

## TRAIN ROBBERS HOLD UP EXPRESS

### Baggage Car Dynamited by Four Men

Train Crew Terrorized by Bandits and  
Passengers Subdued by Pistol  
Shots—No One Hurt.

CHICAGO, Ill., Aug. 1.—Four masked men held up the New York and Chicago express train on the Baltimore and Ohio railroad at Calumet Heights at 8 o'clock last night. They secured no cash. They blew open one of the baggage cars, thinking it the express car, terrorized the trainmen and passengers by shooting, and escaped in the scrub oak to the west, going toward Tracy, Ind.

A special train bearing police-men under command of Captain Shipley left South Chicago at 1 o'clock this morning for the scene of the robbery.

The attempt at train robbery is one of the boldest on record. There is little doubt it would have been successful had there been a safe in the baggage car, as the robbers expected. The train was brought to a stop by the swinging of a red light across the tracks. It was a lonely place with open prairie studded here and there with scrub oak. None of the trainmen made any resistance to the robbers, the shooting kept up by the bandits effectually preventing them from making a fight or following the men.

As soon as the train came to a standstill two of the robbers mounted the engine, and, placing revolvers at Engineer J. W. Collins' and Fireman F. S. Deveny's heads, told them to get down, and waste no time. The robbers followed, and while one stood guard over the engineer the other walked the fireman to the rear of the baggage car, which was the second car back of the engine, and compelled him to uncouple the two cars from the train. Then they returned to the engine, and the engineer was ordered to go ahead about 200 feet.

As soon as this was done one of the robbers produced a bunch of dynamite sticks, and, placing one at the door of the baggage car, lighted the fuse and told the engineer and fireman to stand back. The explosion did not blow open the door, but loosened it, and the man with the dynamite then lighted another stick and threw it into the car through a wide crack that had been made. This explosion blew a big hole in the side of the car and in the floor. The robbers then compelled the engineer and fireman to get up into the car with them, and a quick search was made for the safe.

All the time the bandits were operating with the baggage car, they kept up a constant firing to keep the crew in subjection, and to compel the passengers to remain inside the coaches. The passengers were not otherwise disturbed.

Not finding what they sought, one of the robbers said:

"What will we do now?"  
The other said: "Let's get out of this."

Both leaping to the ground, they ran to the side of the track, climbed the fence and were lost in the darkness.

While this was going on in the front part of the train the other masked bandits were keeping watch over the train standing on the track. They fired frequently, but no one was hurt, the passengers remaining in the coaches and the crew making no sign. Just before the robbers who were with the engineer quit the spot, one of them, wrenched the engineer's watch from the chain. This was all the property that was taken.

The dynamited car was badly wrecked on one side, and the second explosion threw one wheel off the rail. After the disappearance of the robbers the crew assisted in getting the car on the track again, and the damaged car was brought to Chicago. The men left forty-six sticks of dynamite tied together in a bundle in the baggage car.

To insure the stopping of the train, three or four bags of sand and two short rails were placed across the track. The red light seen by the engineer was waved about 300 feet from this obstruction.

Engineer Collins said last night that he had no suspicion of train robbers when he saw the light.

"I heard some shooting," said the conductor, "and looked out to see what was the matter. I saw the engineer and fireman running down the track, followed by three men. I had no time to look at more than that, for I saw two flashes of flame close to the car and a bullet went by my head, as one of them called out: 'Keep your head in there if you don't want it blown off.' 'Certainly,' I said, and I pulled it in as quickly as I knew how. I saw that the men were making a mistake in getting the wrong cars, so when I heard them go off up the track, I expected to hear them come back again in a few minutes, which they did. However, they had no better luck that time than on the first trip, and it was not a robbery of much profit to them. I think there were more than three men engaged in the robbery, for I saw two other men standing beside the track just at the time the engineer pulled out with the two cars. They evidently saw that their companions had made a mistake and judged that delays were dangerous, for after shouting to the men who were with the engineer and fireman, they ran into the bushes."

