

BENNETT CALLS CHURCH TO RISE FROM LETHARGY

Evangelist in Preliminary Meeting to Revival Says Majority of Members are Sound Asleep.

"The churches are dead and they don't know it. Ministers are spending too much time on doctrinal points and too little on presenting real, practical gospel. The majority of church people are asleep and indifferent. The only difference between them and the worldly people is that the church people broke in to get their names on the registers."

Rev. Rollin A. Bennett, of Marion, evangelist, who is here to conduct a four-weeks' city-wide revival at the tabernacle of the Central Christian church, made this statement to a representative congregational meeting.

BOARD GUARDIANS INAUGURATE POLICY OF LOCATING HOMES

"The Board of Children's Guardians will make an effort to obtain a list of homes in which dependent children can be placed in the future instead of keeping them at the expense of the county," said Fred White, president of the board this morning.

"Of course, in all instances, it is not practical to place dependent children in homes, but we have decided that Wayne county should not have more than five children at White's institute at any one time," he said.

MEETING POSTPONED

Dr. I. S. Harold, chairman of the Wayne county Old Trails Road association, and leaders of the Fountain City members of the association, are planning a big meeting of road enthusiasts to be held in that town week after next. The date has not been selected. The meeting scheduled for last night was postponed with the expectations of making the next session a more representative meeting. It is planned to hold a meeting similar to that held in Hagerstown recently when distinct success followed the efforts of the leaders to arouse enthusiasm and support for good roads.

BUY CITIZENS' PILLAR.

MARTINSVILLE, Ind., Sept. 6.—A "Citizens' Pillar" is to mark the Dixie Highway near here. A citizen's name is inscribed on each brick for the nominal charge of two-bits.

\$25,000 FOR

[Continued From Page One.]

gas plant has had an effect on the deterioration, according to the report. The poor drainage, however, has more to do with the rapid rusting than any other cause. The overloading stress is also a factor in this, according to the report.

Although there is no outward evidence of the fact, Engineer Hatt is of the opinion that the comparatively poor steel used in the bridge is one of the reasons for its present deteriorated condition. It is constructed of Bessemer steel, which has now been discarded as suitable steel for bridges. It is not uniform in strength so that the stress are distributed unequally. This, he said, could not be determined by inspection but would have to be determined after an analysis.

Bridge Outlived Its Usefulness.

"The bridge has lived out its natural life," said Mr. Vawter. "Twenty years for a bridge built in that style is about the limit of its safety. This fact, in addition to the overloaded condition, makes it imperative that a new structure be built for the present traffic."

"The effect electrolysis has had on the bridge, is an uncertain quantity," said Mr. Vawter. "We cannot determine that so we did not include that in our report but based our conclusions on facts that were clearly apparent."

Report of Commission.

The following is the report of the commission in part:

The bridge was built nearly 20 years ago. Its details while up to the standard of that time for common highway bridges, are in many cases poor in design and deficient in quantity. It is not clear in the light of existing documents that any other floor than a wooden floor was contemplated. Street cars, much less interurban traffic were not provided for.

It would be strange therefore, if the bridge were found to meet the additional requirements of today, that is to say, a very heavy floor, the heaviest of interurban traffic, increasing loads of motor trucks, etc., even without discounting its strength by the excessive deterioration.

When these excessive loads are put on a structure that was not built to withstand them, and in addition a serious loss of metal has occurred due to rust, it must be expected that dangerous conditions are likely to result.

Factors in Construction.

In considering this phase of the matter, attention should be directed not only to loss of main section, but to the bracing and connections upon which, especially in the towers, the safety of the entire structure depends.

Judgment in respect to safety of the structure must consider, also, the location of the bridge, and the loss of life, and interruption of traffic that would follow a sudden collapse. The loads on the Main Street Bridge at present are known, but the probable increase in motor truck traffic in a few years and increased severity and frequency of loading incident to its use as part of a National Highway must be kept in mind. Standards of safety, and a margin of safety, appropriate in an obscure highway bridge

of light and unimportant traffic cannot be held to apply to the case in hand. There should be something more than a close avoidance of collapse. The factor of safety against unexpected contingencies of loading and unavoidable deterioration should not be treasured upon.

