

NORTHERN PACIFIC RAILROAD.

T. F. OAKES, H. C. PAYNE AND H. C. ROUSE,
RECEIVERS.

IDAHO DIVISION AND BRANCHES.

No. 26 | TIME SCHEDULE | No. 26

TO TAKE EFFECT AT 12:01 A. M.

(PACIFIC OR 120th MERIDIAN TIME.)

SUNDAY, SEPTEMBER 3d, 1893.

SUCCEEDING CARDS AS SHOWN WITHIN.

For the government of employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the current card, and destroy all previous numbers. Read carefully the Special Rules, and always have for reference a copy of the TRANSPORTATION RULES.

M. C. KIMBERLY,
Gen'l Superintendent,

J. W. KENDRICK,
Gen'l Manager.

G. W. DICKINSON,
Ass't Gen'l Superintendent.

T. J. DeLAMERE,
Supt. Transportation.

IDAHO DIVISION—First District.

Pacific or 120th Meridian Time, One Hour Slower than Mountain or 105th Meridian Time.

East Bound.

SPOKANE MAIL No. 10		COEUR D'ALENE ACC. No. 8		ATLANTIC MAIL No. 2		Distance from Sprague	Time Card No. 26 Sept. 3d, 1893 Succeeding No. 25	Capacity of Side Tracks	Telegraph Offices	EXPRESS FR'T No. 54		FREIGHT No. 56		WAY FREIGHT No. 58		SPOKANE FR'T No. 60		
Second Class DAILY		Second Class EX. SUNDAY		First Class DAILY						STATIONS		Second Class DAILY		Third Class DAILY		Third Class EX. SUNDAY		Third Class DAILY
				Ar	9.25 P M	126.3	Hope 4.6	400	N	Ar	5.15 P M	Ar	7.55 A M	Ar	7.00 P M			
				F	9.14	121.7	Pack River 4.1	22			5.00		7.35 M 57		6.40			
				F	9.03	117.6	Oden 3.0	50			4.45		7.15		6.20			
				F	8.55	114.6	Kootenai 4.3	24			4.35		7.00		6.00			
					8.45 M 1	110.3	Sand Point 7.0	51	N		4.20		6.45		5.40			
				F	8.27	103.3	Algoma 6.7	53			3.55		6.15		5.05			
				F	8.10	96.6	Cocolalla 8.5	50	N		3.30		5.45		4.30			
				F	7.47	88.1	Granite 6.6	35	N		3.00	De	5.05 M 53		3.50			
				F	7.30	81.5	Athol 7.5	34			2.35	Ar	5.00		3.15			
				F	7.10	74.0	Ramsey 5.8	50			2.10		3.45		2.40			
					6.55	68.2	Rathdrum 6.8	37	N		1.50		3.15 M 55		2.10			
				Ar	7.55 A M	61.4	Hauser Junction 6.0	58	N		1.25 M 57 P 58		2.35	De	1.35 54 P			
					7.43	55.4	Otis 5.8	50			1.00		2.05	Ar	1.20 M 57			
					7.30 M 53	49.6	Trent 8.4	34			12.40		1.30		12.15 P M			
	Ar	1.40 P M	De	7.05 A M	De	5.45	Spokane 9.0	300	N		12.01 P M		12.40 A M	De	11.25 A M	Ar	6.55 P M	
	De	1.15 P M	EX. SUNDAY		Ar	5.40	Marshall Junct. 7.4	127	N		11.25 A M	De	11.55 P M M I		10.10	See 9	De	6.20 P M
		DAILY				5.13	Cheney 10.7	24.8	N		10.55	Ar	11.50					DAILY
						4.50 M 57	Tyler 7.0	14.1	N		10.10 M 53		10.15	De	9.30 M 53			
				F	4.24		Kline 7.1	7.1	D		9.35		9.35	Ar	9.15			
					4.07		Sprague	0.0			9.05 A M M 55	De	9.00 P M		8.20			
				De	3.50 P M							De	9.00 P M	De	7.00 A M			
					DAILY						DAILY		DAILY		EX. SUNDAY			

D—Day and N—Night and Day Telegraph Office.