F. A. Applegate, of Newark, Ohio, was the express messenger and was alone in his car. He had no idea that a robbery was being attempted until he heard the shooting on the outside. He then seized a rifle and climbed on the top of the safe, awaited developments, determined to make the best fight in his power. He was not molested in any way, however. He said there was considerable gold and silver in the car and that the robbers might have secured a rich booty if they had come to the right place. "I had no idea of what I was going to do," said Applegate, "except that I had made up my mind that there was going to be a fight, and that I was going to do the best I could." Local express officers refused to say how much money there was in the car.

### INEFFECTIVE SEARCH

Train Robbers Seem to Have Made a  
Clean Escape From Pursuers.

CHICAGO, Aug. 2.—Detectives engaged in hunting for the men who held up the B. & O. limited thirty-one miles from Chicago, but secured nothing but the engineer's watch, at an early hour yesterday arrested three men in the woods east of Miller's station, Ind. They were hovering around a bonfire when seen, and all declared that they were sailors. At Albion, Ind., four other men were taken in charge by officers as suspects.

The hold-up occurred between Miller's station and Edgemoor, Ind., and the country for miles around was scoured by squads of officers.

A launch was put on Lake Michigan in the hope that the robbers might have attempted to escape by water. Half a dozen bloodhounds, secured from a pool-room, were led to the place of the wrecking of the mail car and put on the scent.

A reward of \$500 has been offered by the superintendent of the road for any information that will lead to the arrest of the bandits and it is thought that a greater amount will be offered for their capture.

### Suicide Suspected.

TERRE HAUTE, Ind., Aug. 2.—Dr. C. F. Askren, aged 40, was found dead in the alley back of his room yesterday. Suicide is suspected, owing to a morose letter he wrote to his divorced wife, living at French Lick Springs, Ind. He was drinking heavily and visited several roadhouses, being brought home by a hackman. He either fell or jumped out of his window.

The best physician—Chamberlain's Stomach and Liver Tablets. Easy to take. Pleasant in effect. For sale by J. W. Hess.

## THE KING IS BROKE

Phenomenal Phillips Suspends  
Payments in Chicago

Says the Business of His Firm Increased so Rapidly that Accounts Became Muddled and Overpayments Ensued but Claims to be Solvent and able to Protect all of his Customers.

CHICAGO, Aug. 2.—George H. Phillips, the board of trade speculator who is known as the "corn king," who is the chief spirit in the George H. Phillips company, with offices in the Rialto building, announced yesterday that for a short time the business of the corporation would be suspended, and their trades were transferred to McReynolds & Co. The suspension is attributed by Mr. Phillips to several causes, chief among which are the confusion of his books, which permitted overpayments to customers to the extent of some \$100,000, and individual speculation by members of the firm, customers, and clerks to the amount of \$200,000. These conditions, Phillips states, have not affected the financial standing of the firm, which, he says, is solvent, there being no creditors other than customers, and he says there is money enough to pay them.

The career of George H. Phillips on the board has been meteoric. He is about 35 years old and in the few years he has been an operator he has been unusually fortunate. He first came into prominence in the trade during the 20-cent advance in wheat in June last year. He made about \$25,000 in his individual speculations at that time and sold out around the top when older speculators were beginning to get "long."

This was followed by the corn deal of last November, which profited the firm \$150,000 and made Phillips more notorious than any broker in Chicago.

The prestige given Phillips in the November deal made it easy for him to get a large following when he and his partners determined to run a May deal. Speculators throughout the country who are ever ready to invest their money in corn where they think it safe, flocked to him, owing to the advertising given it. Their operations became so heavy that the trade grew suspicious, and when they were "long" over "0,000,000 bushels of corn and oats at the end of March and the first part of April a raid was inaugurated and prices dropped sharply to shake the Phillips interests out.

