

**Polk County Observer**

**J. C. HAYTER,**  
EDITOR AND PUBLISHER

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DALLAS, OREGON, JULY 3, 1916

The way to build up Dallas is to provide Dallas people.

The Observer does not want to be a second class paper. We think that anyone who would seriously consider this paper of ever having tried to put the lid on the light, but we desire to say here and now that Sunday night, when men and women are gathered in the houses of worship, is not the time to make the streets hideous with the roar of exploding bombs and the din of cannon firecrackers. The city officials will pass an ordinance absolutely forbidding the handling of explosives in the streets of the city.

**SAFE AND SANE FOURTH**

**FIVE THOUSAND PEOPLE CELEBRATE AT FALLS CITY.**

Salem Sends Special Train of Seven Coaches—Dallas Resembles Deserted Village.

It was a safe and sane celebration that the people of Falls City held in their town yesterday. Five thousand people were in attendance. Fully one thousand of whom came from Salem.

The weather was ideal for a celebration. The sun shone brightly, but the heat was tempered by a refreshing breeze from the ocean. The exercises of the day were held in the grove on the hill south of town, where nature has made a beautiful park and where delightful scenery meets the eye in every direction.

Much of the credit for the successful celebration is due to the Salem, Dallas & Falls City railroad, which handled the great crowd without a single accident or mishap. The schedule of trains had been well arranged and the people were transported without being crowded in the cars in such a way as to cause discomfort or inconvenience.

In addition to the regular motor train, a special train of seven motor chair cars was provided. Even with this excellent service, the number of excursionists was far in excess of the anticipations of the officials of the company, and the fact that the great crowd was handled without an accident and without tedious delays speaks highly for the management of the road.

**Judge Harris Was Orator.**

The morning exercises in the park included music by the Ladies' Quartet, and a song by the Ladies' Quartet, Miss Jessie Pugh and Miss Hammond, of Falls City, and Miss Hattie Morrison, of Dallas. Judge Lawrence T. Harris, of Eugene, was the orator of the day. His able and patriotic address held the closest attention of his hearers and was frequently interrupted by applause.

The afternoon was given over to sports and games, the principal feature being a baseball game between the Dallas and Chemawa teams. Dallas was an easy winner, the final score standing 5 to 2 in favor of the college boys.

Minor sports, such as foot races, egg races and pillow fights, entertained the people late in the afternoon, and the result of the Jeffries-Johnson prize fight came in for its full share of waiting for the trains which were carrying them to their homes.

**Noise Was Regulated.**

There was perhaps as much noise at Falls City yesterday as at any previous celebration, but it was intelligently directed. No one had coffee and cannon crackers mixed. They do not go well together, anyhow. Lunch was eaten without danger of being blown over the mountain tops by a prematurely discharged bomb. The waterfowl control and informed the visitors that the real business of making noise would be deferred until evening.

The celebration as planned by the business men of Falls City gave the people of Polk County a quiet, restful day, and five thousand people in Polk and Marion counties are glad they were there.

**POLK'S ASSEMBLY.**

The Republicans of Polk county were the first in the state to test the assembly plan of nominating county officers, and much to the chagrin of those opposing the plan it proved most successful and harmonious.

Polk County Republicans set a good example for the balance of the state on Saturday of last week when in representative assembly they recommended an entire county ticket to be voted for at the primary election. The assembly was composed of representative men of the republican party of the county. The Polk County idea is a good one to follow.—Amity Standard.

The Republican assembly held in Dallas, Saturday, suggested for nomination by voters of that party in September a ticket of an able, capable and conscientious men as have ever been candidates of any party in any county. Every man on the ticket should be nominated and elected.—Falls City News.

**NO CAUSE FOR ALARM.**

The assembly question has been magnified in Oregon out of all proportion to its importance. It is merely a big baby and has been swelled into a Colossus. The republican assembly will not, cannot, divert nominations. It will merely deliberate over the merits of the respective candidates and recommend those whom it considers the best material. Yet from the stir it has created, one would suppose that the assembly is part of a nefarious design to overthrow the direct primary system—which is an impossible proposition.—Western Leader (Democratic).

