

SCHEDULES

Effective Feb. 7th, 1904

EAST AND SOUTH

AM	PM	PM
No. 1	No. 2	No. 3
Daily	Daily	ex. Sun.
Richmond	8:50	6:35
Cincinnati	9:25	7:20
Ar Cincinnati	11:30	9:10
AM	PM	PM
No. 1	No. 2	No. 3
Daily	Daily	ex. Sun.
Richmond	7:45	5:15
Ar Cincinnati	10:30	8:00

NORTH AND WEST

AM	PM	PM
No. 1	No. 2	No. 3
Daily	Daily	ex. Sun.
Richmond	10:30	8:00
Ar Cincinnati	12:50pm	10:20
Ar Peru	2:10pm	11:45
Ar North Judson	4:05pm	
AM	PM	PM
No. 2	No. 3	No. 4
Daily	Daily	ex. Sun.
Richmond	5:15	2:50
Ar Peru	8:50	6:35

For rates or information regarding connections inquire of C. A. BLAIR, Home Phone 44 City Ticket Agent.

2 TRAINS 2

Every Day

Muncie, Marion, Peru and Northern Indiana cities

C. C. & L.

Leave Richmond Daily, 10:20 a.m.—8:00 p.m. Through tickets sold to all points.

For particulars enquire of C. A. BLAIR, C. P. A.

Home Tel. 44

WORLD'S FAIR

ST. LOUIS 1904

\$150,000 FOR Athletic Events

in the Great Arena at the Exposition

FOR A ROUTE Look at the Map OF THE

PENNSYLVANIA SHORT LINES

A FINE CORNER LOT

On Street Car Line

In Boulevard Addition

AT A BARGAIN

W. H. Bradbury & Son Westcott Block.

TIME TABLE

On Sundays Cars Leave One Trip Later.

First car leaves Richmond for Indianapolis at 5 a. m.

First car leaves Dublin for Richmond at 5 a. m.

Every car for Indianapolis leaves Richmond on the odd hour, from 5:00 a. m. to 7:00 p. m.

First car leaves Indianapolis for Richmond at 7:00 a. m. and every other hour thereafter until 5:00 p. m. Hourly service from Richmond to Dublin and intermediate points, from 5:00 a. m. to 11:00 p. m.

Subject to change without notice.

RATE OF FARE

Richmond to Graves	\$.05
" to Centerville	.10
" to Jackson Park	.15
" to Washington Rd.	.15
" to Germantown	.20
" to Cambridge City	.25
" to Dublin	.30
" to Indianapolis	1.05

Hotel Rates St. Louis World's Fair. For copy of World's Fair official pamphlet, naming Hotel accommodations and rates during Universal Exposition of 1904, address E. A. Ford, General Passenger Agent Pennsylvania-Vandalia Lines, Pittsburg, Pa.

A CITIZEN DISCUSSES. A Vital Question. Fraught with Interest to Richmond.

When a citizen right here at home makes a public statement like the following, all room for doubt disappears and the most skeptical must be convinced. It's pretty hard for our readers to prove a statement made by a stranger living in some far-away point of the Union, but the endorsement of neighbors, friends and citizens is the best of proof; no better evidence can be had.

Mr. Martin Bulack, tailor, 101 west Second street, says: "I was subject to aching pains through my loins and in my kidneys with a tendency of the muscles to tire quickly. The kidney secretions were frequent, scanty and annoying. I was advised to try Doan's Kidney Pills and got a box at A. G. Luken's drug store. I took but a few doses when I felt their beneficial effects and in a short time my back was all right. I can recommend Doan's Kidney Pills very highly to anyone suffering from their kidneys."

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.

CASTORIA For Infants and Children. The Kind You Have Always Bought

Bears the Signature of *Wm. D. Mitchell*

Pennsylvania Lines

TIME TABLE

CINCINNATI AND CHICAGO DIV.

In Effect 2 p. m., Feb. 16, 1904.