Our technical analysis of the stresses in the present Main street bridge shows that this factor of safety has been largely encroached upon; and that the stresses figured in the main members approach th limit of their capacity. In some cases where a substantial portion of the metal has rusted away, the members must be held to be dangerously stressed when the bridge is loaded with present traffic.

How Bridge May Collapse.

The account of the condition of the bridge below (appendix) recites the physical facts, not only in main section, but at gusset plates, joints, and in bracing struts. It must be pointed out that the collapse of some of the bracing, which shows signs of undue deformation and rusting, would be followed by the collapse of the bridge.

(a) We find that with an Interurban car and a uniform live load of 100 lbs. per sq. ft., allowing no loss due to rust, that the main members of the floor system and trusses under the car track are over-stressed from 50 to 100 percent; and that, when deterioration has been allowed for, the stresses approach the elastic limit of the steel, at which the factor of safety would disappear.

Appendix No. 1 shows the results of a detailed examination of the bridge in which all the defects are specified and located by reference to a drawing of the bridge.

This survey shows a very serious deterioration about the stringers, floor-beams and top cord over South truss, and the bracing system of the towers. The riser blocks are nearly all broken. At the East end of the bridge the pedestals are both crushed and the portion of the abutment badly cracked. There is general deterioration throughout the entire structure.

Repairs.

In estimating the cost of repairs, we have fixed as an end the original strength of those parts of the structure, such as struts and bracing and the re-arranging of the floor system. The main members of the towers, the trusses and the floor beams and the stringers are not restored to their original sectional area. The work of repairs is summarized as follows:

"The removing of all pavement from both main roadway and sidewalks. The supporting of the 160 foot span and the four 80 foot spans of false-work.

The removal of all struts and sway bracings and the introducing of new members in their stead.

The substituting of steel plate risers at points of beam and joist bearings, for cast blocks now in use.

The thorough cleaning and painting of all metal work in the structure.

The providing of an asphalt concrete base over buckle plates in the main roadway to support pavement, together with proper drainage for said roadway.

The laying of creosote block pavement on the main roadway, and creosote plank floor on the sidewalks.

The removal of the present block floor and concrete base, together with the concrete pavement, will be more or less expensive, depending on the character of the old concrete work and their will be no salvage."

Other New Material.

The horizontal struts in both towers and spans have so deteriorated particularly at the connection points that new material will be required. These repairs will require new sway bracing and possibly a new lateral system.

To safely introduce new struts and sway braces in the towers, will require false-work supporting the spans.

Of course, a close examination of the supported joints may reveal rust and damage that is not now apparent. The broken cast-iron risers on which the stringers rest must be replaced with steel risers.

The cleaning and painting of the entire structure is of paramount importance. This work must be thoroughly done. If a solid floor is to be placed on the repaired bridge, an asphalt seal is necessary to prevent further dripping of the drainage and consequent further rust.

Repairs Total \$25,000.

The estimated cost of the repairs enumerated above totals twenty-five thousand dollars.

After such repairs are made, the bridge will serve as a bridge for high way traffic, not including street cars, interurbans, roadrollers, traction engines or other heavy concentrated loads for a limited term of years.

The cost of the repairs will not put the structure back to its original condition. Metal permanently lost with rusting of the main members of the trusses, and of the floor system is not restored. The members are cleaned and painted. For instance, the strength of the upper cord of the struss has been seriously lessened by the rusting of the covered plate. But it is not practical to attempt to repair this top cord and yet if this repair is made, the other repairs provided for in the estimate will be largely ineffective. The detailed account of

Bridge Outlived Its Usefulness.

"The bridge has lived out its natural life," said Mr. Vawter. "Twenty years for a bridge built in that style is about the limit of its safety. This fact, in addition to the overloaded condition, makes it imperative that a new structure be built for the present traffic."

"The effect electrolysis has had on the bridge, is an uncertain quantity," said Mr. Vawter. "We cannot determine that so we did not include that in our report but based our conclusions on facts that were clearly apparent."

Report of Commission.

The following is the report of the commission in part:

The bridge was built nearly 20 years ago. Its details while up to the standard of that time for common highway bridges, are in many cases poor in design and deficient in quantity. It is not clear in the light of existing documents that any other floor than a wooden floor was contemplated. Street cars, much less interurban traffic were not provided for.

