

A Fairy

LOLANTHE.

by

D. Dalziel

Illustrated

by H. W. McVicker.

The Hatch Lithographic Co. New York







COMPLIMENTS OF

A. B. MACKLIN,

CANADIAN PASSENGER AGENT

P. O. Box 434,

TORONTO

GRAND TRUNK & ALTON R. R.



A
Parody on Iolanthe
BY

D. DALZIEL EDITOR of the Chicago
NEWS LETTER.

The whole Illustrated by H.W. Mc
Vicar.



The Halcy Lithographic Co
New York.

MDCCCLXXXIII



W. M. McCauley

W. M.

·:A PARODY:·

ON

· I · O · L · A · N · T · H · E ·

(Respectfully dedicated to the Conductors of the Chicago & Alton Railroad.)

(BY D. DALZIEL, EDITOR OF THE CHICAGO NEWS-LETTER.)

SCENE.—*A fairy glade on the Chicago & Alton Railway, at Holy Cross, Illinois. The country bears evidence of the utmost prosperity. It is early in June, yet the fields for miles in every direction are waving with already ripened grain that is going to take first prize at the next National Exhibition. The ensuing scene occurs in the brief interval allowed for purposes of safety between the trains on this road. Chorus of fairies, discovered dancing over the wheat stocks.*

(Enter ROCKY MOUNTAIN FAIRIES, led by LEILA, CEILA, and FLETO.)

CHORUS.

Tripping always, tripping ever,
By each glen, each rock, each river,
We must twirl and we must twine
Round about the Alton line.

SOLO.

LEILA—

If you ask us how we ride,
See our cars and step inside:
Cars of most convenient size,
Cars enchanting tourists' eyes,
Pullman Palace sleeping cars,
Free from dust, from noise, from jars;

Cars with soft reclining chairs,
Where we nestle free from cares;
Cars no cynic can place fault on,
Chicago, Kansas City, Alton.
Spite of distance, time, or weather,
See three cities link'd together.

QUEILA — That is extremely true and very pretty. Moreover, it is a very noble employment, this acting in behalf of the foremost railway of the world. Still, we are not altogether happy. Since our queen banished Iolanthe, our life has not been a transcendent one.

LEILA — Ah, Iolanthe was a whole team, and, like the Alton Road, she was the only one in the crowd who carried a proper train. But according to the laws of Fairydom, she committed an unpardonable sin. The fairy who marries a mortal must die.

QUEILA — But Iolanthe is not dead. (*Enter FAIRY QUEEN.*)

QUEEN — No, because your queen, who loved her as much as a member of the State legislature loves a railway pass, commuted her sentence to travel for life on other lines, and sooner than do it she confined herself in a pond.

LEILA — And she is now working out her sentence in Iowa.

QUEEN — Yes. I gave her the choice of States. I am sure I never intended that she should go and live under a culvert beneath the bank of an Iowa railway.

LEILA — It must be damp there, and her chest was always delicate.

QUEEN — Yes. An Iowa railway is hardly the place to send a delicate chest. Even an iron-bound trunk has no show on any other line than the Chicago & Alton. I do not understand why she went there.

ALL — How terrible; but, O Queen, forgive her.

QUEEN — I've half a mind to.

LEILA — Make it half and half, and wholly do it.