Arrive	Westward	Depart
11:10 am	Rich and Logan Ac Ex	6:45 am
12:30 pm	Chicago Mail and Ex	11:15 am
4:45 pm	Cin and Mack Ex	
7:55 pm	Cin and Logan Ex	5:00 pm
10:50 pm	Cin and Rich Ac Ex	
11:00 pm	Cin and Mack Mail and Ex	
	Cin and Chi Mail and Ex	11:15 pm
Eastward		
4:05 am	Chi and Cin Mail and Ex	4:15 am
	Mack and Cin Mail and Ex	5:15 am
9:48 am	Rich and Cin Ac Ex	7:00 am
	Logan and Cin Ac Ex	10:10 am
3:55 pm	Fast South Ex and Mail	3:45 pm
5:40 pm	Logan and Rich Ac	4:00 pm

COLUMBUS AND INDIANAPOLIS DIV.

In Effect 9 a. m., Nov. 20.

Arrive	Westward	Depart
4:45 am	N Y and St L Mail	4:50 am
	St L Fast Ex	4:45 am
10:25 am	St L Fast Mail and Ex	10:15 am
1:20 pm	N Y and St L Mail and Ex	10:30 am
8:15 pm	Col and Ind Ac Ex	1:35 pm
Eastward		
5:23 am	St L and N Y Mail and Ex	5:25 am
9:45 am	Ind and Col Ac Mail and Ex	10:15 am
3:45 pm	St L and N Y Fast Mail	
4:50 pm	Ind and Col Ac Ex	8:57 pm
7:20 pm	Penna Special (Mail)	
8:40 pm	St L and N Y Mail and Ex	7:30 pm
	St L and N Y Limited Ex	7:50 pm

DAYTON AND XENIA DIV.

In Effect 12:01 p. m., Jan. 24

Arrive	Westward	Depart
4:37 am	St L Fast Ex	4:30 am
10:00 am	Springfield and Rich Ac	10:15 am
10:10 am	St L Fast Mail and Ex	10:15 am
10:02 pm	Springfield and Rich Mail and Ex	
Eastward		
5:20 am	Rich and Springfield Mail and Ex	5:20 am
9:42 am	Rich and Xenia Ac Ex	8:15 am
9:55 am	N Y Fast Mail	9:55 am
4:55 pm	Penna Special Mail and Ex	4:55 pm
8:40 pm	St L and N Y Limited Ex	8:40 pm

GRAND RAPIDS AND INDIANA RY.

In Effect 8 a. m., Feb. 16

Arrive	Southward	Depart
4:35 am	Mack and Cin Mail and Ex	4:30 am
9:42 am	Yt W and Rich Mail and Ex	12:50 pm
3:40 pm	Mack and Cin Mail and Ex	10:55 pm
9:45 pm	Sunday Ac	
Northward		
5:40 am	Rich and G R Mail and Ex	5:40 am
12:50 pm	Cin and Mack Mail and Ex	12:50 pm
10:55 pm	Cin and Mack Mail and Ex	10:55 pm

*Daily. *Sunday only. All trains, unless otherwise indicated, depart and arrive daily, except Sunday.

TIME TABLE

Dayton and Western

Traction Co.

In effect January 25, 1904.

Cars leave union station, south 8th St., every hour—6:00, 7:15, and 45 minutes after every hour until 7:45 p. m.; 9:00, 9:15 and 11 p. m., for New Westville, New Paris, Eaton, West Alexandria, Dayton, Xenia, Tippicanoe, Troy, Piqua, Springfield, Urbana, London, Columbus. Last car to Dayton at 9 p. m., stops only at New Westville, New Home, Eaton, West Alexandria and way pair s. a. t. 9:15 and 11 p. m., to West Alexandria only. New Paris local car leaves at 4:50, 6:20, 8:20, 10:20 a. m., 12:20, 2:20 and 6:20 pm. For further information call phone 269. C. O. BAKER, Agent.

LIMITED CARS.

The break-down in the Greenfield station has been repaired and limited cars on the interurban line were put in operation today, and will continue regularly. City cars leaving the corner of eighth and Main at 8:30 a. m. 12:30 p. m. and 4:30 p. m. make immediate connection with the Indianapolis car at the west side barns. In addition to these cars local cars leave company office, near the corner of eighth and Main at 7, 9 and 11 in the morning and 1, 3 and 5 in the afternoon. Returning cars leave Indianapolis for Richmond same hours.

Money Loaned

From 5 to 6 per cent.

Thompson's Loan and Real Estate Agency, Main and seventh streets.