Greatly to the surprise of the bear leaders Phillips simply held on to the grain he had and bought more on the decline. Fierce margin calls were restored to, and in less than two days over \$900,000 was put up. This was the first real showing of strength the Phillips people made. It gave the trade an indication of the metal they were made of, and since then there has been no resorting to similar tactics. The deal was closed with an average profit of 7 cents, netting about a million dollars, on which the commissions were \$15,000, a small figure considering the risks.

The pool contained 250 members, and it was a great surprise to the trade that so young and inexperienced a man as Phillips could hold together so many country speculators so long a time. There has always been a great deal of complaint among the country members of the pool over their inability to learn at what price they were sold out, as they had an idea that they could be put in at the bottom and out at the top without regard to market conditions.

### CRESCUS MAKES NEW

MARK OF 2:02

COLUMBUS, Ohio, Aug. 3.—If ever a meeting wound up in the stereotyped blaze of glory this, the third of the Grand Circuit, did. Nearly 15,000 people journeyed out to the track, drawn thither by the announcement of an exhibition by Cresceus, the greatest piece of harness-horse

flesh that ever wore iron, and the great all-conquering hero did not disappoint them, for a gamer exhibition against the watch was never made, as the time, 2:02, would at least have been one second faster only for the head-on wind he had to face coming up the home stretch.

The game horse's now equally famous owner, driver, and trainer, George Ketcham, appeared on the track with Cresceus a little before 3 o'clock. The horse and driver were royally received, and met with a tremendous ovation as he passed the stand. The champion jogged three miles slower than three minutes, and one in 2:22. An hour later he came out again, and after scoring several times, stepped a mile in 2:25. At half past four he worked out for the last time in 2:15. He evidently had great power in reserve, and the vast throng waited patiently for the great test.

It was evident that the wind would not decrease before dark, and consequently at 5:40 the stallion was brought out for the final test.

Tim Murnan was ready to accompany him with a runner, and Dan Laho waited at the half-mile pole to take him on from there with another gallop.

On the fifth score Ketcham nodded for the word, but Cresceus was not going to suit him, and he pulled up at the first turn to try it again. Down to the wire he rushed, the runner two lengths behind, and this time it was a go. Gaily facing the breeze, the champion started on his journey. The runner caught him at the quarter, and a suppressed cheer went up, a quarter of a second less than thirty. Now the wind was at his back, and realizing the advantage, Ketcham kept him at his great clip.

The half mile pole was passed in 59 1/2 seconds, a record never before attained by a trotter in a public trial, and here the second runner caught him up.

The three-quarter pole was reached and passed in the wonderful time of 1:30 1/2.

Then came the great trial, for as Cresceus turned into the stretch, the bitter wind beat him in the face, and held him back by force. For the fraction of a second he seemed to falter, but his driver's voice was in his ears and on he came. With that indomitable courage which makes him what he is, he plunged in toward the finish with unweakened stride, and in spite of weariness, and the buffeting of the breeze, flashed under the wire a winner against man and horse's greatest adversary—time.

### BLACKMAILERS BURN MILL

Finding Buggy Washers Instead of  
Money They Apply Match.

ORLEANS, Ind., Aug. 2.—E. Heise & Sons' big flouring mill at Saltito, about nine miles east of here, was destroyed by fire last night. Several days ago the proprietors of the mill found a note in the keyhole, informing them that unless they put a certain amount of money in a sack and left it at a certain cross roads their mill would be burned. One of the firm filled a sack with buggy washers and drove out to the appointed place. The other members of the firm were near armed with shotguns, and guarded the place nearly all night, and no one bothered the sack, but a few minutes after they left the sack disappeared. Last night the mill was burned to the ground.