**Prohibition Speaker Coming.**  
Aaron S. Watkins, candidate for Vice President in 1916, will speak in the courthouse in Dallas, Friday evening, on some phases of the liquor traffic. Mr. Watkins comes highly recommended as a public speaker and as one of the foremost champions of the prohibition movement in the United States. Everyone is invited to hear him, whether in sympathy with the cause he represents, or not. The speech will begin at 8:15 o'clock.

**For Sale or Trade.**  
One good small saddle of driving horse, 1 year old, gentle and sound. \$15.  
Fine young mare, 1 year old, well broke and true to pull. \$10.  
40 head of fine goats for sale or trade.  
H. G. CAMPBELL,  
Dallas, Oregon.

**BUSINESS LOCALS.**

Advertisements under this head are charged at the rate of 1 cent per word for first insertion; 1/2 cent per word for each insertion thereafter. No advertisement inserted for less than 15 cents.

**Hop Pickers Wanted.**  
Pickers wanted for good 75-acre yard at Hickreal. Fine camp ground. Good water. Will pick by box. Register same with L. T. Hodges, Hickreal, 15-1f.

**For Sale or Trade.**  
Good work horse, 8 years old, weight 1550. Will sell, or trade for brood mare. T. H. Crookes, Mutual Phone No. 1, 22, Polk station, 15-1f.

**Found.**  
Found in Dallas, a watch fob with emblem charm. Owner can have same by proving property and paying for this notice. 6-28-1f.

**Cottage for Sale.**  
One-story, six-room cottage for rent. Apply at Fuller Pharmacy, 521-1f.

**Goats for Sale.**  
Twenty head of wether goats for sale. John E. Miller, Mutual Phone Green 24. 5-13-1f.

**Men Wanted.**  
By the Willamette Valley Lumber Co. for mill and yard work. Telephone No. 491. Both phones. 413-1f.

**Wanted.**  
All kinds of iron, rubber, brass, copper, zinc and hides. Highest cash prices paid. A. N. Halleck, Monmouth, Oregon. 3-12-1f.

**Carriage for Sale.**  
Good carriage, used less than a dozen times, for sale at a bargain. Apply at Fuller Pharmacy. 521-1f.

**For Sale.**  
An A-1 extra light buggy and harness for sale. M. Hayter, Dallas, Oregon. 413-1f.

**Photographs at Cost.**  
I am closing out all of my Photographs at cost. Only a few left. 25-cent cylinder indestructible records for 23 cents; 65-cent Double Disk records for 42 cents, as long as they last. One new cylinder \$25 machine for \$22. A. H. Harris, Jeweler. 524-1f.

**Salesmen Wanted.**  
Energetic salesmen wanted to sell reliable nursery stock; expense money advanced weekly. No previous experience necessary. Can make \$50 per week. Write Albany Nurseries, Inc., Albany, Oregon. 6-10-1m.

**Wood for Sale.**  
Do you need wood? In preparing to place your orders, remember that I am able to furnish you all kinds of the slab wood from either of the Dallas sawmills at the best possible rates. Send in your orders by either phone, Mutual 1196; Bell 443. August Howman. 8-4-1f.

**Horses for Sale.**  
Mares and geldings of various ages and weights, all broke; some 2-year olds, unbroken. Have most anything you want. If you have a right-hand cut McCormick binder you have laid by, see or write me, E. L. Hayes, Hickreal, Or. 7-5-3f.

**For Sale or Rent.**  
Ten-acre poultry farm; 680 birds, as follows: 140 laying Buff Leghorns; 450 Spring chickens, early hatches, all full-blood strain prize-winners; 100 Indian Runner ducks, prize winners. A bargain for some good, steady man. Plenty of houses and fencing; 3 incubators; 12 brooders; good dwelling and small barn; near Dallas. Reason for selling, wish to discontinue partnership. Inquire at this office. 628-1f.