It would be strange therefore, if the bridge were found to meet the additional requirements of today, that is to say, a very heavy floor, the heaviest of interurban traffic, increasing loads of motor trucks, etc., even without discounting its strength by the excessive deterioration.

When these excessive loads are put on a structure that was not built to withstand them, and in addition a serious loss of metal has occurred due to rust, it must be expected that dangerous conditions are likely to result.

Factors in Construction.

In considering this phase of the matter, attention should be directed not only to loss of main section, but to the bracing and connections upon which, especially in the towers, the safety of the entire structure depends.

Judgment in respect to safety of the structure must consider, also, the location of the bridge, and the loss of life, and interruption of traffic that would follow a sudden collapse. The loads on the Main Street Bridge at present are known, but the probable increase in motor truck traffic in a few years and increased severity and frequency of loading incident to its use as part of a National Highway must be kept in mind. Standards of safety, and a margin of safety, appropriate in an obscure highway bridge

the repair operation will be found in Appendix No. 2.

We find the following:

a. That without repairs even a restricted use of the bridge is not permissible.

b. That the cost of re-constructing and re-enforcing the bracing and changing the floor system will total at least twenty-five thousand dollars.

c. That with these repairs, the bridge might be used for traffic restricted to ordinary traffic, excluding road-rollers, street cars, traction engines, and heavy concentrated loads.

General Conclusion.

As a matter of general statement, we must report that the Main Street Bridge was not designed for present conditions, and is wholly inadequate mechanically to carry the loads that it is in such bad condition that the cost of repairs would be too large to justify the expenditure; that when repaired it would still be inadequate for present conditions, and that as a matter of present safety, and capacity and ultimate economy, we advise the construction of a new bridge.

Respectfully submitted

W. K. HATT,
E. B. VAWTER,
FRED CHARLES,
JOHN MUELLER,
LEVI PEACOCK,
Members of Commission.
Richmond, Indiana, Sept. 4, 1915.

APPENDIX II.

Repairs.

The following repairs are necessary to put the bridge into condition, but not for heavy traffic.

The work would come under the following heads, and would be taken up in the order named:

The removing of all pavement from both main roadway and sidewalks.

The supporting of the 160 foot span and the four 80 foot spans on false-work.

The removal of all struts and sway bracings and the introducing of new members in their stead.

The substituting of steel plate risers at points of beam and joist bearings, for cast blocks now in use.

The thorough cleaning and painting of all metal work in the structure.

The providing of an asphalt concrete base over buckle plates in the main roadway to support pavement, together with proper drainage for said roadway.

The laying of creosote block pavement on the main roadway, and creosote plank floor on the sidewalks.

The removal of the present block floor and concrete base, together with the concrete pavement, will be more or less expensive, depending on the character of the old concrete work and their will be no salvage."

Other New Material.

The horizontal struts in both towers and spans have so deteriorated particularly at the connection points that new material will be required. These repairs will require new sway bracing and possibly a new lateral system.

To safely introduce new struts and sway braces in the towers, will require false-work supporting the spans.

Of course, a close examination of the supported joints may reveal rust and damage that is not now apparent. The broken cast-iron risers on which the stringers rest must be replaced with steel risers.

The cleaning and painting of the entire structure is of paramount importance. This work must be thoroughly done. If a solid floor is to be placed on the repaired bridge, an asphalt seal is necessary to prevent further dripping of the drainage and consequent further rust.

Repairs Total \$25,000.

The estimated cost of the repairs enumerated above totals twenty-five thousand dollars.

After such repairs are made, the bridge will serve as a bridge for high way traffic, not including street cars, interurbans, roadrollers, traction engines or other heavy concentrated loads for a limited term of years.

The cost of the repairs will not put the structure back to its original condition. Metal permanently lost with rusting of the main members of the trusses, and of the floor system is not restored. The members are cleaned and painted. For instance, the strength of the upper cord of the struss has been seriously lessened by the rusting of the covered plate. But it is not practical to attempt to repair this top cord and yet if this repair is made, the other repairs provided for in the estimate will be largely ineffective. The detailed account of

Bridge Outlived Its Usefulness.