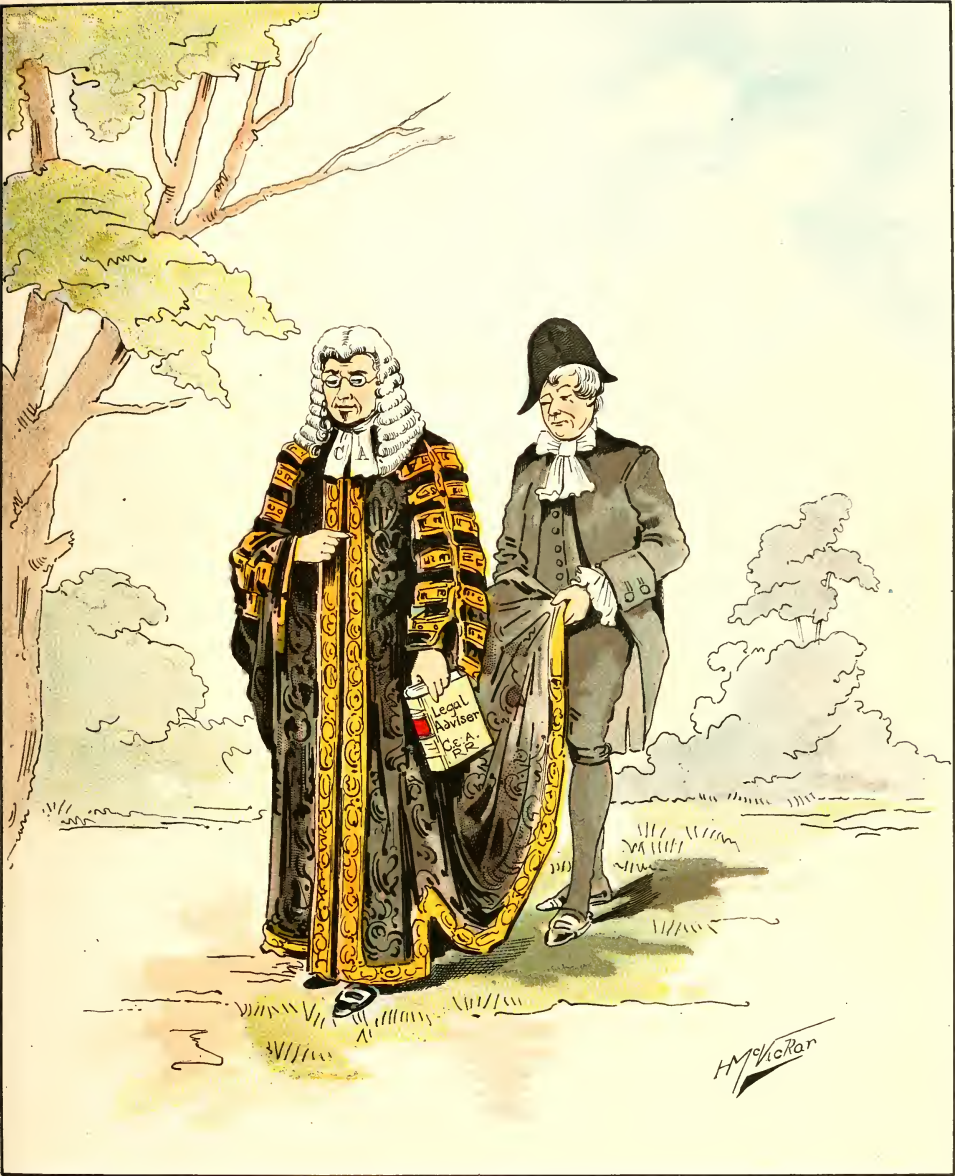
QUEEN — Well, it shall be as you wish. Arise, Iolanthe.

(*IOLANTHE arises.*)

IOLANTHE — Must I again reflect my grievous fault on —









QUEEN — Oh, no; we bring you back to bliss and Alton. And now tell me: with all the world to choose from, why on earth did you go to live at the bottom of that Iowa culvert?

IOLANTHE — To be near my son Strephon.

QUEEN — Your son! I did n't know you had a son. I hardly think you'd oughter, Iolanthe.

IOLANTHE — He was born shortly after I left my husband at your royal command.

LEILA — What is he?

IOLANTHE — He is an Arcadian brakesman. He is one of those extremely pure young persons who have passed a competitive examination of intelligence before they can become *anything* on the Alton Road. Ah, here he is.

(Enter STREPHON.)

STREPHON —

Good morrow, good mother;

I'm to be married to-morrow.

IOLANTHE — Then the Counselor has at last given his consent to your marriage with his beautiful ward Phyllis.

STREPHON — Alas! no. He is obdurate. He wants nothing less than a General Passenger Agent.

QUEEN — But how to get round this difficulty with the Counselor. Should you like to be a General Passenger Agent?

STREPHON — That would hardly do. You see I am half human, half fairy. My body is of the Alton Fairy kind, but my legs are of another line, and would be likely to take me on the wrong track.