All trains **must come to a Full Stop two hundred (200) feet** from Union Pacific Crossing two (2) miles east of Spokane.

Passengers with tickets can be carried on the rear section of **Way Freights**. No other freight trains are allowed to carry passengers.

All car doors must be kept closed while in trains.

Trains take their date from District Terminals.

F. W. GILBERT, Superintendent,
Sprague.

IDAHO DIVISION.—Second District.

West Bound.

Pacific or 120th Meridian Time, One Hour Slower than Mountain or 105th Meridian Time.

FREIGHT No. 59		WAY FREIGHT No. 57		FREIGHT No. 55		EXPRESS FR'T No. 53		Water, Coal, Scales, Tables and Wyes	Station Numbers	Time Card No. 26. Sept. 3d, 1893. Succeeding No. 25, Sprague to Pasco, and No. 25A west of Pasco.	Distance from Sprague	PACIFIC MAIL No. 1		PASSENGER No. 5	
Third Class DAILY		Third Class EX. SUNDAY		Third Class DAILY		Second Class DAILY						First Class DAILY		First Class DAILY	
		De 3.50	PM M2	De 10.00	AM	De 12.10	PM	WC	1617		0.0	De 1.20	AM		
		4.35		10.55		12.45		ST	1627	Sprague	9.9	F 1.40			
		5.00		11.25	AM	1.05			1633	Harriston	5.8	F 1.53			
		5.40	M 58	12.10	PM	1.35		W	1641	Iona	8.0				
		6.25		1.00		Ar 2.07		W	1649	Ritzville	9.3				
		7.00		Ar 1.45		De 2.12	M 2	W	1658	Paha	7.9	F 2.28			
		7.35		De 1.50	M 2	2.35		W	1667	Lind	7.6	F 2.45			
		8.10		2.35		3.00			1674	Providence	8.2	F 3.00	M 56		
		8.25		Ar 3.17	M 58	3.22	P 55 M 58		1674	Scott	8.2	F 3.17			
		8.25		De 3.32	53 P	3.32		W	1677	Hatton	9.4	F 3.23			
		9.10		3.50		4.00		CY	1686	Connell	8.9				
		9.50		4.35		4.28		W	1695	Lake	9.2	F 4.02			
		10.30		5.20		4.55		W	1704	Eltopia	9.6	F 4.20			
		11.15	M 56	6.05		5.25			1714	Glade	7.5	F 4.40			
		De 7.45	AM	6.55		5.25			1721	Pasco Junction	4.1	Ar 4.55	AM	De 11.30	AM
		8.10		Ar 11.45	PM			WC	IG 4	South Ainsworth	10.1			11.42	AM
		8.40		EX. SUNDAY				SY	IG 16	Hunts	1.0			12.10	PM
		Ar 8.45	AM					WY	IG 17	Wallula Junction	119.7			Ar 12.15	PM
		DAILY												DAILY	

M—Meet. P—Pass. F—Flag Station. *—Trains do not stop for passengers. W—Water. C—Coal. S—Scales. T—Table. Y—Wye. Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.

Study Carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register at Sprague, Pasco and Wallula Junctions, and must not pass a registering station, which has telegraph service, without an order or clearance.

Derailing switches at Glade and Scott must always be left open when sidings are not in use.

All engines with or without trains must come to a Full Stop four hundred (400) feet from the draw in the Snake River bridge, and will not proceed until draw is known to be properly closed and secured.

No. 59 has right of track against No. 6, Pasco to Wallula.

Trains take their date from District Terminals.

IDAHO DIVISION.—Second District.

Pacific or 120th Meridian Time, One Hour Slower than Mountain or 105th Meridian Time.

East Bound.

