune, as follows:

"In telling of the hopes of the Algiers Improvement Association, which has taken a prominent part in the fight to have the canal extended through the outfall canal, Mr. Lawton said that the citizens of Algiers are hopeful that their town will be successful in its fight. He explained that if the outfall canal be used only about a mile of dredging would be required to connect it with the Mississippi River, and that if the canal be dug on a line with its present bed that it would 'tap' the river at a point almost opposite to the American Sugar Refinery and the Frisco Slip."

Mr. Lawton explained that he is led to believe that the river front in the vicinity of the Frisco docks is destined to become the trade center of the city so far as shipping is concerned.

From Mr. Lawton's interview we are led to believe Mr. Lawton is advocating that the outlet into the River of the canal should be at a point opposite the Frisco Slips, which is about three miles down the Coast on this side of the River. We fail to see how this will be of benefit to Algiers. We have no doubt but that the Frisco docks is destined to become the trade center of the city, so far as shipping is concerned, but we, as Algierians, are looking after our own interests, and as we understood this movement was a movement of the Algiers Improvement Association, we should certainly look after the interests of the District in which we live, and are working for. We want the Outfall Drainage Canal's terminus to be in Algiers, where the hundreds of luggers will lay up, so that we may have trade with the men who man them, so that we may supply their provisions, stores, equipment, sell them boats, and place them in a position where they may reach our largest market in the shortest length of time.

Advocating the terminus of the Outfall Drainage Canal at a point opposite the Frisco Slips is little better than the Harvey's Canal as a terminus. One is about as near to the French Market as the other. What we want, and what we should ask for, is the continuation of the Canal from its present terminus on a direct line to the River along Whitney Avenue, where, years ago, a natural waterway existed. In our fight for what we hardly expect to get, let us at least be conservative.

In explaining his views on the subject, Mr. Lawton stated yesterday that the reason he had advocated the terminus to be located down the river opposite the Frisco Slips was that he was reliably informed that on account of the big eddy in the vicinity of Whitney avenue, it would be impossible to place locks at that point.

THE ALGIERS-INTERCOASTAL CANAL. Reasons Why Uncle Sam Should Use the Algiers Outfall Canal, as Framed by Mr. P. S. Lawton and Forwarded to General Estopinal at Washington, by the Special Committee of the Algiers Improvement Association, to Be Submitted to the Board of Army Engineers, Who Are Now Closing Their Report on This Very Important Matter.

First. Because, in the opinion of many practical river men who have given thought to present and prospective conditions affecting the handling of the water commerce of the New Orleans harbor, the advent of the larger ocean vessels which the new pass will admit into the river will ultimately concentrate all loading and unloading facilities in that stretch of the river below the Algiers point for many and various reasons, principal among which is the obvious danger of several such vessels meeting at this acute turn in the river, where all are compelled to keep to the middle of the stream to avoid a dangerous eddy on either side, as well as because of the impracticability of towing such vessels up or down stream around said point (during the high-water period at least) to possibly one or more other berths whereat to complete cargo—which fact should suggest that the river terminal of this new and important waterway should be located within said new wharfage district below said Algiers point, where said Algiers outfall canal would locate it.

Second. Because there are better foundations for locks at the point where said Algiers outfall canal would reach the river if projected in a straight line from its present location, than at any other place in the New Orleans harbor, as may be shown by the several reports of the McCann and Bunce Boards in the matter of the location of the New Orleans Naval Station, which is in this immediate vicinity and which said eminent government experts located in this reach of the river and on the shore, because of its being "behind" said Algiers Point, on a straight and permanent shore line, free from eddies and the stronger current which said Algiers Point directs against the opposite shore.