QUEEN — Well, your fairyhood does n't seem to have interfered with your digestion.

STREPHON — It is the curse of my existence. What's the use of being half a fairy? My body can go through the air-brake pipe, but if my legs ever get between the couplers, I'm a goner. There is one advantage: by making myself invisible down to the waist, I have collected damages from one railway company several times, because they could n't find the rest of me after an accident. My legs, I suppose, will die some day, and then what will be the use of my bust? I can't satisfy Phyllis with half a husband.

QUEEN— Don't let your legs distract you. They shall be our peculiar care.
The Alton does nothing by halves. So farewell, attractive stranger.

[*Exit all.*

(*Enter the entire corps of officers of all the railways west of Chicago, except the C. & A. They are accompanied by a band, in which the instruments are exclusively and appropriately made of brass. The blowers in this band are the employés of the railway officers.*)

OFFICERS—

Loudly let the trumpet bray. Tan-tan-ta-ra, tan-tan-ta-ra!

Proudly bang the sounding brasses, tzing, boom!

As upon its lordly way this unique procession passes.

Tan-tan-ta-ra, tan-tan-ta-ra! etc.,

Tzing, boom, tzing, boom! etc.

Bow, bow, ye lower trav'ling masses.

Bow, bow, ye folks who ask for passes;

Blow the trumpets, bang the brasses.

Tan-tan-ta-ra! Tzing, boom! etc., etc.

(*At conclusion, enter COUNSELOR.*)

COUNSELOR—

The law is the true embodiment

Of everything that 's excellent;

It has no kind of fault or flaw,

And I, for cash, expound the law;

A constitutional lawyer I,

For a great railway society;

A very agreeable post for me,

While my railway planks down its fee;

A solid occupation for

A money-making counselor.

CHORUS OF OFFICERS.

COUNSELOR—

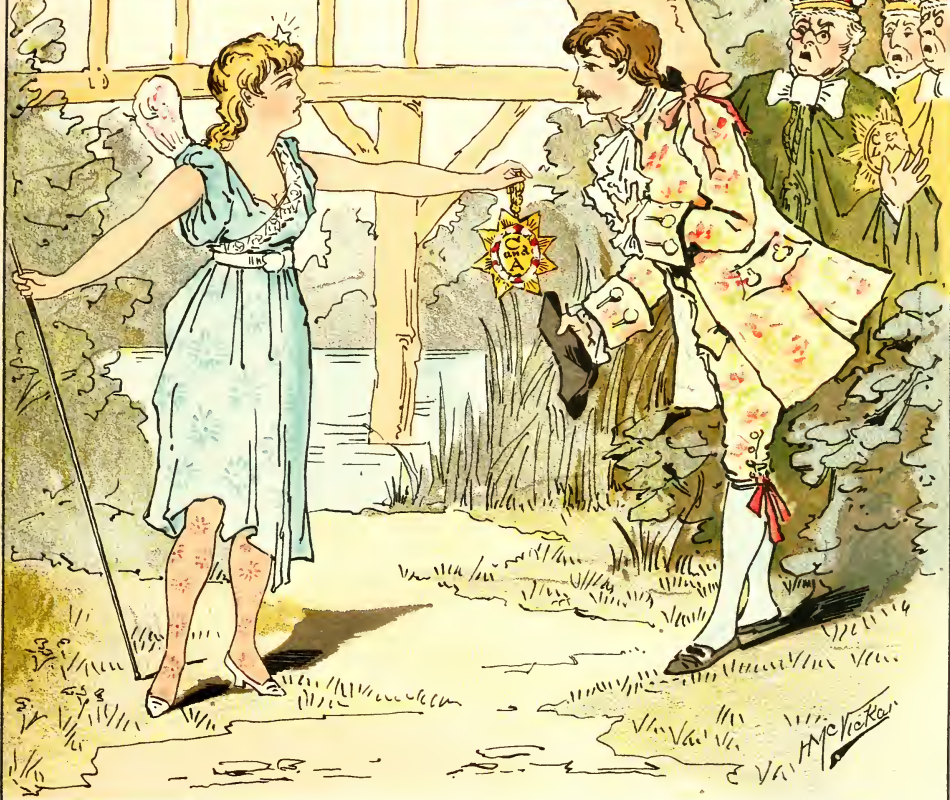
And though the compliment implied

Inflates me with legitimate pride,





To the CHICAGO
and ALTON
Depot





H.F.V.