**Executor's Sale.**  
Notice is hereby given to whom it may concern, that by virtue of an order of the Honorable County Court of Polk County, Oregon, duly made and entered of record therein on the 15th day of June, 1916, in the estate of Eliza G. Emmens, deceased, by which said order I am authorized and directed to sell the heretofore described

real premises belonging to said estate at private sale, to the highest bidder for cash, I will on or after the 31st day of July, 1916, receive sealed bids for the heretofore described real premises, to-wit:

Beginning at the Southeast corner of Lot 2 in Block 12 in the Original Town of Dallas, Polk County, Oregon, opening thence West 100 feet, thence North 25 feet, thence East 100 feet, thence South 25 feet to the place of beginning.—Also beginning at a point on the South bank of the LaCreele creek, 34.85 chains North of the Southeast corner of Section 35 in Township 7 North, Range 5 West of the Willamette Meridian, Polk County, Oregon, and 9.25 chains North of the Southeast corner of the "A" of a running thence South 58.97 chains, to a point 24.99 chains South of the Southeast corner of said Section 35, thence East 32.97 chains, thence North 28.81 chains, thence West 69 links, thence North 22.84 chains, to a point 1.75 chains north of the Southeast corner of said Section 35, thence to the place of beginning and containing 189 acres more or less.

Also beginning 9.25 chains North of the Northwest corner of the Henry Marshall D. L. C. in Township 7 South 1/2 Range 5 West of the Willamette Meridian in Polk County, Oregon, running thence South 77 degrees East 2.25 chains, thence North 11.31 chains, thence West 4.22 chains, thence South 2.24 chains, thence West 7.53 chains, thence South 2.89 chains to the place of beginning, containing 91.0 acre more or less, excepting from the above described tract the right of way of the S. P. C. & W. Ry. Co. and subject to lease now on the last two described tracts of land.

Bids will be opened at 1 o'clock P. M. of said 31st day of July, 1916. Said sale being subject to confirmation of the said County Court.

Dated at Dallas, Polk County, Oregon, this 14th day of June, 1916.

J. D. SMITH,  
Executor of the estate of Eliza G. Emmens, deceased.  
Sibley & Eakin, Attorneys for estate.

**DALLAS STATION TIME CARD**

SOUTHERN PACIFIC.		ARRIVING DALLAS.	
LEAVING DALLAS.	Passenger No. 74..... 6:45 a. m.	Passenger No. 17..... 11:05 a. m.	
	Passenger No. 76..... 2:30 p. m.	Passenger No. 75..... 7:55 p. m.	
	Trains Nos. 4 and 74 connect at Sheridan Junction for North Yamhill, Forest Grove, Hillsboro and way points. Trains Nos. 3 and 75 connect at St. Joe for Independence, Corvallis and way points.		