Third. Because it will be in this lower reach of the harbor that the northern branch of the inter-coastal canal will cross from Lake Borgne into the Mississippi river on the opposite side, making it desirable that said inter-coastal canal should "cross" the river on as nearly a straight line as possible, to the great advantage of a probably large number of comparatively frail craft which will regularly use inland waterway and which will naturally want to get back into said canal with as little river travel as possible for obvious reasons; and for further reason that the warehouse system which will follow and form part of the lighterage system which the advent of this new transportation system will automatically inaugurate in the New Orleans harbor, should also be concentrated as much as possible within easy and speedy reach of the barges entering the river from either branch of said intercoastal canal.

Fourth. Because said Algiers outfall canal has a right of way of 200 feet wide, extending from Bayou Barataria, in a straight line, to within one and one-half miles of the river, as stated, in the center of which strip said canal has been excavated ten feet deep and fifty feet wide, which valuable waterway may be secured by the United States government from the city of New Orleans, probably gratis, under certain conditions, and because the right of way, also on a straight line, throughout the other one and one-half miles mentioned, may be secured from the owners, at a nominal cost, said land being unimproved and comparatively cheap; and furthermore, because at the point where said local canal would reach the river, the banks of the river, both below and above said terminal, are unincumbered at the present time, by any buildings or wharves or any other obstructions to their detriment as sites for the prospective necessary warehouses mentioned.

As corroborative of the prediction that the heavy commerce of the port will sooner or later be handled in this lower section of the harbor, we need but point to the large enterprises already located there, prominent among which is the Frisco terminal, costing some \$7,000,000, diagonally across from these proposed locks; the big American sugar refinery, one of the largest in the world, employing nearly 2,000 men, directly across; the extensive Chalmette Docks, etc., etc. The refinery people abandoned a large plant which they had operated for years, just above said Algiers Point, for the new site, where the Cuban sugar ships land under their own steam night or day at their extensive wharves. An impartial investigation of this phase of the intercoastal canal project will verify these statements and justify the conclusions suggested.

FEDERATED TRADES PICNIC. The federated trades of Algiers, consisting of the International Brotherhood of Blacksmiths and Helpers, International Association of Machinists, Amalgamated Sheet Metal Workers, and the International Brotherhood of Boilermakers, will give their first grand picnic at the Suburban Park on Labor Day, Monday, September 4.

All kinds of sports will be indulged in, such as foot races, baseball, jumping matches, egg race, shoe scramble for children under twelve years of age, greasy pig race, fat men's race and a race for members. All sports will begin at 4 o'clock. There will also be first-class vaudeville and moving pictures. The committee is leaving nothing undone for the enjoyment of all those participating. Following is the arrangement committee: C. F. Kinney, chairman; L. F. Gisch, ex officio; R. Dixon, L. A. Haley, C. Brodtmann, A. Miller, A. Grimes, H. Schultz, J. Donewas, J. Fallon, A. J. Dugas, E. Page, C. P. Buist, J. N. Turner, J. Hughes, Jr., J. Spahr, G. C. Baker and J. D. McCormack.

FIGHT FOR STATION.

Colonel C. H. Ellis, chairman of the Naval Station conference committee, and Mayor Behrman are working together to see if they cannot keep the power plant in operation, and the Mayor is going to get some figures from electrical experts as to whether it would be cheaper for the government to buy its current or to keep on operating the plant.

"Getting down to the heart of the question, however," said Colonel Ellis, "we cannot and will not urge the government to keep any part of the plant in operation needlessly, and if the government can get current cheaper than it can make it we will not oppose closing down the plant. The point, however, is that we must force them to give the station work. Of course, keeping the power plant in operation for an idle station is a wanton waste of public money. What we must have is to make the station a live, active factor in the naval establishment. The Navy Department has made it a useless burden by refusing to give it any work to do, and has a good case in going before the government on the plea of economy. It is up to us to show the country how the Navy Department has refused to give the station any work, and to get the country to demand a fair distribution of the naval repair work."