"The bridge has lived out its natural life," said Mr. Vawter. "Twenty years for a bridge built in that style is about the limit of its safety. This fact, in addition to the overloaded condition, makes it imperative that a new structure be built for the present traffic."

"The effect electrolysis has had on the bridge, is an uncertain quantity," said Mr. Vawter. "We cannot determine that so we did not include that in our report but based our conclusions on facts that were clearly apparent."

Report of Commission.

The following is the report of the commission in part:

The bridge was built nearly 20 years ago. Its details while up to the standard of that time for common highway bridges, are in many cases poor in design and deficient in quantity. It is not clear in the light of existing documents that any other floor than a wooden floor was contemplated. Street cars, much less interurban traffic were not provided for.

It would be strange therefore, if the bridge were found to meet the additional requirements of today, that is to say, a very heavy floor, the heaviest of interurban traffic, increasing loads of motor trucks, etc., even without discounting its strength by the excessive deterioration.

When these excessive loads are put on a structure that was not built to withstand them, and in addition a serious loss of metal has occurred due to rust, it must be expected that dangerous conditions are likely to result.

Factors in Construction.

In considering this phase of the matter, attention should be directed not only to loss of main section, but to the bracing and connections upon which, especially in the towers, the safety of the entire structure depends.

Judgment in respect to safety of the structure must consider, also, the location of the bridge, and the loss of life, and interruption of traffic that would follow a sudden collapse. The loads on the Main Street Bridge at present are known, but the probable increase in motor truck traffic in a few years and increased severity and frequency of loading incident to its use as part of a National Highway must be kept in mind. Standards of safety, and a margin of safety, appropriate in an obscure highway bridge

Report of Commission.

The following is the report of the commission in part:

The bridge was built nearly 20 years ago. Its details while up to the standard of that time for common highway bridges, are in many cases poor in design and deficient in quantity. It is not clear in the light of existing documents that any other floor than a wooden floor was contemplated. Street cars, much less interurban traffic were not provided for.

It would be strange therefore, if the bridge were found to meet the additional requirements of today, that is to say, a very heavy floor, the heaviest of interurban traffic, increasing loads of motor trucks, etc., even without discounting its strength by the excessive deterioration.

When these excessive loads are put on a structure that was not built to withstand them, and in addition a serious loss of metal has occurred due to rust, it must be expected that dangerous conditions are likely to result.

Factors in Construction.

In considering this phase of the matter, attention should be directed not only to loss of main section, but to the bracing and connections upon which, especially in the towers, the safety of the entire structure depends.

Judgment in respect to safety of the structure must consider, also, the location of the bridge, and the loss of life, and interruption of traffic that would follow a sudden collapse. The loads on the Main Street Bridge at present are known, but the probable increase in motor truck traffic in a few years and increased severity and frequency of loading incident to its use as part of a National Highway must be kept in mind. Standards of safety, and a margin of safety, appropriate in an obscure highway bridge

ments on the main roadway, and creosote plank floor on the sidewalks.

The removal of the present floor and concrete base, together with the concrete pavement, will be more or less expensive, depending on the character of the old concrete work and there will be no salvage.

All horizontal struts in both towers and spans have so deteriorated, particularly at connecting points, to such an extent that new material will be required to develop the full strength of the main members. Such repairs and changes would carry with it the necessary for new sway bracing and possibly lateral system, or at least the working over of such members in order to accommodate them to a better design of details, which would amount in cost to about the same as new work.

How To Repair Bridge.

To safely introduce the new struts and sway braces into the towers, no less expensive methods can be pursued than to support the spans from the end panels on an adequate system of false work.

The use of steel plates for risers, rather than the old cast blocks, is apparent, as some of the latter are cracked and broken down, and a readjustment of the floor system to give proper crown to the roadway being desirable such steel plate risers should be used throughout, giving proper support to the flooring joist.

The cleaning and painting of the structure is of paramount importance, and in order to serve the traffic for any future period, such work must be done in the most thorough and painstaking manner.

Expensive Work.

