

Pennsylvania Lines

Trains Run by Central Standard Time.
In Effect Sunday, Nov. 29, 1903.
CINCINNATI LINE

DEPT.	ARRIVE	DEPT.	ARRIVE
*Chi and Cin Exp.	11:15am	*Chi and Cin Exp.	11:15am
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DEPT.	ARRIVE	DEPT.	ARRIVE
*New York & St. Louis Mail	4:45am	*New York & St. Louis Mail	4:45am
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TIME CARD.

Richmond Street & Interurban Railway Company.

Cars leave hourly for Centerville, East Germantown, Cambridge City, Dublin and Milton, from 5 a. m. to 11 p. m., returning same hours. Sun-same hours, except first car leaves at 6 a. m.

Indianapolis Cars.

Limited cars leave eighth and Main street (by city cars transferring at west side barns) at 7:45 a. m., 11:45 a. m. and 3:45 p. m.

Limited cars leave Indianapolis for Richmond same hours. These cars stop only at Big Four crossing, Cambridge City, Dunreith, Knightstown and Greenfield.

Local cars leave Richmond for Indianapolis and Indianapolis for Richmond at 5, 7, 9 and 11 a. m. and 1, 3, 5 and 7 p. m.

C. A. Denman,
Superintendent.

FIRE ALARM BOXES.

FIRST DISTRICT.

South of Main, West of Seventh.
12—First and south C, piano factory.
13—Second and south B.
14—Fourth and south D.
15—Fifth and south B.
16—Fifth and south H.
18—Seventh and south H.
SECOND DISTRICT.
South of Main, Between Seventh and Eleventh.

21—Eighth and Main.
23—Eighth and south E.
24—Seventh and south G.
25—Ninth and south A.
26—Tenth and south C.
27—Eleventh and Main.
28—Eleventh and south J.
THIRD DISTRICT.
South of Main, East of Eleventh.

31—Twelfth and south B.
32—Twelfth and south E.
34—Fourteenth and Main.
35—Fourteenth and south C.
36—Eleventh and south A.
37—Twentieth and Main.
FOURTH DISTRICT.
North of Main, West of Tenth to River.

41—Third and Main, Robinson's shop
42—Third and North C.
43—City Building.
45—Gar, Scott & Co.
46—No. 1 Hose House, N. Eighth.
47—Champion Roller Mills.
48—Tenth and North I.
FIFTH DISTRICT.
West Richmond and Fairview.

5—West Third and Chestnut.
51—West Third and National Road.
52—West Third and Kinsey.
53—West Third and Richmond Ave.
54—Earlham College.
55—State and Boyer.
56—Grant and Ridge.
57—Hunt and Maple.
58—Grant and Sheridan.
59—Bridge Ave., Paper Mill.
SIXTH DISTRICT.
North of E, East of Tenth.

61—Railroad Shops.
62—Hutton's Coffin Factory.
63—Hoosier Drill Works.
64—Wayne Agricultural Works.
65—Richmond City Mill Works.
66—Westcott Carriage Works.
67—Thirteenth and North H.
SEVENTH DISTRICT.
Between Main and North D, East of Tenth.

7—Ninth and North A.
71—Eleventh and North B.
72—Fourteenth and North C.
73—No. 3 Hose House, East End.
74—Eighteenth and North C.
75—Twenty-second and North E.
SPECIAL SIGNALS.
1-2-1—Fire Out.
10-10-10—Natural Gas Off.
10—Natural Gas On.
3-12 Noon and 6 p. m.

BURDENS ARE MANY.

Richmond Citizens Have Their Share.

Most backache pains come from sick kidneys.

Must cure the kidneys to cure the back.

Doan's Kidney Pills will do it.

Lots of Richmond proof that this is so.

Read what a citizen says:

Mrs. Lewis Posther, who lives at 210 south eighth street, says: "For a year previous to taking Doan's Kidney Pills I was never without a plaster on my back. I had heavy, bearing down pains through my back and kidneys and the secretions were frequent, distressing and unnatural. I felt generally run down in health and nothing I took did me any good. Seeing Doan's Kidney Pills advertised I got a box at A. G. Luken's drug store and began their use. My back soon felt better. In a short time longer the pains left and I removed the plaster. I cannot fully express my appreciation of Doan's Kidney Pills for they were certainly great friends to me."

For sale by all dealers. Price 50c. Foster-Milburn Co., Buffalo, N. Y., sole agents for the United States.

Remember the name—Doan's—and take no substitute.

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"OLD IRONSIDES."

FRIGATE CONSTITUTION MAY ONCE MORE BREAST THE WAVE.

Movement to Have Her Repaired and Put in Commission as a Training Ship—Her Glorious Record in War of 1812—Never Defeated.

Every patriotic citizen will be interested in the latest attempt to rehabilitate the old frigate Constitution that she may once again sail the seas on which she so often carried the stars and stripes to victory. The Massachusetts Historical society, which has memorialized congress, asking that "Old Ironsides" be repaired and put in commission as a training ship, hopes that she may be saved as a memento of the valor of the sailors who fought in the war of 1812. At present she lies dismantled and rotting at a dock in the Charlestown navy yard.

The Constitution was launched at Charlestown, Mass., Sept. 20, 1797. She was one of the first of six frigates built by the United States government and formed the nucleus of our present navy. She was a great ship in her day, among the largest afloat, although she is a pygmy compared with the battleship of today. She is 215 feet 3 inches over all, 145 feet long on the keel, 43 feet 6 inches extreme molded breadth and 27 feet 7 inches deep.

The Constitution was designed and built by Joshua Humphreys, and Paul Revere furnished her copper bolts. Her famous long ensign with its thirteen stripes and thirteen stars, together with her jacks, pennants and signals, were made by Betsy Ross of Philadelphia.

The first sea fight of "Old Ironsides" was the famous engagement with the Guerriere on Aug. 19, 1812, off Cape Race. The Guerriere carried fifty guns, while the Constitution had fifty-four. In men the American also had slightly the advantage, but the damage inflicted was far in excess of her superiority. She was commanded during the battle by Commodore Hull.

The first broadside of the Constitution carried away her antagonist's miz-

"O, better that her shattered hull
Should sink beneath the wave,
Her thunders shook the mighty deep,
And there should be her grave;



THE CONSTITUTION.
Nail to the mast her holy flag,
Set every threadbare sail,
And give her to the god of storms,
The lightning and the gale!"—Holmes

zenmast, and the Americans cheered. Several of the Guerriere's shots that struck the Constitution's hull rebounded into the water. "Hurrah!" cried her sailors. "Her sides are made of iron!"

Hurrah for "Old Ironsides!" And thus she was christened. The other masts of the Guerriere soon went overboard, and at the end of thirty minutes she was a helpless hulk on the water and hauled down her flag. She was a total wreck and was blown up.

Hull made for Boston, where the news of his victory created the greatest enthusiasm. Shortly