Following are the telegrams which passed yesterday: "C. H. Ellis, New Orleans—Secretary's letter says: 'No definite orders have been sent to the commandant at New Orleans to close the power plant at that yard. It is probable, however, that it will be found necessary to take this step in the interest of economy. The annual expense of maintaining this power plant alone as compared with the productive work turned out by the yard is so excessive that it is but reasonable and businesslike to close the power plant, provided satisfactory light and water supply can be secured by other means at reasonable cost.'"

"BEEKMAN WINTHROP. 'Consult Mayor Behrman and advise us if light and water supply can be secured otherwise.' "ALBERT ESTOPINAL. 'J. R. THORNTON.' "Wire received. Will see Mayor Behrman tomorrow regarding lights and power Algiers station, and wire you. C. H. ELLIS." Chairman Ellis last night sent the following telegram: "Messrs. Thornton and Estopinal, Washington, D. C.—Have investigated power plant matter at Naval Station, and find, while arrangements for outside power feasible, it will necessitate change of motors. With all supplies and movable machinery boxed up preparatory to shipment elsewhere, and are convinced the secretary is determined to carry out his plan to render station useless by practically dismantling everything capable of being used elsewhere."

"What station needs is assignment of sufficient work necessary to practice such false economy. United States dredge Galveston was docked in commercial dock here in April instead of naval dock being used. Appropriations made for various purposes and at various times have been allowed to revert to general fund by secretary of the navy, who has persistently refused to obey mandates of Congress. 'C. H. ELLIS. 'Chairman Joint Conference.' The contributions to campaign fund were augmented yesterday by \$10 from Peter F. Pescud, making \$90 so far received."

PLANS OF SHED AND DOCK SENT TO WASHINGTON. S. E. Redfern, commissioner of immigration here, announced Tuesday that he had submitted for approval to Washington the blue prints of the shed and dock which is to be erected in front of the immigration station below New Orleans.

Mr. Redfern also announced that he asked for bids for the building of a cottage to cost somewhere in the neighborhood of \$400, near the proposed station.

Mr. Redfern declared that the shed and dock would afford every convenience to the immigration officers as well as to the immigrants, who will pass to the shed and dock before entering the station. The shed, according to the blue prints submitted, will have a Queen Anne effect.

TRINITY LUTHERAN CHURCH. The service for next Sunday will be as follows: English service, at 8 a. m. Sunday school at 9 a. m. German service at 10:30 a. m. The text will be the gospel lesson for the eighth Sunday after Trinity—Matt. 7, 15-23. Subject, "Beware of False Prophets."

The Young Ladies' Society will hold its regular meeting on Thursday night at 7:30 o'clock. The Helping Hand meets Wednesday evening at the usual hour. The German Ladies' Aid (Frauverein) meets Wednesday at 3 p. m., in the parsonage. Our Sunday School is taking new life and we trust that more children will be allowed to attend this service. Every child in the city is welcome here. A. SCHLIESER, Pastor.

BROUSSARD REPLIES.

In Answer to Herald Editorials of Last Week.

New Orleans, La., Aug. 1, 1911.

Dr. C. V. Kraft, Editor of the Herald, 500 Verret Street, New Orleans.

Dear Doctor: I beg to acknowledge receipt of the issue of the Herald of July 27, calling my attention to the efforts being made to maintain the naval station at Algiers against the efforts of the Secretary of the Navy to abandon same.

I have no hesitancy in declaring my position with regard to this matter, as a study of the Congressional Record will show that I have always done everything within my power, first, to establish the station, and, subsequently, to maintain it in all of its efficiency. After the death of General Meyer, who had charge of the legislation to establish the naval station, the First Congressional District remained for considerable time without a congressman; and his death created a vacancy on the Naval Affairs Committee. As dean of the Louisiana delegation it became my pleasant duty, in behalf of the delegation, to secure for Louisiana this assignment to the end that it might not be given to some other State, thus depriving Louisiana of representation on the committee. This resulted in the appointment of Judge Watkins on the Naval Affairs Committee as General Meyer's successor.