	PASSENGER No. 6		ATLANTIC MAIL No. 2		Distance from Wallula Junction	Time Card No. 26 Sept. 3d, 1893 Succeeding No. 25, Sprague to Pasco, and No. 25A, west of Pasco.	Capacity of Side Tracks	Telegraph Offices	EXPRESS FR'T No. 54		FREIGHT No. 56		WAY FREIGHT No. 58		FREIGHT No. 60			
	First Class		First Class						Second Class		Third Class		Third Class		Third Class			
	DAILY		DAILY						DAILY		DAILY		EX. SUNDAY		DAILY			
	Ar	3.40	PM	M 57	119.7	Sprague 9.9	200	N	Ar	8.05	A M	Ar	6.10	A M	Ar	7.25	P M	
	F	3.13			109.8	Harriston 5.8	30			7.25			5.30			6.40		
	F	2.58			104.0	Iona 8.0	50			7.05			5.10			6.15		
		2.36			96.0	Ritzville 9.3	45	N		6.35			4.40			5.40	M 57	
	F	2.12	M	53	86.7	Paha 7.9	43			6.00			4.05			5.00		
	F	1.50	M	55	78.8	Lind 7.6	35	N		5.30			3.35			4.30		
	F	1.30			71.2	Providence 8.2	40	D		5.00		De	3.00	M 1		3.55		
												Ar	2.55					
	F	1.10			63.0	Scott 3.2	50			4.30			2.15		De	3.22	M 53	
															Ar	3.17	M 55	
	F	1.00			59.8	Hatton 9.4	35	N		4.20			2.00			3.00		
		12.40			50.4	Connell 8.9	18	N	De	3.45	M 1		1.20			2.15		
									Ar	3.40								
	F	12.17	P	M	41.5	Lake 9.2	38			3.05			12.35	A M		1.30		
	F	11.55	A	M	32.3	Eltopia 9.6	49	N		2.30			11.55	P M		12.40	P M	
	F	11.30			22.7	Glade 7.5	55			1.55			11.15	M 57		11.50	A M	
	Ar	10.45	A	M	15.2	Pasco Junction 4.1	600	N	De	1.30	A M	De	10.40	P M	De	11.15	A M 2 P	
		10.32			11.1	South Ainsworth 10.1	33											
		10.05			1.0	Hunts 1.0	20	D										
	De	10.00	A	M	0.0	Wallula Junc.	150	N								De	6.10	P M
	DAILY								DAILY		DAILY		EX. SUNDAY		DAILY			

D—Day and N—Night and Day Telegraph Office.

Speed must be reduced over all high trestles and truss bridges.
All car doors must be kept closed while in trains.

Passengers with tickets can be carried on the rear section of **Way Freights**. No other freight trains will be allowed to carry passengers.

**F. W. GILBERT, Superintendent,
Sprague.**

Trains take their date from District Terminals.

SPOKANE & PALOUSE R. R.

West Bound.

Pacific or 120th Meridian Time, One Hour Slower than Mountain or 105th Meridian Time.

East Bound.

