

WAWAKOLA

THE GREAT TONIC LAXATIVE

If you have sour stomach, indigestion, biliousness, constipation, bad breath, dizziness, inactive liver, heartburn, kidney troubles, backache, loss of appetite, insomnia, lack of energy, bad blood, bloated or muddy skin, or any symptoms and disorders which tell the story of bad bowels and an impaired digestive system, **Laxakola Will Cure You.**

It will clean out the bowels, stimulate the liver and kidneys, strengthen the mucous membranes of the stomach, purify your blood and put you "on your feet" again. Your appetite will return, your bowels move regularly, your liver and kidneys cease to trouble you, your skin will clear and freshen and you will feel the old time energy and buoyancy.

Mothers seeking the proper medicine to give their little ones for constipation, diarrhoea, colic and similar troubles, will find Laxakola an ideal medicine for children. It keeps their bowels regular without pain or griping, acts as a general tonic, assists nature, aids digestion, relieves restlessness, clears the coated tongue, reduces fever, causes refreshing, restful sleep and makes them well, happy and hearty. **Children like it and ask for it.**

For Sale by : : A. J. Richards.

Laxakola is not only the most efficient of family remedies, but the most economical, because it combines two medicines, viz: laxative and tonic, and at one price, 25c. per box. At drug stores. Send for free sample to THE LAXAKOLA CO., 122 Nassau Street, N. Y., and mention the name of your druggist. We will express to any address on receipt of 50c. in stamps or post note, all charges prepaid. A large family size bottle of Laxakola, sufficient to last for a long time.

THE National Supply Co.,

TOLEDO, O., - PITTSBURG, PA.

Manufacturers of and dealers in Oil and Gas Well Supplies
Boilers, Engines, Cordage and Pipe. Branch stores in all oil fields.
Long Distance 'Phone 237.

STORE AND WAREHOUSE,

NO. 134 SECOND STREET, MARIETTA, OHIO.

For a SUMMER CRUISE take the

COAST LINE TO MACKINAC

To Cleveland
Detroit
Toledo
Buffalo



To Mackinac
Georgian Bay
Petoskey
Chicago
DuSable

The Greatest Perfection yet attained in Boat Construction.

Four Trips per Week Between Toledo, Detroit & Mackinac
PETOSKEY, "THE BOAT," MARQUETTE AND DU SABLE.

Special service on account of Pan-American Exposition at Buffalo, will be operated during July and August. Direct connections will be made with C. O. D. Line on night and day trips. Apply for Special Rates.

Every Day and Night Between Toledo, Put-in-Bay, Cleveland, and Buffalo

Day and Night Service Between DETROIT and CLEVELAND
From \$1.50 Each Direction.
Rochester \$1.00, Erie \$1.25. Stations, \$2.25.
Connections are made at Cleveland with Detroit Trains for all points East, South and North, and at Detroit for all points North and Northwest. SUNDAY SERVICE DURING SEASON OF NAVIGATION.

Send for Illustrated Pamphlet, Address, A. A. SCHWARTZ, G. P. A., DETROIT, MICH. Detroit & Cleveland Nav. Co.

Rates to Pan-American Exposition.

The Buffalo, Rochester and Pittsburgh Ry. will sell excursion tickets to Buffalo, N. Y., account of the Pan-American Exposition at the following rates, commencing April 30th.

Season tourist tickets will be sold every day at \$11.05 for the round trip from Pittsburgh, Pa., good returning to and including October 31st.

Tickets limited 15 days will be sold every day at \$9.20 for the round trip from Pittsburgh.

On each Tuesday during May tickets will be sold at \$8.00 for the round trip from Pittsburgh, limited five days.

May 15th and 29th special excursions, tickets limited three days, will be sold at \$5.25 for the round trip from Pittsburgh.

Excursion tickets from other points on the B. R. & P. Ry. will be sold on above dates at proportionate rates.

Two fast solid vestibuled trains leave P. & W. Depot, Allegheny 9:00 a. m. and 10:00 p. m. City time; the morning train is equipped with high back seat day coaches. Cafe and free reclining chair cars, night train with noon coaches and latest pattern of Pullman sleepers.

Tickets on sale at City Ticket office, 550 Smithfield St., Cor. Fifth Ave., or P. & W. Depot, Allegheny.