Subsequently General Estopinal was elected to succeed General Meyer, and as Judge Watkins represented a district including no part of New Orleans and as the naval station was located in the general's district, I, acting as dean of the delegation, was very active in effecting a situation by which Judge Watkins relinquished his assignment on the Naval Affairs Committee and Speaker Cannon appointed General Estopinal in his place on that committee.

Judge Thornton is on the Naval Affairs Committee of the Senate, filling the place made vacant on that committee by the death of Senator McEnery, his predecessor. The judge is not a candidate for reelection, and his successor will probably secure his committee assignments.

My devotion to the interest of the naval station at Algiers for the past fifteen years, and my efforts in its behalf, are a matter of record, and have repeatedly been published in the New Orleans papers.

I am prompted to write you this letter because I find in your statement among other things the following: "Memory, as a rule, is very short and many of us who are at the present moment in doubt as to just what assistance Congressmen Pujol, Broussard and Ransdell and Senator Foster have given to those engaged in retaining the Algiers naval base, and we would appreciate an enlightenment."

I can give you this assurance: Whether I return to Washington in my present capacity as a member of the House, or as Senator, my efforts will continue in behalf of the naval station. Yours truly, R. F. BROUSSARD.

ANNIVERSARY. On last Sunday evening a rare event was celebrated at the home of Mr. and Mrs. William Lucas, 525 Pelican avenue, it being the twenty-fifth anniversary of their marriage, and the same date being the twenty-fourth anniversary of the birth of their son, Mr. Arthur Lucas. An elaborate surprise had been quietly arranged by Mr. A. Bonyson, assisted by Mrs. Amelia Smith, Mrs. Augusta Burgis and Mrs. Mary Garner, and members of the order of the Eastern Star. The members met at the Masonic Hall and marched in a body to the home of Mr. and Mrs. Lucas at 8 p. m. In addition to the members of St. John chapter many were present from Robert Morris Chapter No. 1, Miriam Chapter No. 17, Star of the East Chapter No. 40.

After an appropriate address by Mr. M. A. Bonyson, Mr. and Mrs. Lucas were presented with a beautiful solid silver handled silk parasol and umbrella, with an appropriate inscription on each, from the members of the Order of the Eastern Star, and Mr. Arthur Lucas was presented with a pair of emblem cuff buttons, together with a large birthday cake with twenty-four burning tapers.

After a vocal selection by Miss Blanche Roddie, assisted by Mr. Eugene C. Roddie, Jr., Mrs. Eleanor Nelson, worth ymatron of St. John Chapter, presented the bride of twenty-five years with a beautiful bouquet. Then all retired to the large dining room, where refreshments were served and toasts were drunk that will make the event long remembered by those present, and as the toastmaster remarked: "May this occasion go down deep in the hearts of those for whom it was given and make an impression deeper and more lasting than the inscriptions that grace the presents."

After a most enjoyable evening the guests departed, wishing their hosts and hostess continued years of health and happiness. Each felt like repeating the words "Glad U kum."

A. SCHLIESER, Pastor.

Want Column

FOR SALE—FOR RENT.

FOR SALE. Property located at 415 Delaronde street for sale. Apply within. 11p

EIGHT-ROOM residence on Verret street, with all modern improvements, at a bargain. Owner living out of city. West Side Realty Co. 500 Verret St.

FOR SALE—A SURE BARGAIN. Fine double cottage, 209-211 Pelican avenue; 5 rooms on each side. In good repair on paved street. Rented for \$288 a year. Only \$2,600. Double cottage, 219 Patterson street, 4 rooms on each side; rented, \$15 a month; only \$1,100. Apply at once, 324 Bermuda street, July 27th. K.

FOR SALE. Three lots of ground in square 101, about two blocks from old viaduct, adjoining property of Mrs. Brechtel. Price \$700. Terms, one-half cash, balance on terms to suit purchaser. Apply to LEO MARRERO, Real Estate, Phone Algiers 39. Gretna, La.