SALEM, FALLS CITY & WESTERN RY.		ARRIVING DALLAS.	
East Bound.	West Bound.	Passenger No. 44..... 6:40 a. m.	
TRAIN NO. 1.	TRAIN NO. 2.	Passenger No. 48..... 11:20 a. m.	
Lv. Dallas..... 7:35 a. m.	Lv. West Salem..... 9:00 a. m.	Passenger No. 70..... 8:55 p. m.	
Ar. West Salem..... 8:15 a. m.	Lv. Dallas..... 9:45 a. m.	Passenger No. 45..... 8:15 a. m.	
TRAIN NO. 3.	Lv. Falls City..... 10:15 a. m.	Passenger No. 49..... 8:30 p. m.	
Lv. Black Rock..... 10:50 a. m.	Ar. Black Rock..... 10:35 a. m.	Passenger No. 46..... 8:00 a. m.	
Lv. Dallas..... 11:05 a. m.	TRAIN NO. 4.	Passenger No. 47..... 8:15 a. m.	
Lv. Dallas..... 11:40 a. m.	Lv. West Salem..... 1:20 p. m.	Passenger No. 43..... 8:25 p. m.	
Ar. West Salem..... 12:20 p. m.	Lv. Dallas..... 2:15 p. m.	Passenger No. 42..... 8:25 p. m.	
TRAIN NO. 5.	Ar. Falls City..... 2:45 p. m.	Passenger No. 41..... 8:25 p. m.	
Lv. Falls City..... 2:00 p. m.	TRAIN NO. 6.	Passenger No. 40..... 8:25 p. m.	
Lv. Dallas..... 2:25 p. m.	Lv. West Salem..... 4:25 p. m.	Passenger No. 39..... 8:25 p. m.	
Ar. West Salem..... 4:15 p. m.	Lv. Dallas..... 5:20 p. m.	Passenger No. 38..... 8:25 p. m.	
TRAIN NO. 7.	Ar. Falls City..... 5:50 p. m.	Passenger No. 37..... 8:25 p. m.	
Lv. Falls City..... 6:05 p. m.	TRAIN NO. 8. (Sunday Only.)	Passenger No. 36..... 8:25 p. m.	
Ar. Dallas..... 6:25 p. m.	Lv. West Salem..... 9:00 a. m.	Passenger No. 35..... 8:25 p. m.	
TRAIN NO. 9. (Sunday Only.)	Lv. Dallas..... 9:45 a. m.	Passenger No. 34..... 8:25 p. m.	
Lv. Dallas..... 7:25 a. m.	Lv. Falls City..... 10:15 a. m.	Passenger No. 33..... 8:25 p. m.	
Ar. West Salem..... 8:15 a. m.	Ar. Black Rock..... 10:35 a. m.	Passenger No. 32..... 8:25 p. m.	
TRAIN NO. 11. (Sunday Only.)	TRAIN NO. 10. (Sunday Only.)	Passenger No. 31..... 8:25 p. m.	
Lv. Black Rock..... 11:45 a. m.	Lv. West Salem..... 1:25 p. m.	Passenger No. 30..... 8:25 p. m.	
Lv. Falls City..... 12:00 p. m.	Lv. Dallas..... 2:20 p. m.	Passenger No. 29..... 8:25 p. m.	
Lv. Dallas..... 12:25 p. m.	Lv. Falls City..... 2:50 p. m.	Passenger No. 28..... 8:25 p. m.	
Ar. West Salem..... 1:15 p. m.	Ar. Black Rock..... 3:19 p. m.	Passenger No. 27..... 8:25 p. m.	
TRAIN NO. 12. (Sunday Only.)	TRAIN NO. 12. (Sunday Only.)	Passenger No. 26..... 8:25 p. m.	
Lv. Black Rock..... 4:00 p. m.	Lv. West Salem..... 5:50 p. m.	Passenger No. 25..... 8:25 p. m.	
Lv. Falls City..... 4:20 p. m.	Ar. Dallas..... 6:30 p. m.	Passenger No. 24..... 8:25 p. m.	
Lv. Dallas..... 4:50 p. m.	Ar. Falls City..... 7:20 p. m.	Passenger No. 23..... 8:25 p. m.	
Ar. West Salem..... 5:20 p. m.	Ar. Black Rock..... 8:10 p. m.	Passenger No. 22..... 8:25 p. m.	
Train No. 3 connects at Dallas with way points.		Passenger No. 21..... 8:25 p. m.	