All inquiries for information will receive prompt attention if addressed to C. O. D. Pascault, Division Passenger Agent, 500 Smithfield St., Pittsburgh, Pa.

Attachment.

C. G. Lawrence, plaintiff vs. R. H. Cummings, defendant. Before M. F. Hickman, J. P. of Palmer Tp., Washington Co., Ohio. On the 23rd day of April A. D. 1901, said Justice issued an attachment in the above action for the sum of \$34.00. Browns Mills, May 14, 1901.

C. G. LAWRENCE.

Wed-May 15th.

\$50 Reward will be paid for any case of Nasal Catarrh, Catarrh of Head or Catarrh of Ears that cannot be permanently cured by BUNSEN'S CREAM Cures catarrh easily and pleasantly. Cleans, soothes and heals the membrane. Contains no mercury nor other injurious drugs. Is quickly absorbed. Gives instant relief. Regular size, fifty cents. Sample and full directions free on request by C. W. Beggs, Sons & Co., Chicago, Ill.

Attention Cos. L. & H.

The fifth annual picnic of Co. L, First O. V. C. and Co. H, Seventh O. V. C., will be held with Comrade John N. Riley up the Muskingum on Thursday, June 13th.

HITNEY CORNER, Secretary.

The Oil Industry.

Oil interest are bound to fluctuate. Marietta must look for that and must in the end expect to see the production of oil dwindle so that it will not be the overshadowing industry that it now is, but see it subsiding to the proportions of many of Marietta's other industries.

What we want to call attention to, just now, however, is to the uselessness of going to this field under present conditions. We are not posted as to the conditions as an expert would be, nor do we claim to have any inside information, in regard to this field, but can only judge from the facts as stated in the newspapers and by men who have visited the field recently.

BEAUMONT CRUDE.

If the base of this oil is asphalt and consequently only a small percentage of illuminating oil in it, then it is certain that it will not be available for refining into illuminating oil. If the base is asphalt as claimed, then it is only suitable for fuel and not being very inflammable it can be induced to burn only by spraying it into a furnace with steam.

Many hundreds of oil men if not thousands, have gone to this field and invested large sums of money, much of it no doubt borrowed money, on which interest must be paid. Many of these men are no doubt small operators. A large part of these operators have secured good territory and have put down wells, struck the pay fluid and then shut in the wells to await development. What are they waiting for? 'Tis to see if the oil will be taken by the commercial world and utilized as a fuel. To see if some big rich corporation will lay a pipe line and take their production as the Standard does now with illuminating crude and where all we have to do is to get a good well and soon its pipes are laid up to the well and we have to do is to go to the office and draw the money. How is it down in Beaumont? Is there any big fellow down there with pipe lines and checks waiting for to strike pay dirt and pay the market price for every barrel? Oh! no, the Standard as we understand it, does not handle fuel oil, or at least has not yet taken hold of the fuel oil of that section. Where then will these producers sell their oil? Not at the coast, for the ocean-going steamships have not yet adopted oil for fuel. Suppose they had adopted it, the output of a few wells would supply a whole fleet. No, it is plain as the nose on your face, that a crisis is approaching down at Beaumont. These operators can not always wait for a customer for their oil. There are men to pay for work, interest to pay and no prospect ahead for any market for their oil, no matter how cheap they may make it. It may be several years before the chemists and the commercial world get down to business and fix a price on this oil. Indeed after the price is fixed, will the demand be sufficient to justify the outlay of capital to any large extent in developing this territory? How many years will it take for the fuel oil business to reach the perfection and swing of the illuminating oil business? These are serious questions and must be answered by the oil operator, before he leaves a field like that around Marietta, to cast his lot in with such as that at Beaumont, Texas.

Marietta, however, should take warning and hedge against a possible subsidence of the oil interests in this region and be prepared for the worst. We must have manufacturers in such numbers that when the subsidence does begin, we will go right along in our growth and not feel the departure of the oil men who have given such a splendid impetus to the business of our city and county.

In saying this much it should not be inferred that we are alarmists or that we fear any exodus of oil men to the Beaumont field. If any number of our oil men should at any time leave here for that country we are satisfied that they would not take their families down there among swamps and where educational advantages are slim. We are persuaded that he will only move away from beautiful Marietta to that region as a last resort and when urged by dire necessity and exigencies of business.