While the sand blast offers the best solution for method of cleaning in the ordinary way, owing to the unusual amount of rust and scale, and to a degree almost inaccessible parts, the work may need be supplemented by use of hand tools and scrapers, resulting in a cost that will be excessive.

As to painting, the use of two coats of graphite paint to be applied under usual requirements for good work.

The asphalt concrete base for pavement, need not be a heavy one, but would serve as a preservative as well as a base, and provision should be made for conducting the water to proper openings to unobstructed points of discharge, thus preventing a further wasting of metal by reason of constant dripping of water from the floor above.

The pavement might be of wood blocks, preferably those treated with creosote oil, and the sidewalks of creosote plank, thus providing a reasonably permanent pavement and at the same time substantially reducing the floor load on the structure.

Estimate of Cost.

On the basis of repairs as above outlined, the cost is estimated as follows:

Removing of old pavement, 3000 sq. yds. at 25c per sq. yd. \$ 750.00

New material for struts and sway bracing, 55 tons at \$65.00 per ton 3,575.00

New steel plate bearing blocks, 4 tons at \$50.00 per ton 200.00

Placing new struts and sway bracing, 55 tons new material, 50 tons old material. Total, 105 tons to erect at \$25.00 per ton 2,625.00

Introducing new steel plate risers, 4 tons under beams and joists 200.00

Cleaning steel work in structure, 500 tons at \$6.00 per ton 3,000.00

Painting steel work in structure, 500 tons at \$4.00 per ton 2,000.00

Asphalt concrete base, main roadway, 2100 sq. yds. at \$1.00 per sq. yd. 2,100.00

Creosote blocks for main roadway, 2100 sq. yds. at \$2.00 per sq. yd. 4,200.00

ther wasting of metal by reason of constant dripping of water from the floor above.

The pavement might be of wood blocks, preferably those treated with creosote oil, and the sidewalks of creosote plank, thus providing a reasonably permanent pavement and at the same time substantially reducing the floor load on the structure.

Estimate of Cost.

On the basis of repairs as above outlined, the cost is estimated as follows:

Removing of old pavement, 3000 sq. yds. at 25c per sq. yd. \$ 750.00

New material for struts and sway bracing, 55 tons at \$65.00 per ton 3,575.00

New steel plate bearing blocks, 4 tons at \$50.00 per ton 200.00

Placing new struts and sway bracing, 55 tons new material, 50 tons old material. Total, 105 tons to erect at \$25.00 per ton 2,625.00

Introducing new steel plate risers, 4 tons under beams and joists 200.00

Cleaning steel work in structure, 500 tons at \$6.00 per ton 3,000.00

Painting steel work in structure, 500 tons at \$4.00 per ton 2,000.00

Asphalt concrete base, main roadway, 2100 sq. yds. at \$1.00 per sq. yd. 2,100.00

Creosote blocks for main roadway, 2100 sq. yds. at \$2.00 per sq. yd. 4,200.00

In the above estimate there are numerous small items, such as repairing masonry foundation, replacing an occasional steel joist, reconstructing possibly, some of the outside sidewalk girders, providing proper conductors for flow of water from gutters, and a multitude of matters which would easily bring the cost up to \$25,000.00 to provide a structure for highway traffic alone, which structure as repaired, cannot meet the demands of the public for but a limited number of years at best.

Creosote planks for sidewalk 2300 ft. B. M. at \$5.00 per M. 1,150.00

Reinforcing weak points in other members, not here enumerated, such mostly field work (estimated) 1,500.00