**INDEPENDENCE & MONMOUTH RY.**

DALLAS DIVISION.		ARRIVING DALLAS.	
LEAVING DALLAS.	Passenger No. 41..... 8:30 a. m.	Passenger No. 44..... 6:40 a. m.	
Passenger No. 42..... 9:00 a. m.	Passenger No. 48..... 11:20 a. m.	Passenger No. 70..... 8:55 p. m.	
Passenger No. 43..... 9:30 a. m.	Passenger No. 45..... 8:15 a. m.	Passenger No. 49..... 8:30 p. m.	
LEAVING INDEPENDENCE.	Passenger No. 44..... 6:00 a. m.	Passenger No. 46..... 8:00 a. m.	
Passenger No. 45..... 6:30 a. m.	Passenger No. 47..... 8:15 a. m.	Passenger No. 47..... 8:15 a. m.	
Passenger No. 46..... 7:00 a. m.	Passenger No. 48..... 8:15 p. m.	Passenger No. 48..... 8:15 p. m.	
Passenger No. 47..... 7:30 a. m.	Passenger No. 49..... 8:15 p. m.	Passenger No. 49..... 8:15 p. m.	
Passenger No. 48..... 8:00 a. m.	Passenger No. 50..... 8:15 p. m.	Passenger No. 50..... 8:15 p. m.	
Passenger No. 49..... 8:30 a. m.	Passenger No. 51..... 8:15 p. m.	Passenger No. 51..... 8:15 p. m.	
Passenger No. 50..... 9:00 a. m.	Passenger No. 52..... 8:15 p. m.	Passenger No. 52..... 8:15 p. m.	
Passenger No. 51..... 9:30 a. m.	Passenger No. 53..... 8:15 p. m.	Passenger No. 53..... 8:15 p. m.	
Passenger No. 52..... 10:00 a. m.	Passenger No. 54..... 8:15 p. m.	Passenger No. 54..... 8:15 p. m.	
Passenger No. 53..... 10:30 a. m.	Passenger No. 55..... 8:15 p. m.	Passenger No. 55..... 8:15 p. m.	
Passenger No. 54..... 11:00 a. m.	Passenger No. 56..... 8:15 p. m.	Passenger No. 56..... 8:15 p. m.	
Passenger No. 55..... 11:30 a. m.	Passenger No. 57..... 8:15 p. m.	Passenger No. 57..... 8:15 p. m.	
Passenger No. 56..... 12:00 p. m.	Passenger No. 58..... 8:15 p. m.	Passenger No. 58..... 8:15 p. m.	
Passenger No. 57..... 12:30 p. m.	Passenger No. 59..... 8:15 p. m.	Passenger No. 59..... 8:15 p. m.	
Passenger No. 58..... 1:00 p. m.	Passenger No. 60..... 8:15 p. m.	Passenger No. 60..... 8:15 p. m.	
Passenger No. 59..... 1:30 p. m.	Passenger No. 61..... 8:15 p. m.	Passenger No. 61..... 8:15 p. m.	
Passenger No. 60..... 2:00 p. m.	Passenger No. 62..... 8:15 p. m.	Passenger No. 62..... 8:15 p. m.	
Passenger No. 61..... 2:30 p. m.	Passenger No. 63..... 8:15 p. m.	Passenger No. 63..... 8:15 p. m.	
Passenger No. 62..... 3:00 p. m.	Passenger No. 64..... 8:15 p. m.	Passenger No. 64..... 8:15 p. m.	
Passenger No. 63..... 3:30 p. m.	Passenger No. 65..... 8:15 p. m.	Passenger No. 65..... 8:15 p. m.	
Passenger No. 64..... 4:00 p. m.	Passenger No. 66..... 8:15 p. m.	Passenger No. 66..... 8:15 p. m.	
Passenger No. 65..... 4:30 p. m.	Passenger No. 67..... 8:15 p. m.	Passenger No. 67..... 8:15 p. m.	
Passenger No. 66..... 5:00 p. m.	Passenger No. 68..... 8:15 p. m.	Passenger No. 68..... 8:15 p. m.	
Passenger No. 67..... 5:30 p. m.	Passenger No. 69..... 8:15 p. m.	Passenger No. 69..... 8:15 p. m.	
Passenger No. 68..... 6:00 p. m.	Passenger No. 70..... 8:15 p. m.	Passenger No. 70..... 8:15 p. m.	
Passenger No. 69..... 6:30 p. m.	Passenger No. 71..... 8:15 p. m.	Passenger No. 71..... 8:15 p. m.	
Passenger No. 70..... 7:00 p. m.	Passenger No. 72..... 8:15 p. m.	Passenger No. 72..... 8:15 p. m.	
Passenger No. 71..... 7:30 p. m.	Passenger No. 73..... 8:15 p. m.	Passenger No. 73..... 8:15 p. m.	
Passenger No. 72..... 8:00 p. m.	Passenger No. 74..... 8:15 p. m.	Passenger No. 74..... 8:15 p. m.	
Passenger No. 73..... 8:30 p. m.	Passenger No. 75..... 8:15 p. m.	Passenger No. 75..... 8:15 p. m.	
Passenger No. 74..... 9:00 p. m.	Passenger No. 76..... 8:15 p. m.	Passenger No. 76..... 8:15 p. m.	