S. J. H.

Three Progressive States.

A bulletin was issued by the census office at Washington the other day showing the condition of the manufacturing interests of the states of Idaho, Nevada and Wyoming, as developed by the twelfth census. In Idaho the value of manufacturing products is \$4,020,532 as against \$1,290,996 in 1890, or a gain of 188 per cent. in ten years. The number of establishments increased from 140 to 591 in the same time. The average number of wage earners in 1900 was 1,474.

Nevada shows an increase of 48.7 per cent. in the value of products between 1890 and 1900, the value for the latter year being \$1,643,675. Six hundred persons are employed in that state in manufacturing industries.

During the year 1900 Wyoming manufactured \$4,290,240 worth of products, a gain of 78.5 per cent. over 1890. There was a similar gain in the number of establishments. The Wyoming manufacturers gave employment to 2,151 persons in 1900 as against 1,022 in 1890.

Reina Mercedes as a Training Ship.

The former Spanish cruiser Reina Mercedes is to be fitted up as a training ship for landsmen. When the work of repairing it has been completed it will be placed in commission without further delay. The Reina Mercedes was sunk by the Spaniards in Santiago harbor on July 4, 1898, to prevent Sampson's ships from entering. After the war it was raised and taken to Norfolk, then to Portsmouth, N. H., where the ship is now. It was originally intended to cover over the vessel and use it as a receiving ship, but an examination showed it could be put in condition for sea service. All the machinery will be new. The Reina Mercedes will be the first vessel captured from Spain to be placed in commission on the Atlantic coast. The name will not be changed.

Laying Lines.

The Marietta Fuel and Gas Company is running its lines up Maple street which is being torn up to admit of the placing of the pipe along the length of the street. Connections are being made daily with the houses of various consumers along the line.

China's Kerosene Imports.

Before 1890 little was known in China of kerosene. In 1890 more than 100,000,000 gallons were imported.

COMMERCE OF JAPAN.

Steady Increase in Imports of Country Is Shown.

Falling Off However in the Importation of Raw Cotton—Political Troubles of Little Nation Create Unfavorable Condition.

The commerce of Japan, in which the United States is greatly interested, is discussed by the Swiss consul-general at Yokohama in a report which has just reached the treasury bureau of statistics. It shows a steady increase in the importations of Japan in 1900 over those of the preceding year, though in the matter of raw cotton there has been a marked decrease. Japan's importations of raw cotton in 1899 were very large, and owing to the high price in 1900 and the large stock of American cottons laid in during 1899, her imports of that single article from the United States in the nine months ending with March, 1901, have been but \$1,729,580 in value, as against \$11,517,998 in the corresponding months of the fiscal year 1900. As a consequence the total figures of our exports to Japan show a material decrease, chargeable, however, almost exclusively to the single item of cotton. Even with this great reduction our total exports to Japan in the nine months for which the bureau of statistics has completed its figures of the present fiscal year are nearly \$2,000,000 in excess of the corresponding months of the fiscal year 1899, though, as above observed, less than those created by the abnormal importation of American cottons in the fiscal year 1900.

The following statement of commercial conditions in Japan is taken from the report of the Swiss consul general above referred to:

"Owing to the recent political troubles, Japan's foreign trade in 1900, unlike preceding years, shows a considerable falling off. Money has been scarce, one bank after another has had to suspend payment, and the Japanese merchants, unable to find a market for ordered goods, simply break their contracts. It is reported that there are at present goods to the value of about \$20,000,000 which have been ordered but not taken by Japanese merchants and manufacturers.

"The imports, as compared with those of the preceding year, have been higher by about \$33,000,000, while the exports have been lower by \$5,500,000. This means for Japan an outflow of over \$40,000,000. It is hoped that after the end of the Chinese troubles, which impose upon Japan altogether excessive sacrifices, a turn to the better may take place. The total value of the foreign trade in 1900 was \$243,791,000, an increase of \$7,000,000 over the figures of 1899. This increase is due chiefly to the extraordinary demand for rails and other iron products, woolen cloths, sugar and petroleum. The exports show a decrease of \$5,500,000, chiefly owing to the depreciation in the trade of raw silk, 'kaiki,' matches and cotton yarns."