RUSSIA'S BIG TASK.

FEEDING THE ARMY IN ASIA WILL TEST HER VAST RESOURCES.

Thousands of Troops Will Be Needed to Guard the Long Line of Communication—The Transsiberian Railroad.

Now that hostilities have actually begun between Russia and Japan the eyes of the world are centered on the contest for supremacy in Asia. The first clash, which resulted so disastrously for the czar's navy, seems to be accepted by naval authorities as establishing Japan's superiority on the sea, but not until several general engagements on land have taken place can there be any line on the comparative merits of the soldiers of the contending powers.

At a casual glance it would appear that the Japanese have small chance of overcoming Russia, with its army of 5,000,000 men to draw upon. For actual campaigning purposes, however, the two nations must be placed much nearer an equality. Military experts say that if Russia can place in the



COSSACKS ON GUARD ALONG THE TRANS-SIBERIAN RAILROAD.

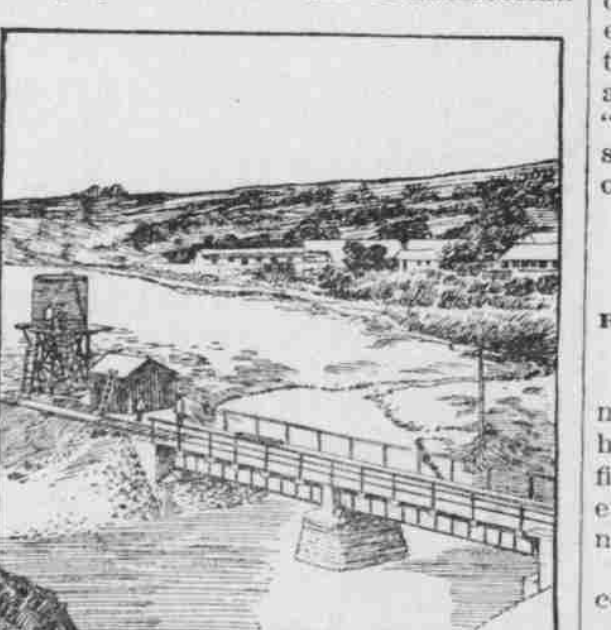
field of operations in Manchuria and Korea an army of 200,000 men and keep its strength up to that number until Japan has exhausted her fighting powers it will be a task that will strain Russia's resources to the utmost.

In the Transsiberian railway Russia has a strategic weapon which has alone made it possible for her to engage in war on a great scale at the extremity of her widely extended empire. But the fact that the road is the only line of communication is a point that the Japanese are sure to make the most of.

Russia's greatest difficulty will be in feeding her troops and in supplying them with munitions of war. The long haul of more than 5,000 miles from the Russian capital presents great difficulties both in the matter of transportation and in guarding the line in Manchuria. The Russians are said to thoroughly appreciate the great task which the guarding of a single line of such great length will impose on the army, and throughout the danger zone it is now patrolled by Cossacks established in entrenched camps along the route.

Their military position in this respect is similar to that which confronted the British in South Africa, where the English had to keep an enormous number of troops to guard a long line of railway. The Siberian line as well as the Manchurian branch is also lightly laid, and there is the constant danger of a breakdown under the enormous military traffic at a critical moment.

An English military authority who lately passed over the Transsiberian



FRONTIER GUARD ON THE SHINSAI RIVER ABOVE DALNY.

road says that Russia's task of guarding her railway line in wartime must necessarily be prodigious and gave it as his opinion that the Japanese would cut the line over and over again. He said further that many Japanese engineers, disguised as Chinese coolies, were working on the road, ready to aid their compatriots whenever opportunity offers. Another weakness of the line is that about forty miles above Port Arthur the railway runs for many miles along the shores of the Yellow sea, where it is almost indefensible from attacks by a sea force.

As early as last August there were said to be 200,000 Russian troops in and near Manchuria. Since then they have poured in steadily, and the total force is now believed to be not far short of 300,000. Against this army it is stated that Japan can dispatch an invading army of 150,000 men and 370 guns and still leave an equal force in Japan for home defense.

The soldiers of the mikado can be fed without much difficulty so long as his navy remains intact. The lower end of the Korean peninsula is only a few hours' sail from Nagasaki, the chief naval port of Japan. Chemulpo is only 300 miles distant, while Port Arthur is less than 600 miles away.