FOR SALE—CHEAP. One typewriter, Smith-Premier, in first-class condition. Apply this office. 11f

FOR SALE CHEAP. Five lots in the rear of Naval Station. Apply to Mrs. F. B. Reynolds, 1120 Thalia street. aug 3

LOST. On Verret street, silver cross, promoter's. Return to 519 Delaronde street.

FOR RENT. 341 Alix street, four rooms; \$9.00 per month. Apply 721 Pelican avenue. aug 3, 10, 17

DIED. CHONAN—After a month's illness from typhoid fever, Stephen Cronan died Wednesday afternoon at his home, No. 536 LeBeuf avenue. Deceased was a native of Algiers, having been born here thirty-nine years ago, and is survived by his wife, who was Miss Juanita Verret, and by five children. Up to the time of his illness he had been for many years a sheet iron worker in the employ of the Southern Pacific Company. He was a member of Orange Camp No. 8, Woodmen of the World, and the Young Men's Social and Benevolent Association. The funeral took place at 3 o'clock Thursday afternoon, interment being in the McDonoghville cemetery.

HINYUB—On Sunday, July 30th, at 10:40 a. m. Jacob Hinyub died after an illness of several years. Deceased was born in McDonoghville but has resided here for the past fifteen years. He is survived by his wife, who was Miss Mary Sims. The funeral took place Monday at 4 o'clock p. m., from the residence of his father-in-law, N. Sims, 329 Bermuda street. Interment was in McDonoghville cemetery.

RISHER—On Saturday, July 29th, at 2:27 a. m. Mrs. (Capt.) W. W. Risher, nee Jane P. Guice, died. Deceased was born in Louisiana seventy-seven years ago and has resided in our town for the past twenty-three years. The funeral took place Sunday morning at 10 o'clock from the residence of her daughter, Mrs. F. Pitre, 317 Belleville street. Interment was in St. Mary's cemetery.

BAPTISMS. The following baptisms took place Tuesday at the Church of the Holy Name of Mary: Mary Sistrunk, daughter of John Sistrunk and Elizabeth Smith, residing at Scalon, La. The sponsors were Ed. Alexander and Edna Alexander. George H. Alexander, son of Ed. Alexander and Edna Billings, residing at McDonoghville. The sponsors were E. Smith and Mrs. Delia Walsh. Clarence C. Alexander, son of Ed. Alexander and Edna Billings, residing at McDonoghville. The sponsors were Bertrand Tuller and Mary M. Walsh.

METHODIST NOTES. Last Sunday morning the Sunday school children attending the Methodist Church were rewarded with a treat—it having been arranged to give each scholar a box of candy and a prize of two five-pound boxes of Furst & Braemer's famous Best on Earth candy to the two scholars making the best answers to a number of Bible questions. It was a most enjoyable affair, creating much interest among the children and a worthy lesson to all. The first prize was won by Miss Thomasetta Harvey, aged eight years, 801 Belleville street. The second prize was won by Miss Thelma Cayard, aged twelve years, 445 Belleville street. The candy was donated by Mr. M. A. Boussard, 311 Belleville street.

NEW BANK. Several days in advance of the date announced as that on which it would be opened for business, i. e., August 2, the Gretna Exchange & Savings Bank threw open its doors late Thursday forenoon, and it is announced that the new institution, located at Second and Lavoisier streets, Gretna, is ready to carry on a general banking business in accordance with its charter as framed under the general banking laws of Louisiana.

Railroad Schedules.

Free stopovers at New Orleans allowed on railroad and steamship tickets, affording tourists opportunity to see the city.