Station	612 626 616		
	AM	PM	PM
Northward.			
Marietta.....	6:30	10:15	12:15
Caywood.....	6:48	10:33	12:33
Sinclairville.....	7:06	10:51	12:51
Whipple.....	7:24	11:09	1:09
Warrior.....	7:42	11:27	1:27
Elba.....	7:59	11:44	1:44
Mackburg.....	8:17	12:02	2:02
Dexter City.....	8:35	12:20	2:20
South Olive.....	8:53	12:38	2:38
Dudley.....	9:11	12:56	2:56
Caldwell.....	9:29	1:14	3:14
Belle Valley.....	9:47	1:32	3:32
Avon.....	10:05	1:50	3:50
Glenwood.....	10:23	2:08	4:08
Pleasant City.....	10:41	2:26	4:26
Dorwent.....	10:59	2:44	4:44
Brysville.....	11:17	3:02	5:02
Cambridge.....	11:35	3:20	5:20
Tyner.....	11:53	3:38	5:38
Kimblenton.....	12:11	3:56	5:56
Bird's Run.....	12:29	4:14	6:14
Gorham.....	12:47	4:32	6:32
York.....	13:05	4:50	6:50
Newcomerstown.....	13:23	5:08	7:08
Wolf.....	13:41	5:26	7:26
Stones Creek.....	14:00	5:44	7:44
Yoricksville.....	14:18	6:02	8:02
Canal Dover.....	14:36	6:20	8:20
Valley Junction ar.....	15:00	6:50	8:50
Southward.			
Valley Junction lv.....	6:30	10:15	12:15
Canal Dover.....	6:50	10:35	12:35
Yoricksville.....	7:10	10:55	12:55
Whipple.....	7:30	11:15	1:15
Wool.....	7:50	11:35	1:35
Newcomerstown.....	8:10	11:55	1:55
Post Bay.....	8:30	12:15	2:15
Bird's Run.....	8:50	12:35	2:35
Brysville.....	9:10	12:55	2:55
Kimblenton.....	9:30	1:15	3:15
Cambridge.....	9:50	1:35	3:35
Brysville.....	10:10	1:55	3:55
Dorwent.....	10:30	2:15	4:15
Pleasant City.....	10:50	2:35	4:35
Glenwood.....	11:10	2:55	4:55
Avon.....	11:30	3:15	5:15
Caldwell.....	11:50	3:35	5:35
Dudley.....	12:10	3:55	5:55
South Olive.....	12:30	4:15	6:15
Dexter City.....	12:50	4:35	6:35
Mackburg.....	1:10	4:55	6:55
Warrior.....	1:30	5:15	7:15
Whipple.....	1:50	5:35	7:35
Stanleyville.....	2:10	5:55	7:55
Marietta.....	2:30	6:15	8:15
Valley Junction ar.....	2:55	6:40	8:40

Dark Blue Lines, P. M. Time. Light Blue, A. M. Time.

Connections Leave Newcomerstown via Pittsburg Division.—For Pittsburg and East, 9:43 a. m., 11:31 a. m., 2:17 p. m. For Urichville and Dennington, 7:47 a. m. For Columbus, 10:15 a. m. For Columbus and Cincinnati, 11:23 a. m., 1:12 p. m., Indianapolis 11:25 a. m., 1:12 p. m. For Columbus and Chicago, 1:24 p. m.

Connections Leave Canal Dover via Cleveland & Pittsburgh Division.—For Cleveland, Canton and Fort Wayne Route points, Chicago, Pittsburgh and Intermediate points, 1:20 a. m. and 12:50 p. m.

*Daily. †Except Sunday. (Flag stop.

L. F. LOREE, E. A. FORD,
General Manager, General Passenger Agent

11:25-00-N PITTSBURGH, PENN'A.

For time cards, rates of fare, through tickets, baggage checks, and further information regarding the running of trains, apply to any agent of the Pennsylvania Lines.

Buffalo, Rochester and Pittsburgh Railway.

The Pan-American Exposition Line

THROUGH VESTIBULED TRAINS BETWEEN

Pittsburgh and Buffalo	Pittsburgh and Rochester
9:00 a. m.	9:00 a. m.
11:30 a. m.	11:30 a. m.
2:00 p. m.	2:00 p. m.
4:30 p. m.	4:30 p. m.