Passenger No. 75..... 9:30 p. m.	Passenger No. 77..... 8:15 p. m.	Passenger No. 77..... 8:15 p. m.	
Passenger No. 76..... 10:00 p. m.	Passenger No. 78..... 8:15 p. m.	Passenger No. 78..... 8:15 p. m.	
Passenger No. 77..... 10:30 p. m.	Passenger No. 79..... 8:15 p. m.	Passenger No. 79..... 8:15 p. m.	
Passenger No. 78..... 11:00 p. m.	Passenger No. 80..... 8:15 p. m.	Passenger No. 80..... 8:15 p. m.	
Passenger No. 79..... 11:30 p. m.	Passenger No. 81..... 8:15 p. m.	Passenger No. 81..... 8:15 p. m.	
Passenger No. 80..... 12:00 p. m.	Passenger No. 82..... 8:15 p. m.	Passenger No. 82..... 8:15 p. m.	
Passenger No. 81..... 12:30 p. m.	Passenger No. 83..... 8:15 p. m.	Passenger No. 83..... 8:15 p. m.	
Passenger No. 82..... 1:00 p. m.	Passenger No. 84..... 8:15 p. m.	Passenger No. 84..... 8:15 p. m.	
Passenger No. 83..... 1:30 p. m.	Passenger No. 85..... 8:15 p. m.	Passenger No. 85..... 8:15 p. m.	
Passenger No. 84..... 2:00 p. m.	Passenger No. 86..... 8:15 p. m.	Passenger No. 86..... 8:15 p. m.	
Passenger No. 85..... 2:30 p. m.	Passenger No. 87..... 8:15 p. m.	Passenger No. 87..... 8:15 p. m.	
Passenger No. 86..... 3:00 p. m.	Passenger No. 88..... 8:15 p. m.	Passenger No. 88..... 8:15 p. m.	
Passenger No. 87..... 3:30 p. m.	Passenger No. 89..... 8:15 p. m.	Passenger No. 89..... 8:15 p. m.	
Passenger No. 88..... 4:00 p. m.	Passenger No. 90..... 8:15 p. m.	Passenger No. 90..... 8:15 p. m.	
Passenger No. 89..... 4:30 p. m.	Passenger No. 91..... 8:15 p. m.	Passenger No. 91..... 8:15 p. m.	
Passenger No. 90..... 5:00 p. m.	Passenger No. 92..... 8:15 p. m.	Passenger No. 92..... 8:15 p. m.	
Passenger No. 91..... 5:30 p. m.	Passenger No. 93..... 8:15 p. m.	Passenger No. 93..... 8:15 p. m.	
Passenger No. 92..... 6:00 p. m.	Passenger No. 94..... 8:15 p. m.	Passenger No. 94..... 8:15 p. m.	
Passenger No. 93..... 6:30 p. m.	Passenger No. 95..... 8:15 p. m.	Passenger No. 95..... 8:15 p. m.	
Passenger No. 94..... 7:00 p. m.	Passenger No. 96..... 8:15 p. m.	Passenger No. 96..... 8:15 p. m.	
Passenger No. 95..... 7:30 p. m.	Passenger No. 97..... 8:15 p. m.	Passenger No. 97..... 8:15 p. m.	
Passenger No. 96..... 8:00 p. m.	Passenger No. 98..... 8:15 p. m.	Passenger No. 98..... 8:15 p. m.	
Passenger No. 97..... 8:30 p. m.	Passenger No. 99..... 8:15 p. m.	Passenger No. 99..... 8:15 p. m.	
Passenger No. 98..... 9:00 p. m.	Passenger No. 100..... 8:15 p. m.	Passenger No. 100..... 8:15 p. m.	
Passenger No. 99..... 9:30 p. m.	Passenger No. 101..... 8:15 p. m.	Passenger No. 101..... 8:15 p. m.	
Passenger No. 100..... 10:00 p. m.	Passenger No. 102..... 8:15 p. m.	Passenger No. 102..... 8:15 p. m.	
Passenger No. 101..... 10:30 p. m.	Passenger No. 103..... 8:15 p. m.	Passenger No. 103..... 8:15 p. m.	
Passenger No. 102..... 11:00 p. m.	Passenger No. 104..... 8:15 p. m.	Passenger No. 104..... 8:15 p. m.	
Passenger No. 103..... 11:30 p. m.	Passenger No. 105..... 8:15 p. m.	Passenger No. 105..... 8:15 p. m.	
Passenger No. 104..... 12:00 p. m.	Passenger No. 106..... 8:15 p. m.	Passenger No. 106..... 8:15 p. m.	
Passenger No. 105..... 12:30 p. m.	Passenger No. 107..... 8:15 p. m.	Passenger No. 107..... 8:15 p. m.	
Passenger No. 106..... 1:00 p. m.	Passenger No. 108..... 8:15 p. m.	Passenger No. 108..... 8:15 p. m.	
Passenger No. 107..... 1:30 p. m.	Passenger No. 109..... 8:15 p. m.	Passenger No. 109..... 8:15 p. m.	
Passenger No. 108..... 2:00 p. m.	Passenger No. 110..... 8:15 p. m.	Passenger No. 110..... 8:1	