LOUISVILLE & NASHVILLE RAILROAD. 8:00 p. m. N. Y. & N. O. Ex. 7:30 a. m. N. O. & N. Y. Ex. 8:00 a. m. Memphis, Tenn. Ex. 8:30 a. m. St. Louis, Mo. Ex. 9:00 a. m. Chicago, Ill. Ex. 9:30 a. m. St. Paul, Minn. Ex. 10:00 a. m. St. Louis, Mo. Ex. 10:30 a. m. Chicago, Ill. Ex. 11:00 a. m. St. Paul, Minn. Ex. 11:30 a. m. St. Louis, Mo. Ex. 12:00 p. m. Chicago, Ill. Ex. 12:30 p. m. St. Paul, Minn. Ex. 1:00 p. m. St. Louis, Mo. Ex. 1:30 p. m. Chicago, Ill. Ex. 2:00 p. m. St. Paul, Minn. Ex. 2:30 p. m. St. Louis, Mo. Ex. 3:00 p. m. Chicago, Ill. Ex. 3:30 p. m. St. Paul, Minn. Ex. 4:00 p. m. St. Louis, Mo. Ex. 4:30 p. m. Chicago, Ill. Ex. 5:00 p. m. St. Paul, Minn. Ex. 5:30 p. m. St. Louis, Mo. Ex. 6:00 p. m. Chicago, Ill. Ex. 6:30 p. m. St. Paul, Minn. Ex. 7:00 p. m. St. Louis, Mo. Ex. 7:30 p. m. Chicago, Ill. Ex. 8:00 p. m. St. Paul, Minn. Ex. 8:30 p. m. St. Louis, Mo. Ex. 9:00 p. m. Chicago, Ill. Ex. 9:30 p. m. St. Paul, Minn. Ex. 10:00 p. m. St. Louis, Mo. Ex. 10:30 p. m. Chicago, Ill. Ex. 11:00 p. m. St. Paul, Minn. Ex. 11:30 p. m. St. Louis, Mo. Ex. 12:00 a. m. Chicago, Ill. Ex. 12:30 a. m. St. Paul, Minn. Ex. 1:00 a. m. St. Louis, Mo. Ex. 1:30 a. m. Chicago, Ill. Ex. 2:00 a. m. St. Paul, Minn. Ex. 2:30 a. m. St. Louis, Mo. Ex. 3:00 a. m. Chicago, Ill. Ex. 3:30 a. m. St. Paul, Minn. Ex. 4:00 a. m. St. Louis, Mo. Ex. 4:30 a. m. Chicago, Ill. Ex. 5:00 a. m. St. Paul, Minn. Ex. 5:30 a. m. St. Louis, Mo. Ex. 6:00 a. m. Chicago, Ill. Ex. 6:30 a. m. St. Paul, Minn. Ex. 7:00 a. m. St. Louis, Mo. Ex. 7:30 a. m. Chicago, Ill. Ex. 8:00 a. m. St. Paul, Minn. Ex. 8:30 a. m. St. Louis, Mo. Ex. 9:00 a. m. Chicago, Ill. Ex. 9:30 a. m. St. Paul, Minn. Ex. 10:00 a. m. St. Louis, Mo. Ex. 10:30 a. m. Chicago, Ill. Ex. 11:00 a. m. St. Paul, Minn. Ex. 11:30 a. m. St. Louis, Mo. Ex. 12:00 p. m. Chicago, Ill. Ex. 12:30 p. m. St. Paul, Minn. Ex. 1:00 p. m. St. Louis, Mo. Ex. 1:30 p. m. Chicago, Ill. Ex. 2:00 p. m. St. Paul, Minn. Ex. 2:30 p. m. St. Louis, Mo. Ex. 3:00 p. m. Chicago, Ill. Ex. 3:30 p. m. St. Paul, Minn. Ex. 4:00 p. m. St. Louis, Mo. Ex. 4:30 p. m. Chicago, Ill. Ex. 5:00 p. m. St. Paul, Minn. Ex. 5:30 p. m. St. Louis, Mo. Ex. 6:00 p. m. Chicago, Ill. Ex. 