JULIAETTA FR'T No. 59		GENESEE LOCAL No. 109		JULIAETTA MAIL No. 9		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Marshall Jct.	Time Card No. 26 Sept. 3d, 1893 Succeeding No. 25	Distance from Juliaetta	Capacity of Side Tracks	Telegraph Offices	SPOKANE MAIL No. 10		PULLMAN LOC'L No. 110		SPOKANE FR'T No. 60		
Third Class		Second Class		Second Class									Second Class		Second Class		Second Class		Third Class
DAILY		DAILY		DAILY		STATIONS		DAILY		DAILY		DAILY		DAILY					
De	7.40 A M			De	9.25 A M	W	1585	0.0	Marshall Junc.	115.0	127	N							
	8.40				9.55	W	ID11	11.2	Spangle	103.8	84	D							
	9.25				10.20		ID20	19.7	Plaza	95.3	15								
	10.05				10.40	W	ID27	26.7	Rosalia	88.3	110	D							
Ar	11.05 AM				11.10 P 59		ID38	37.5	Oakesdale	77.5	94	D	11.45 AM M 59					See Page 2 Ar 6.20 P M	
De	11.55 AM				11.25 M 10 See 198 Page 6	W	ID43	42.8	Belmont	72.2	130	D	11.25 M 9 See 198 Page 6					5.30	
	12.40 PM See 200 Page 6				11.38	CY	ID47	47.1	Eden	67.9	25								
	1.10				11.45 A M		ID50	49.4	Garfield	65.6	40	D						4.40	
	1.30 M 60				12.15 PM M 60	WS	ID59	59.0	Palouse	56.0	125	D						3.55	
	2.30				12.33		ID66	65.6	Fallons	49.4	30							2.45	
	3.10				12.45		IE71	70.4	Whelan	44.6	45							2.10	
	3.35				Ar† 1.00	W	ID76	75.5	Pullman	39.5	70	D						1.45	
	4.05	De 4.25 P M		De 1.25	1.30	Y	ID77	77.0	Pullman Junc.	38.0	20		9.50	Ar 9.35 A M				1.30 M 59	
	4.15 See 109	Ar 4.30 P M			1.42		ID81	80.6	Sunshine	34.4	30		9.45 See 110	De 9.30 A M See 10				11.00	
	4.35	DAILY See Page 6.			2.00		ID86	85.8	Moscow	29.2	75	D		DAILY				10.50	
	5.10				2.25	W	ID86	85.8	Joel	22.7	60							10.35	
	5.50				2.40		ID92	92.3	Howell	18.5	40							10.10	
	6.15				2.50		ID97	96.5	Vollmer	15.6	55	D						9.35	
	6.35				3.35	W	ID100	99.4	Kendrick	4.0	90	D						9.15	
	7.50				Ar 3.50 P M	W	ID111	111.0	Juliaetta	0.0	65	D						9.00	
Ar	8.15 P M			Ar	3.50 P M	CT	ID115	115.0					De 7.30 AMP 60					7.50	
DAILY				DAILY								DAILY						DAILY	

M—Meet. P—Pass. †—Meals. D—Day and N—Night and Day Telegraph Office. Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.
 W—Water. C—Coal. S—Scales. T—Table. Y—Wye.

Study Carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register at Marshall Junction, Belmont, Pullman, Pullman Jct. and Juliaetta, and must not pass a registering station, which has telegraph service, without an order or clearance.

On mountain grades between Howell and Kendrick, brakemen must be located in their proper position, as per Rule 395, and in case of passenger trains ascending mountain grades a brakeman must invariably be positioned on rear car. Special attention is called to Rule 120.

Automatic air must be used under all circumstances. When handling air-brake cars descending mountain grades, the retaining valves must be applied. Conductors will be held responsible for this duty, as well as relieving the valves at foot of grades.

Engines and trains must be under perfect control when approaching switches, also all bluffs where slides are liable to occur.

Speed must be reduced over all high trestles and truss bridges. Speed of passenger trains must not exceed twenty-five (25) miles per hour and freight trains twelve (12) per hour on mountain grades.

The safety switch at the west end of Garfield Siding must be kept set and locked for the safety spur, when not in use.

All trains must come to a Full Stop two hundred (200) feet from Union Pacific crossings at Oakesdale, Garfield and Pullman.

Passengers with tickets can be carried on the rear section of Regular Freights. No other freight trains are allowed to carry passengers.

All car doors must be kept closed while in trains.

F. W. GILBERT, Superintendent,
Sprague.

SPOKANE & PALOUSE R. R.—Genesee Branch.

West Bound.

Pacific or 120th Meridian Time, One Hour Slower than Mountain or 105th Meridian Time.

East Bound.