It nevertheless can't be denied,
I feel its inconvenient side ;
For she has lots of Alton stock,
As good as gold, and firm as a rock.
But there 'd be the deuce to pay, O Lord,
If I patch'd up a match with my wealthy ward,
Which rather gets up my dander, for
I 'm such a susceptible counselor.
So if a director would marry my ward,
He must come to me for my accord ;
In the Alton office I 'll sit all day,
To hear what agreeable men may say.
But Phyllis declares she 's not for he,
She 's not for thou, and she 's not for thee,
She wont have you, and she wont have ye,
Because her mind is made up for
A Chicago & Alton director.

(Enter LORD BEESEEKEW.)

LORD B.—And now let us proceed to the business of the day. Few of us have done any business for many days.

COUNSELOR—True. Let us proceed more rapidly than your trains. Phyllis, my ward, has so powerfully affected you that you have let all your railways go to eternal smash, and you have asked me to give her to whichever one of you I may select. It would be idle for me to deny that I, too, have been wonderfully attracted to this young woman. My affection for her is rapidly undermining my constitution, just as it has undermined the constitutions of all your railways. But we shall hear what she has to say herself, for here she comes.

(Enter PHYLLIS.)

RECITATIVE.

My well lov'd lord and guardian dear,
You summoned me, and I am here.

CHORUS OF GENERAL PASSENGER AGENTS.

Oh, rapture! how beautiful,
How gentle, how dutiful!

(*Gen. Pass. Agents make a dumb appeal to PHYLLIS.*)

SONG.

PHYLLIS—

I'm very much pain'd to refuse ;
My guardian you can't lay the fault on.
The only young man I would choose
Must be from the Chicago & Alton.
That road so eclipses the rest,
Its men are so handsome and hearty,
That I know where to turn for the best,
When I want a particular party.

(*Enter STREPHON, the brakeman ; PHYLLIS rushes to him.*)

It must not, cannot be,
Your suits my heart has riven ;
Yon jolly brakeman see,
To him my heart is given.

ALL THE G. P. A.'S—Jerusalem !

COUNSELOR—

And who has dared to brave our high displeasure,
And thus defy our definite command ?

STREPHON—

'Tis I, young Strephon ; mine, this rosy treasure ;
Against all lines I claim my darling's hand.

(*Exit all the G. P. A.'s in disgust, and with as much dignity as if they belonged to the Alton Road. STREPHON and COUNSELOR remain.*)

COUNSELOR—Now, sir, how dare you fall in love with my ward ?

STREPHON—Love knows no guardianship. We follow our inclinations. As

I whirl along the Alton Road, all nature speaks of her love, and says "Take her." I read it on the face of the Sphinx Rock. William's Cañon thunders it forth, the Snowy Range melts in sympathy with our love, the Twin Lakes are one in wishing us joy, the Boulder Falls leap with joy at our prospective union, and from Alton to Santa Fé every bird and bush and tree choruses our bliss ; and can you say nay ?



H. M. McKean



Private
General
Offices
Chicago &
Alton RR



H.M. Koerner



COUNSELOR—Duty before pleasure. I always keep my duty before my eyes.

When I went to the Alton, a very young man,

Said I to myself, said I,

I'll work on a new and original plan,

Said I to myself, said I.

I'll never assume that a road is O. K.,

That it's perfect, in fact, like the C. and the A..

Till I've tried it my own and particular way,

Said I to myself, said I.

I'll never throw dust in a passenger's eyes,

Said I to myself, said I,

Recommending a road with buncombe and lies,

Said I to myself, said I,

Or pretend that some other roads of which we read

Can equal the Alton for comfort and speed,

Or supply all the luxuries travelers need,

Said I to myself, said I.

Ere I boast of the road, I will travel it through,

Said I to myself, said I,

And see that its officers do what they can do,

Said I to myself, said I.