### Too Much Uncle Tom.

ST. PAUL, Minn., Aug. 3.—Thomas Malloy, an old-time actor, who had for years played in "Uncle Tom's Cabin," was yesterday committed to the Rochester insane asylum. Malloy had so much of "Uncle Tom" that it affected his brain and now he imagines that "Simon Legree" is constantly pursuing him with bloodhounds.

"I wish to truthfully state to you and the readers of these few lines that your Kodol Dyspepsia Cure is without question, the best and only cure for dyspepsia that I have ever come in contact with and I have used many other preparations. John Beam, West Middlesex, Pa. No preparation equals Kodol Dyspepsia Cure as it contains all the natural digestants. It will digest all kinds of food and can't help but do you good. J. W. Hess.

## WHOLESALE LYNCHING

Negress, Daughter and Son  
Hung and Shot

Were in Prison Accused of Murdering a  
White Man and His Wife in Missouri—  
Mob Forced the Jail and one Prisoner  
Confessed—All Three Were Hanged to  
a Tree and Riddled with Bullets—  
Others are Implicated.

CARROLLTON, Miss., Aug. 2.—The murder of Mr. and Mrs. Taliaferro on the night of July 30 last evening at 5 o'clock to the lynching of Betsie McCray, her son, Belfield McCray, and daughter, Ida McCray, all negroes.

The mob was composed of 500 white citizens of Carroll county, who marched to the jail, got the keys from jailer Duke, went to the cells of the negroes, bound them by the neck and hands, and carried them to a tree by the public roadside and riddled their bodies with bullets.

The mob disregarded the earnest advice of Judge W. F. Stephens and W. S. Hill, who stood on the steps of the jail and appealed to the mob in the name of law and order. The two men even followed the mob to the cell doors with their arms around the necks of the leaders, pleading with them to let the law take its course, but without effect.

Ida McCray confessed to knowledge of the murders and stated that her mother, Betsie, and her brother Belfield, helped commit the crimes. She implicated others, who will probably meet a like fate. Betsie McCray refused to make any statement.

Governor A. H. Longino arrived on the scene by special train from Jackson a few minutes after the lynching. He addressed a large and attentive audience at the court house, impressing upon his hearers the duty of their citizenship and obedience to law and order.

The best citizens of the county, among whom were W. F. Stephens, W. S. Hill, district attorney; Senator A. B. George, and L. W. Southworth, labored with the mob all day to induce it to allow the law to take its course, but without avail.

### Stowaways Found on Italian Steamer.

NEW YORK, Aug. 3.—Twenty persons were taken off the east-bound Italian steamer Nord America just after she cleared the bar, and put aboard the steam pilot boat New York on the declaration of the Nord America's captain that they were stowaways. The people denied that they were stowaways. They say they were passengers, but had been robbed of their tickets and money. The party was kept on board the pilot boat all night and in the morning were landed at Atlantic Highlands.

## Neuralgia.

The Prayer of a Nerve for  
More Blood.

Neuralgia may attack any part of the body but most frequently occurs where the nerves are most abundant.

In the face.  
Sometimes the heart seems to twist.  
Twining rheumatic pains of the extremities.

Sharp and intense at times.  
In the intervals dull and heavy.  
Neuralgia is the result of impoverished blood, caused by impairment of the nerves—a lack of nerve force.

It is a disease of the nerve centers, and the pains accompanying it are a prayer for better nourishment. They are the danger signals which warn you against a total collapse of the nervous system.

Liniments and all external applications can only give temporary relief. Permanent cure cannot possibly come until the nerve centers are thoroughly revitalized by Dr. A. W. Chase's Nerve Pills. The beneficial effects of this great nerve restorative are felt thrilling through the nerve fibres as week by week and month by month the nerve force of the body is restored. Women afflicted with diseases peculiar to their sex are frequently great sufferers from neuralgia. Dr. Chase's Nerve Pills positively cure both these disorders by filling the nervous system with new vigor and life. So cents a box at all dealers, or Dr. A. W. Chase Medicine Co., Buffalo, N. Y. The genuine has portrait and signature of Dr. A. W. Chase on each package.