BIG IN BRAIN AND BODY.

Secretary Taft, the New Head of the War Department.

Secretary William H. Taft, who succeeded Elihu Root as head of the war department on Feb. 1, is a big man, physically as well as mentally. During his college days Secretary Taft, who is over six feet tall, was an athlete and noted for his skill as a boxer. Of late years, especially while governor of the Philippine Islands, he has



SECRETARY TAFT AT HIS DESK.

taken on a great deal of flesh and now weighs considerably over 300 pounds. It is said that none of the chairs in the war office would hold his generous bulk, and it was necessary to have one built to order.

Secretary Taft is a native of Cincinnati and has just passed his forty-seventh birthday. The post he now fills was once held by his father, Alphonso Taft, who was secretary of war and attorney general in Grant's cabinet.

JACK LONDON, AUTHOR.

How He Came to Be Imprisoned by the Japanese at Simonoseki.

Jack London, the novelist, who was recently arrested by the Japanese on suspicion of being a Russian spy, is at present a war correspondent at the seat of trouble in the far east.

While inspecting the fortifications at Simonoseki, a strategic stronghold on the Korean strait, Mr. London took several snapshots with his camera. He



JACK LONDON AS A WAR CORRESPONDENT.

was at once arrested and placed in prison, but was subsequently released through the intervention of United States Minister Griseom.

Jack London is a native of San Francisco and, although only twenty-eight, has already won fame as a writer. He left college to go to the Klondike and since then has had a varied experience as sailor, seal hunter and traveler. Among his best known books are "The God of His Fathers" and "The Call of the Wild." His favorite short story is said to be "The League of the Old Men."

MAYOR OF BALTIMORE.

Robert M. McLane, Who Directs Affairs in the Stricken City.

Robert M. McLane, mayor of Baltimore, who faces the greatest task that has come to any chief executive of the fire stricken city, is the youngest man ever elected to the important office he now holds.

He is a native of Baltimore and comes from one of the best families of



MAYOR ROBERT M. McLANE.

Maryland. Mayor McLane was born in 1867 and was educated at Johns Hopkins university and at the law school of the Maryland university. After leaving college he began the practice of law in his native city and five years ago was elected its prosecuting attorney, which office he satisfactorily filled until chosen mayor of Baltimore in the spring of 1903.

POLO

Wednesday Night, FEB. 27.

AT COLSIEUM

Indianapolis vs. Richmond.

WATCH THIS SPACE

TOMORROW

The MODEL DEPARTMENT STORE

Every Wide-Awake Farmer

who is interested in the news of his town and county should subscribe for a

Good Local Weekly Newspaper

to keep him in touch with the doings of his neighbors, the home markets, and all items of interest to himself and family.

The PALLADIUM Richmond, Ind.,

will admirably supply your wants or county news and prove a welcome visitor in every household. Regular Price, \$1.00 Per Year

Every Up-to-Date Farmer

NEEDS A High Class Agricultural Weekly

to give him the experience of others in all the advanced methods and improvements which are an invaluable aid in securing the largest possible profit from the farm, and with special matter for every member of his family.

The New York Tribune Farmer

New York City

will post you every week on all important agricultural topics of the day, and show you how to make money from the farm. Regular Price, \$1.00 Per Year

Both of these papers for one year for \$1.25 if you send your order with the money to

The Richmond Palladium

Send your name and address to THE NEW-YORK TRIBUNE FARMER, New York City, for free sample copy.

Daily Palladium and Tribune Farmer, one year, \$3

SUBJECT--- MOTHER'S BREAD

If you have not used Mother's Bread, do not fail to give it a trial. No expense is spared in its manufacture, and we know it is as fine a loaf as it is possible to produce.

ASK YOUR GROCER FOR IT

he has not got it, tell him to call New Phone 39, Old Phone Red 379 and get it. Respectfully

RICHMOND BAKING CO.

A GREAT TROUBLE

with some coal—even good looking coal—is that it won't burn, a prime requisite of "black diamonds" that at all repay buying. No such "flake" possible here, because our coal quality guarantee goes with every ton leaving our yards.

J. H. MENKE

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