Incidental expense, including engineering and supervision 2,000.00

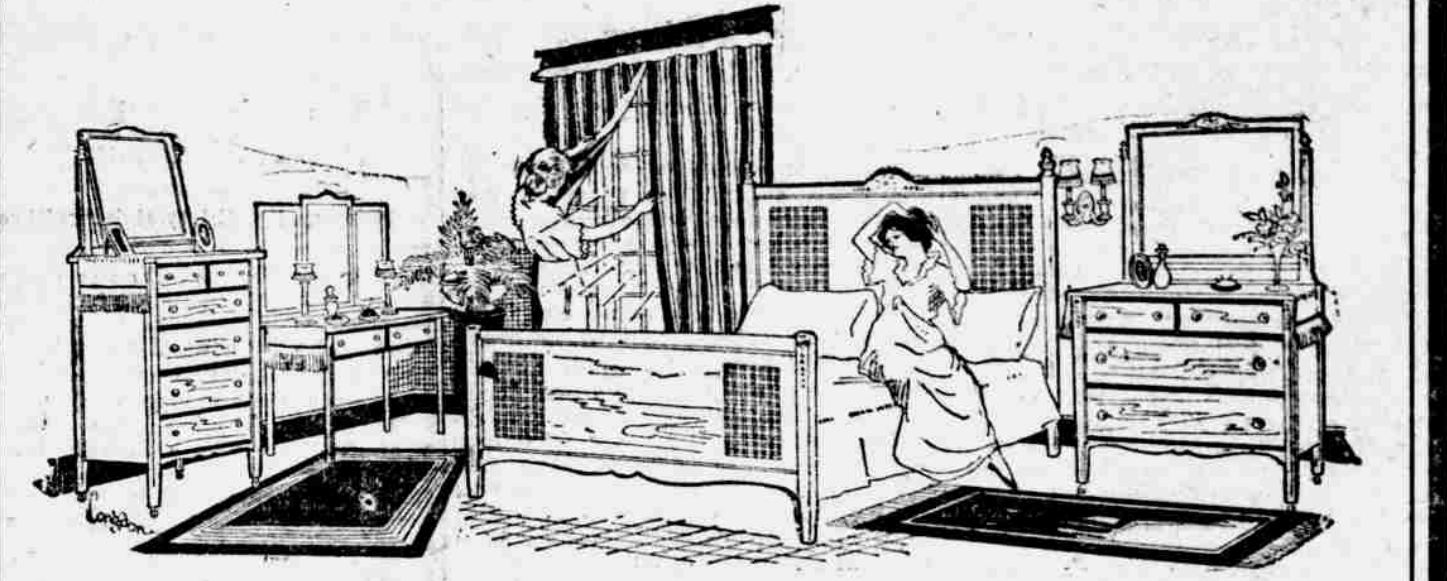
Total \$23,555.00

In the above estimate there are numerous small items, such as repairing masonry foundation, replacing an occasional steel joist, reconstructing possibly, some of the outside sidewalk girders, providing proper conductors for flow of water from gutters, and a multitude of matters which would easily bring the cost up to \$25,000.00 to provide a structure for highway traffic alone, which structure as repaired, cannot meet the demands of the public for but a limited number of years at best.

Best Treatment for Catarrh S. S. S. Removes the Cause

Specialists in Catarrh troubles have agreed that it is an infection of the blood. The laboratories of the S. S. S. Co., at Atlanta, have proven it. Once you get your blood free from impurities—cleansed of the Catarrhal poisons, which it is now a prey to because of its unhealthy state—then you will be relieved of Catarrh—the dripping in the throat, hawking and spitting, raw sores in the nostrils, and the disagreeable bad breath. It was caused, in the first place, because your impoverished blood was easily infected. Possibly a slight cold or contact with someone who had a cold. But the point is—don't suffer with Catarrh—it is not necessary. The remedy S. S. S., discovered over fifty years ago, tested, true and tried, is always obtainable at any drug store. It has proven its value in thousands of cases. It will do so in your case. Get S. S. S. at once and begin treatment. If yours is a long standing case, be sure to write the S. S. S. Co., Atlanta, Ga., for free expert medical advice. They will tell you how this purely vegetable blood tonic cleanses the impurities from the blood by literally washing it clean. They will prove to you that thousands of sufferers from Catarrh, after consistent treatment with S. S. S., have been freed from the trouble and all its disagreeable features and restored to perfect health and vigor. Don't delay the treatment. Take S. S. S. at once.

New Fall Bedroom Furniture



SHOWING THE NEWEST DESIGNS In Artistic Furniture for the Bedroom

These Designs are exclusive and are intended to meet the taste of the discriminating buyer.

The Woods used are chosen for figure and grain from old, well seasoned stock. Construction is of the highest grade, and embodies every known feature of wood craft.

Finish—Oaks may be had in Fumed, Golden, Jacobean, Early English, Etc., or Mahogany and Circassian.