Mrs. J. H. Warrick, of No. 28 Philadelphia St., Indiana, Pa., says: "I can recommend Dr. A. W. Chase's Nerve Pills to anyone who suffers as I did with nervous headache—neuritis of the head and a weakened stomach digestion. They stopped the headache, the neuralgia disappeared and with it the stomach trouble."

SOLD IN PLYMOUTH BY J. W. HESS

## Kodol Dyspepsia Cure

Digests what you eat.

Artificially digests the food and aids Nature in strengthening and reconstructing the exhausted digestive organs. It is the latest discovered digestant and tonic. No other preparation can approach it in efficiency. It instantly relieves and permanently cures Dyspepsia, Indigestion, Heartburn, Flatulence, Sour Stomach, Nausea, Sick Headache, Gastralgia, Cramps and all other results of imperfect digestion. Price 50c, and \$1. Large size contains 2 1/2 times as much. Book all about dyspepsia mailed free. Prepared by E. C. DeWitt & Co., Chicago. For Sale by J. W. Hess.

Mrs. Neve of St. Peter Port, Guernsey, who was born in the year in which Louis XVI of France was guillotined and Napoleon Bonaparte left Corsica, has completed her one hundred and ninth year. She was born in the house in which she now lives.

"I am indebted to One Minute Cough Cure for my present good health and my life. I was treated in vain by doctor for lung trouble following a gripe. I took One Minute Cough Cure and recovered my health." Mr. E. H. Wise Madison, Ga. J. W. Hess.

Turkish women, it is said, are becoming more independent every year. Despite orders to cover the face in public, many boldly let their veils fall aside and keep them off altogether when entering a shop.

Those famous little pills, DeWitt's Little Early Risers compel your liver and bowels to do their duty, thus giving you pure, rich blood to recuperate your body. Are easy to take. Never gripe. J. W. Hess.

### The Latest Note Paper.

Who is responsible for the latest fashion in note paper? Very large sheets are the newest vogue, with enormous envelopes to match them, plenty of space being necessary if the modern damsel is to splash her soul upon paper. The latest thing in note paper is about the size of sermon paper.

### Ladies Can Wear Soles

one size smaller after using Allen's Foot Ease, a powder to be shaken into the shoes. It makes tight or new shoes feel easy; gives instant relief to corns and bunions. It's the greatest comfort discovery of the age. Cures and prevents swollen feet, blisters, callous and sore spots. Allen's Foot-Ease is a certain cure for sweating, hot, aching feet. At all druggists and shoe stores. 25c. Trial package free by mail. Address, Allen S. Le Roy, N.Y. 127/24 3814

### REDUCED RATES.

The sale of special fare colonists tickets to California, and settlers' tickets to the Northwest, West, South and Southeast has been resumed by Pennsylvania Lines. Particular information about fares, through time and other details will be furnished upon application to passenger and ticket agents of the Pennsylvania Lines.

### An Ideal Summer Home.

Can be secured for 2000.00 to 2500.00 at Forest Lake, Wis., on the Chicago & Northwestern Ry., three hours ride from Chicago. Lake fed by springs; shores high and wooded; immunity from mosquitoes and hay fever. Hotel and number of pretty cottages accommodates guests and teachers Country Club of Chicago. Special inducements to families and teachers. Illustrated booklet on application to Ticket Office, Northwestern Line, 212 Clark St., Chicago Ill., or J. R. Robertson, 88 Washington St., 3110

### AN EASTERN TRIP.

On Excursion Tickets Over the Pennsylvania Lines.  
Excursion tickets to New York may be obtained at principal ticket offices of the Pennsylvania Lines, good going and returning via the other direct lines from New York, including the routes via Buffalo with privilege of stopping over at that point to take in the Pan-American Exposition and Niagara Falls, or returning via Washington, D. C., with stop-over at that point. Full information will be furnished in reply to inquiries addressed to ticket agents of the Pennsylvania Lines.