		GENESEE LOCAL No. 109			Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Pullman Junction	Time Card No. 26 Sept. 3d, 1893 Succeeding No. 25 A			Distance from Genesee	Capacity of Side Tracks	Telegraph Offices	PULLMAN LOCAL No. 110	
		Second Class						STATIONS						Second Class	
		DAILY											DAILY		
		De	4.30	P M	Y	ID 77	0.0	Pullman Junction 5.0			27.0	20		Ar	See Page 5 9.30 A M
			4.55			li 7	5.0	Staley 4.8			22.0	50			8.55
			5.20			li 12	9.8	Johnsons 5.2			17.1	30	D		8.30
			5.55		W	li 17	15.0	Colton 2.8			11.9	100	D		8.00
			6.05			li 20	17.8	Uniontown 2.4			9.2	30	D		7.45
			6.15			li 22	20.2	Leon 6.8			6.8	30			7.25
		Ar	6.35	P M	W C Y	li 29	27.0	Genesee			0.0	100	D	De	7.00 A M
		DAILY												DAILY	

West Bound.

FARMINGTON BRANCH.

East Bound.

		MIXED No. 199		MIXED No. 197		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Belmont	Time Card No. 26 Sept. 3d, 1893 Succeeding No. 25			Distance from Farmington	Capacity of Side Tracks	Telegraph Offices	MIXED No. 198		MIXED No. 200	
		Second Class		Second Class					STATIONS						Second Class		Second Class	
		EX. SUNDAY		EX. SUNDAY											EX. SUNDAY		EX. SUNDAY	
		De	11.30	A M	W	ID 43	0.0	Belmont 6.5			6.5	130	D	Ar	11.15 A M See 9&10 Page 5	Ar	12.55 P M See 59 Page 5	
		Ar	11.55	A M	Y	IH 7	6.5	Farmington			0.0	30	D	De	10.50 A M	De	12.30 P M	
		EX. SUNDAY		EX. SUNDAY										EX. SUNDAY		EX. SUNDAY		

D—Day Telegraph Office.

Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.

W—Water. C—Coal. Y—Wye.

Study Carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register at Pullman Junction and Genesee, and must not pass a registering station, which has telegraph service, without an order or clearance.

Engines and trains **must** be under perfect control when approaching switches, also all bluffs where slides are liable to occur.

Speed must be reduced over all high trestles and truss bridges.

All car doors must be kept closed while in trains.

No. 197 has right of track against No. 198, and 199 against 200, Belmont to Farmington.

F. W. GILBERT, Superintendent, Sprague.

SPOKANE AND IDAHO R. R.

West Bound.

Pacific or 120th Meridian Time, One Hour Slower than Mountain or 105th Meridian Time.

East Bound.

		SPOKANE ACCOM. No. 7			Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Cœur d'Alene	Time Card No. 26 Sept. 3d, 1893 Succeeding No. 25			Distance from Hauser Junction	Capacity of Side Tracks	Telegraph Offices	CŒUR D'ALENE AC. No. 8	
		Second Class						STATIONS						Second Class	
		EX. SUNDAY												EX. SUNDAY	
		De	5.55	P M	CY	IA 14	0.0	Cœur d'Alene 9.2			13.5	58	D	Ar	8.40 A M
			6.30		W	IA 4	9.2	Post Falls 4.3			4.3	10	D		8.05
		Ar	6.40	P M	Y	1557	13.5	Hauser Junction			0.0	58	N	De	7.55 A M
		EX. SUNDAY												EX. SUNDAY	

W—Water.

C—Coal.

Y—Wye.

D—Day and N—Night and Day Telegraph Office.

Study carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register at Hauser Junction and Cœur d'Alene, and must not pass any registering station, which has telegraph service, without an order or clearance.

Engines and trains **must** be under perfect control when approaching switches, and all bluffs where slides are liable to occur.

Every precaution must be used in handling cars on the incline at Cœur d'Alene. Trainmen must see that brakes are in good order, and have train under perfect control before moving onto incline.

All freight trains upon arrival at Cœur d'Alene must turn engine at the "Y" and back down the incline. Under no circumstances must engine head down incline. When backing down inclines brakes must be set to control the train without assistance from the engine.

Engine must in no case be uncoupled from coaches while standing on the incline.

All car doors must be kept closed while in trains.

F. W. GILBERT, Superintendent, Sprague.

CENTRAL WASHINGTON R. R.
Pacific or 120th Meridian Time, One Hour Slower than Mountain or 105th Meridian Time.