Price—The price is very reasonable considering the high quality. We'll Be Pleased to Show You.

Romey Furniture Co.

TIME TABLE AUTO HACKS

Headquarters 19 N. 9th St. Palladium Building

GLEN KARN-RICHMOND LINE
Owners—Welsh & Spencer

Leave	Arrive
7:30 a. m. Glen Karn	5:30 p. m.
7:35 a. m. Hollansburg	5:00 p. m.
8:00 a. m. Bethel	4:30 p. m.
8:15 a. m. Whitewater	4:15 p. m.
8:20 a. m. Lock's Store	4:10 p. m.
8:30 a. m. Cox's Mills	4:00 p. m.
9:00 a. m. (arrive) Richmond (leave)	3:30 p. m.

NEW PARIS-RICHMOND LINE
Owner—Chas. F. Freed

Leave	Arrive
7:00 a. m. New Paris	10:30 a. m.
10:00 a. m. (Ar.) Richmond	7:30 a. m.
1:00 p. m. New Paris	4:00 p. m.
3:30 p. m. (Ar.) Richmond	1:30 p. m.

UNION CITY-RICHMOND LINE
Owner—Lester G. Harris

Leave	Arrive
7:10 a. m. Union City	5:20 p. m.
7:55 a. m. Barton	4:35 p. m.
8:15 a. m. Spartansburg	4:10 p. m.
8:35 a. m. Crete	3:50 p. m.
8:50 a. m. Arba	3:35 p. m.
9:25 a. m. Chester	2:50 p. m.
12:20 p. m. (Ar.) Richmond	10:05 a. m.

RICHMOND-ECONOMY LINE
Owners—H. S. Downard and R. C. Hudson

Leave	Arrive
1:30 p. m. Richmond	6:00 p. m.
2:00 p. m. Webster	5:20 p. m.
2:20 p. m. Williamsburg	5:00 p. m.
3:00 p. m. (Ar.) Economy	4:30 p. m.

RICHMOND-LIBERTY LINE
Owner—J. L. Thomas

Leave	Arrive
8:00 a. m. Liberty	6:00 p. m.
10:00 a. m. (Ar.) Richmond	3:00 p. m.

RICHMOND-HAGERSTOWN LINE
Owners—H. S. Downard and R. C. Hudson

Leave	Arrive
7:30 a. m. Richmond	11:30 a. m.
8:15 a. m. Greensfork	10:45 a. m.
10:00 a. m. (Ar.) Hagerstown	9:00 a. m.

RICHMOND-GREENVILLE LINE
Owner—Charles Spencer

Leave	Arrive
7:15 a. m. Richmond	5:30 p. m.
8:00 a. m. New Paris	5:00 p. m.
9:00 a. m. Eldorado	4:00 p. m.
9:30 a. m. New Madison	3:30 p. m.
10:00 a. m. Ft. Jefferson	3:00 p. m.
10:30 a. m. (Ar.) Greenville	2:30 p. m.

RICHMOND-LYNN LINE
Owners—Denison & Thorpe

Leave	Arrive
7:00 a. m. Lynn	12:00 m.
7:20 a. m. Howell's Store	11:00 a. m.
7:30 a. m. Fountain City	11:30 a. m.
8:05 a. m. Chester	10:50 a. m.
8:30 a. m. (Ar.) Richmond	10:30 a. m.
1:00 p. m. Lynn	6:00 p. m.
1:20 p. m. Howell's Store	5:40 p. m.
1:30 p. m. Fountain City	5:30 p. m.
2:05 p. m. Chester	4:50 p. m.
4:30 p. m. (Ar.) Richmond	2:30 p. m.

EATON-RICHMOND LINE
Owner—J. A. Baafill

Leave	Arrive
7:00 a. m. Richmond	11:30 a. m.
7:30 a. m. Boston	11:00 a. m.
8:00 a. m. West Florence	10:15 a. m.
9:00 a. m. (Ar.) Eaton	9:30 a. m.
2:00 p. m. Richmond	6:00 p. m.
2:30 p. m. Boston	5:30 p. m.
3:00 p. m. West Florence	5:00 p. m.
4:00 p. m. Eaton	4:30 p. m.