### The "North Coast Limited."

Train of the Northern Pacific which created such a furor during its first season, in 1900, is again shooting back and forth across the continent in all the glory of its former days. This Crack Train of the Northwest, almost entirely new for 1901, is the epitome of modern passenger train construction. The Dining car with its a la carte breakfast and lunch, and table d'hôte dinner for \$1.00; the unequalled Tourist Sleeping car of 16 sections, roomy lavatories and electric lights, the first class Drawing Room Pullman with two electric lights in each section, and the palatial Observation car with two smoking rooms, buffet, barber shop, bath, library of 140 volumes, current magazines, ladies' parlor, and observation platform, all together form a train of unusual comfort, excellence, and even luxuriousness even in this day of luxuries.

Of course, broad vestibules, steam heat and steel platforms are there, and there are nearly 300 electric lights on the train baggage car and day coaches being thus lighted also.

The train runs from St. Paul to Portland, Oregon, passing through Minneapolis, Fargo, Bismarck, Butte, Missoula, Spokane, Seattle and Tacoma. Connections from Duluth and Superior and for Helena are made en route. Send to Chas. S. Fee, General Passenger Agent, St. Paul, six cents for Wonderland 1901, a royal book having a chapter on this royal train.

Through Sleeper To Marquette, Mich., Chicago & North-Western Ry., 8:00 p. m. daily. Marquette for breakfast. Temperature delightful. Low rate tourist tickets with favorable limits. For full particulars regarding rates, time of trains and descriptive pamphlets apply to your nearest agent or address W. B. Knicker, 22 Fifth Ave., Chicago, Ill.

Cheap Round Trip Homeseekers' Rates  
Via Nor. Pac. Ry.

On the first and third Tuesdays of each month, up to and including September the Northern Pacific Railway Co. will sell, to points on its line west of Little Falls, Minn., round trip tickets at the rate of one fare plus \$2.00.

For full particulars, address J. E. Turner D. P. A. N. P. R. Jackson Place Indianapolis Ind., Chas. S. Fee, G. P. & T. A., St. Paul, Minn.

### \$25.00 Colorado and Return.

Chicago & North-Western Ry., \$10.35 St. Paul, Minneapolis and return, \$14.35 Duluth, Superior and return, \$25.00 Hot Springs, S. D., and return, \$40.00 Utah and return from Chicago, August 1-10, \$50.00 Chicago to San Francisco, Los Angeles and return, September 19-27. Quickest time. Service unequalled. Apply to your nearest ticket agent for tickets and full information or address A. H. Waggener, 22 Fifth avenue, Chicago, Ill.

### Vandalia Line Excursions.

Sells Bros & Forepaugh's Circus at South Bend August 24th. For the above occasion the Vandalia Line will sell excursion to South Bend and return for one and one-third fare tickets good going on all trains August 24th and good returning to and including Aug. 26th.

Mishawaka Street Carnival and Jubilee, at Mishawaka, Ind., 12th to 17th. The Vandalia Line will sell excursion tickets to South Bend and return for the above occasion at one fare for the round-trip. Tickets good going August 12, 14 and 16th and good returning August 17th.

### Pennsylvania Time Table.

Under a new schedule in effect Sunday May 26, 1901, passenger trains over the Pennsylvania line leave Plymouth station as follows:

EAST BOUND.	
No. 6, Daily.....	2:38 am
No. 22, Ex Sunday.....	4:37 am
No. 30, Daily.....	2:35 pm
No. 8, Daily.....	2:45 pm
No. 2, Extra Fast Lafayette & Mich.....	2:35 pm
No. 28, Ex Sunday.....	8:39 pm
No. 24, Daily.....	9:39 pm
WEST BOUND.	
No. 15, Daily.....	5:13 am
No. 5, Extra Fast Train.....	6:30 am
No. 37, Ex Sunday.....	9:22 am
No. 21, Daily.....	12:07 pm
No. 38, Ex Sunday.....	2:15 pm
No. 9, Daily.....	6:08 pm

For particular information on the subject apply to J. E. HANES, Ticket Agent.