West Bound.

East Bound.

COULEE CITY AC. No. 13		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Cheney	Time Card No. 26 Sept. 3d, 1893 Succeeding No. 25			Distance from Coulee City	Capacity of Side Tracks	Telegraph Offices	SPOKANE ACCOM. No. 14	
Second Class EX. SUNDAY					STATIONS						Second Class EX. SUNDAY	
De	7.35 A M	W C Y	1592	0.0	Cheney 10.4	108.3	93	N	Ar	4.30 P M		
	8.10		IF 10	10.4	Medical Lake 0.2	97.9	47	D		3.55		
	8.11		IF 11	10.6	S. L. S. & E. R. R. Crossing 4.9	97.7				3.54		
	8.25	W	IF 16	15.5	Deep Creek 5.5	92.8	76			3.35		
	8.45		IF 21	21.0	Hite 5.5	87.3	30			3.15		
	9.05		IF 26	26.5	Reardan 7.4	81.8	48	D		3.00		
	9.30		IF 34	33.9	Mondovi 7.5	74.4	48			2.35		
	9.55	W Y	IF 41	41.4	Davenport 6.4	66.9	91	D		2.10		
	10.15		IF 48	47.8	Rocklyn 8.6	60.5	45			1.45		
	10.45	W	IF 56	56.4	Fellows 7.7	51.9	45			1.15		
	11.10		IF 64	64.1	Creston 10.0	44.2	45	D		12.50		
Ar†	11.45 AM M 14	W	IF 74	74.1	Wilbur 6.6	34.2	45	D	De	12.15 PM		
De	12.15 PM		IF 81	80.7	Govan 6.8	27.6	45		Ar†	11.45 AM M 13		
	12.35				Almira 9.1	20.8	100	D		10.55		
	12.55	W Y	IF 87	87.5	Hartline 11.7	11.7	25			10.25		
	1.25		IF 97	96.6	Coulee City	0.0	40	D	De	9.45 A M		
Ar	2.00 P M	W C T Y	IF 108	108.3								
EX. SUNDAY											EX. SUNDAY	

†—Meals. W—Water. C—Coal. T—Tables. Y—Wye. D—Day and N—Night and Day Telegraph Office. Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.
Study carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register at Cheney, Medical Lake and Coulee City and must not pass a registering station, which has telegraph service, without an order or clearance.
Engines and trains must be under perfect control when approaching switches, and all bluffs where slides are liable to occur.

All trains must come to a Full Stop two hundred (200) feet from the track of the S. L. S. & E. R. R. crossing at Medical Lake.
Speed must be reduced over all high trestles and truss bridges.
All car doors must be kept closed while in trains.

F. W. GILBERT, Superintendent,
Sprague.

AUTHORIZED SURGEONS, IDAHO DIVISION.

LOCATION OF STRETCHERS (S).

DR. J. J. BUCKLEY, Chief Surgeon, Western Divs., Missoula (S).
DR. E. H. HARDING, Hope (S).
DR. FRANK WENZ, Rathdrum, (S).
DR. JOHN SABIN, Cœur d'Alene (S).
DR. C. V. GENOWAY, Wallace (S).

DR. N. F. ESSIG, Spokane (S).
DR. I. L. MAGEE, Palouse (S).
Genesee (S).
DR. C. E. WORTHINGTON, Moscow (S).
DR. CHAS. W. SHAFF, Lewiston.
DR. F. A. POMEROY, Cheney.

DR. A. W. GREEN, Medical Lake.
DR. H. J. WHITNEY, Davenport (S).
DR. B. H. YOUNT, Wilbur.
DR. W. H. OLDS, Sprague (S).
DR. F. R. BURROUGHS, Ritzville.
DR. G. W. HAYNIE, Pasco Junction (S).

NOTE.

Surgeons will attend, when called upon officially, to all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides; unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railroad Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden

emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railroad Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished only at our own hospitals. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury occurring in the discharge of duty.