Equipped with Pullman Sleepers, Handsome Day Coaches, Cafe and Reclining Chair Cars.

Quick Time—Superior Service.

From P. & W. Station, Allegheny.

Station	Leave	Arrive
Buffalo, Rochester, Pungs, DuBois and Bradford	9:00 a. m.	6:45 p. m.
Parsippany and DuBois	10:00 a. m.	7:45 p. m.
Buffalo and Rochester	11:00 a. m.	8:45 p. m.
Exc.	12:00 p. m.	9:45 p. m.

*Daily. †Week Days.

9:00 a. m. train has Cafe and free Reclining Chair Cars. Pullman Sleeping Cars on 10:00 p. m. train between Pittsburgh and Buffalo, Pittsburgh and Rochester.

E. C. LAPEY, C. O. D. PASCAULT,
Gen. Pass. Agt. Div. Pass. Agt.
Rochester, N. Y. Pittsburgh, Pa.

Carpet cleaning and carpet laying, furniture packed and cleaned. Work of all kinds done promptly.

George W. Curtis, Manager.

724 Second Street, Marietta Phone Mch. 19-1f. No. 285.

G. W. WINCHELL, Groceries and General Produce.

Restaurant in Connection. Meals at all Hours.

Bell Phone, Williamstown, 48. C. ex. Ferry Street and Railroad Avenue, Williamstown, W. Va.

B. & O. S-W. R R

TIME TABLE NO. 24.
Trains Arrive at and Depart from Union Station.
Central Standard Time.

WESTWARD.			EASTWARD.		
ARRIVE	WESTWARD.	DEPART	WESTWARD.	DEPART	EASTWARD.
8:11 a. m.	Athens, Chillicothe, Cincinnati, Louisville, St. Louis and all points west, south and west.	11:40 a. m.	7:50 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	10:50 a. m.
9:00 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	11:40 p. m.	7:50 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	10:50 p. m.
11:45 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	12:10 p. m.	8:00 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	11:20 a. m.
12:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	1:10 p. m.	9:00 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	12:20 p. m.
1:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	2:10 p. m.	10:00 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	1:20 p. m.
2:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	3:10 p. m.	11:00 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	2:20 p. m.
3:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	4:10 p. m.	12:00 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	3:20 p. m.
4:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	5:10 p. m.	1:00 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	4:20 p. m.
5:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	6:10 p. m.	2:00 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	5:20 p. m.
6:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	7:10 p. m.	3:00 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	6:20 p. m.
7:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	8:10 p. m.	4:00 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	7:20 p. m.
8:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	9:10 p. m.	5:00 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	8:20 p. m.
9:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	10:10 p. m.	6:00 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	9:20 p. m.
10:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	11:10 p. m.	7:00 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	10:20 p. m.
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1:45 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	2:10 a. m.	10:00 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	1:20 a. m.
2:45 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	3:10 a. m.	11:00 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	2:20 a. m.
3:45 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	4:10 a. m.	12:00 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	3:20 a. m.
4:45 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	5:10 a. m.	1:00 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	4:20 a. m.
5:45 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	6:10 a. m.	2:00 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	5:20 a. m.
6:45 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	7:10 a. m.	3:00 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	6:20 a. m.
7:45 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	8:10 a. m.	4:00 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	7:20 a. m.
8:45 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	9:10 a. m.	5:00 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	8:20 a. m.
9:45 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	10:10 a. m.	6:00 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	9:20 a. m.
10:45 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	11:10 a. m.	7:00 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	10:20 a. m.
11:45 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	12:10 p. m.	8:00 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	11:20 a. m.
12:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	1:10 p. m.	9:00 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	12:20 p. m.
1:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	2:10 p. m.	10:00 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	1:20 p. m.
2:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	3:10 p. m.	11:00 a. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	2:20 p. m.
3:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	4:10 p. m.	12:00 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	3:20 p. m.
4:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	5:10 p. m.	1:00 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	4:20 p. m.
5:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	6:10 p. m.	2:00 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	5:20 p. m.
6:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	7:10 p. m.	3:00 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	6:20 p. m.
7:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	8:10 p. m.	4:00 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	7:20 p. m.
8:45 p. m.	Bellevue, Parkersburg, Chillicothe, Cincinnati and way stations.	9:10 p. m.	5:00 p. m.	Bellev	