6:30 p. m. St. Paul, Minn. Ex. 7:00 p. m. St. Louis, Mo. Ex. 7:30 p. m. Chicago, Ill. Ex. 8:00 p. m. St. Paul, Minn. Ex. 8:30 p. m. St. Louis, Mo. Ex. 9:00 p. m. Chicago, Ill. Ex. 9:30 p. m. St. Paul, Minn. Ex. 10:00 p. m. St. Louis, Mo. Ex. 10:30 p. m. Chicago, Ill. Ex. 11:00 p. m. St. Paul, Minn. Ex. 11:30 p. m. St. Louis, Mo. Ex. 12:00 a. m. Chicago, Ill. Ex. 12:30 a. m. St. Paul, Minn. Ex. 1:00 a. m. St. Louis, Mo. Ex. 1:30 a. m. Chicago, Ill. Ex. 2:00 a. m. St. Paul, Minn. Ex. 2:30 a. m. St. Louis, Mo. Ex. 3:00 a. m. Chicago, Ill. Ex. 3:30 a. m. St. Paul, Minn. Ex. 4:00 a. m. St. Louis, Mo. Ex. 4:30 a. m. Chicago, Ill. Ex. 5:00 a. m. St. Paul, Minn. Ex. 5:30 a. m. St. Louis, Mo. Ex. 6:00 a. m. Chicago, Ill. Ex. 6:30 a. m. St. Paul, Minn. Ex. 7:00 a. m. St. Louis, Mo. Ex. 7:30 a. m. Chicago, Ill. Ex. 8:00 a. m. St. Paul, Minn. Ex. 8:30 a. m. St. Louis, Mo. Ex. 9:00 a. m. Chicago, Ill. Ex. 9:30 a. m. St. Paul, Minn. Ex. 10:00 a. m. St. Louis, Mo. Ex. 10:30 a. m. Chicago, Ill. Ex. 11:00 a. m. St. Paul, Minn. Ex. 11:30 a. m. St. Louis, Mo. Ex. 12:00 p. m. Chicago, Ill. Ex. 12:30 p. m. St. Paul, Minn. Ex. 1:00 p. m. St. Louis, Mo. Ex. 1:30 p. m. Chicago, Ill. Ex. 2:00 p. m. St. Paul, Minn. Ex. 2:30 p. m. St. Louis, Mo. Ex. 3:00 p. m. Chicago, Ill. Ex. 3:30 p. m. St. Paul, Minn. Ex. 4:00 p. m. St. Louis, Mo. Ex. 4:30 p. m. Chicago, Ill. Ex. 5:00 p. m. St. Paul, Minn. Ex. 5:30 p. m. St. Louis, Mo. Ex. 6:00 p. m. Chicago, Ill. Ex. 6:30 p. m. St. Paul, Minn. Ex. 7:00 p. m. St. Louis, Mo. Ex. 7:30 p. m. Chicago, Ill. Ex. 8:00 p. m. St. Paul, Minn. Ex. 8:30 p. m. St. Louis, Mo. Ex. 9:00 p. m. Chicago, Ill. Ex. 9:30 p. m. St. Paul, Minn. Ex. 10:00 p. m. St. Louis, Mo. Ex. 10:30 p. m. Chicago, Ill. Ex. 11:00 p. m. St. Paul, Minn. Ex. 11:30 p. m. St. Louis, Mo. Ex. 12:00 a. m. Chicago, Ill. Ex. 12:30 a. m. St. Paul, Minn. Ex. 1:00 a. m. St. Louis, Mo. Ex. 1:30 a. m. Chicago, Ill. Ex. 2:00 a. m. St. Paul, Minn. Ex. 2:30 a. m. St. Louis, Mo. Ex. 3:00 a. m. Chicago, Ill. Ex. 3:30 a. m. St. Paul, Minn. Ex. 4:00 a. m. St. Louis, Mo. Ex. 4:30 a. m. Chicago, Ill. Ex. 5:00 a. m. St. Paul, Minn. Ex. 5:30 a. m. St. Louis, Mo. Ex. 6:00 a. m