### Vandalia Time Table.

IN EFFECT JUNE 2, 1900.  
Trains leave Plymouth, Ind., as follows:

NORTH BOUND.	
No. 10, ex Sun.....	8:25 am, for South Bend
No. 14, ".....	12:01 pm, " "
No. 8, ".....	2:45 pm, " "
No. 12, Sunday only.....	9:45 am, " "
SOUTH BOUND.	
No. 21, ex Sun.....	5:45 am, for Terre Haute
No. 9, ".....	7:50 pm, for Logansport.
No. 11, Sunday only.....	6:50 pm, " "

Lake Maxinkuckee Sunday special excursion train due Plymouth, south bound 9:14 a. m., returning train leaves Maxinkuckee 5:45 p. m.  
For complete time card, giving all trains and stations, and for full information as to rates, through cars, etc., address C. Hartman Agent, Plymouth, Ind., or E. A. Ford, General Passenger Agent, St. Louis, Mo.

Lake Erie & Western R. R.  
In Effect on and after Sunday, March 8, 1901  
Trains will leave Plymouth as follows:

NORTH BOUND.	
No. 20, Toledo, Chicago & Michigan Express.....	12:00 pm
No. 22, Toledo, Detroit & Chicago Limited, Daily.....	12:00 pm
No. 24, Muncie, Lafayette & Mich. City Special, Ex. Sunday.....	11:59 pm
SOUTH BOUND.	
No. 21, Detroit, Indianapolis & Cincinnati Express.....	5:50 am
No. 23, Chicago, Detroit, Toledo & Indianapolis Fast Line, Ex. Sunday.....	10:28 am
No. 25, Chicago, Toledo & Indianapolis Special, Ex. Sunday.....	5:15 pm

ELKLAND NEW SERVICE AND EQUIPMENT.  
Trains Nos. 20, 22 and 24 make direct connection for Toledo, Detroit, Chicago and all points East, North and West.  
Trains 21 and 23 make immediate connection at Indianapolis Union Station for Cincinnati, Louisville and a point in the Southeast, South and Southwest.  
Trains 25 connects at Indianapolis with fast trains for St. Louis and St. Paul.  
For further information call at L. E. & W. ticket office  
J. M. DAUBENSPECK,  
Agent Lake Erie & West R. R.  
P. O. DALY, General Passenger Agent.

## NICKEL RATE

All trains arrive at and depart from Union Street Union Passenger Station, Chicago.  
Uniformed Colored Porters attend passengers holding first or second class tickets in day coaches on thru trains, insuring scrupulously clean car interiors.

East read down.				All Nickel Plate Passenger Trains				West read up.			
Loc.	1	2	4	Chicago.	Valparaiso.	Knott	Elkhart	1	2	3	4
11 00	8 35	10 35	2 25	4 27	5 02	5 45	6 27	9 15	7 40	6 25	5 10
11 10	10 15		4 00						5 52	3 45	9 35
11 30	10 15		4 00	5 27	5 50	6 30	7 12		5 32	3 24	8 30
8 30	11 15	12 05	6 05						5 15	2 50	7 15
7 17	11 17		6 07					6 27	4 42	2 25	7 00
6 30	11 30		6 43						4 30	2 15	1 30
9 40	11 35		6 11						4 09	1 51	12 01
12 15	12 15		6 32						3 56	1 28	11 40
12 30	12 30		6 32						3 43	1 15	11 25
2 35	1 25	3 10	7 40					4 17	3 23	1 10	7 00
	7 27	3 25	1 36					11 25	6 32	6 25	
								</			