So I went on the road from the first to the last,

I travel'd with pleasure so safe and so fast,

That I said, such a road can ne'er be surpass'd,

Said I to myself, said I.

On all other roads by which men may go,

Said I to myself, said I,

They're none of them safe, and they're all of them slow,

Said I to myself, said I.

The Chicago and Alton must still be A I,

For business, for pleasure, for health, or for fun,

Or it never could have such a character won,

Said I to myself, said I.

(This being rather a difficult song to sing, the COUNSELOR, in reply to the deafening encore which he receives, will hand to each person in the audience a copy of the Langtry Map, a book of the Patience Parody, a copy of the Chicago News-Letter, and a folder of the Alton Road. Exit COUNSELOR, with a skip.)

§ STREPHON — It's too bad to be taken from Phyllis just when she was my own.
(Enter IOLANTHE.)

IOLANTHE — What, my son in tears upon his wedding-day!

§ STREPHON — The Counselor, who is Phyllis's guardian, separates us forever.

IOLANTHE — Oh, if he only knew — No matter. The Queen of our road and its fairies shall protect you. See, here they come. *(Enter FAIRIES.)*

(STREPHON embraces IOLANTHE, sobbing. Enter PHYLLIS. She sees STREPHON embrace his mother, and starts violently.)

SONG.

§ STREPHON — The little girl I love has caught me talking to another.

ALL — Oh, fie! Strephon is a rogue.

§ STREPHON — But then, upon my honor, that other is my mother.

CHORUS.

Taradiddle, taradiddle, fol lol de lay.

§ STREPHON —

She wont believe my statement, and declares we must be parted,
Although I'm just as true as an Alton train when started;
And if she gets another hub, a brakeman, broken-hearted,
I shall be, taradiddle dee, taradiddle dee.

QUEEN —

You cruel and heartless counselor to part them from each other;
You've done him an injustice, for this lady *is* his mother.

Q COUNSELOR —

That yarn requires obesity its thinness well to cover;
I did n't see her face, but he acted like her lover.
And how could she, at seventeen, be an Alton brakeman's mother?







Chicago & Alton

Show your
Tickets

H. J. McKean



CHORUS.

To say she is his mother is a fib as big as many.
Oh fie! Strephon is a rogue;
He 'll next declare the Alton 's not the best of any.
Taradiddle, taradiddle dee.

QOUNSELOR—

I would n't say of either what would be thought injurious;
But to find a mother younger than her son is very curious,
Just as 't would be upon our road to drop an aught that 's spurious.
Fol de ridle, fol de ridle, fol lol lay.

(Tremulo music.)

QUEEN—When next your convention does assemble, you may tremble. Our wrath when railroad heads offend us is tremendous. They must who underrate our calling “cut rates appalling.” Take down our sentence as we speak it, and he shall wreak it. Henceforth, Strephon, cast away your brakeman suit and brakeman pay; another racket you shall play. Of the beautiful Alton Line, favorite Western road of mine, you a G. P. A. shall be. Gentlemen, what do you think of he?

ALL—It should be him—

QUEEN— I have n't time
To think of my grammar; it's very good rhyme.

And now take down my word and pleasure. Henceforth, your equal he shall be. Into your councils he shall come, in your debates he shall rule. Henceforth, it is the Alton Road you must imitate.

ALL—Have mercy!

QUEEN—From this time forth, you will have to run your trains on the same standard of excellence which marks the Alton.

(Hands every one of them a time-table of the C. & A.)

ALL—Spare us!

QUEEN—You will be forced to employ none but civil officials.

ALL—Have mercy!

QUEEN—The comfort of your passengers must be your primary consideration.
(*Very solemnly.*) *You will also be forced to run your trains according to your advertised time-table.*

ALL—(*Shriek*)—Oh, spare us! spare us!

QUEEN—And now depart. When next your council meets, Strephon will be one of you.

(*Slow music. G. P. A.'s bow to STREPHON. Business, etc. Curtain.*)

ACT II.

SCENE—*Interior of the Chicago & Alton Railway at Chicago. Luxurious surroundings on all sides. Ticket office opens down to the inlaid mosaic floor. Handsome divans for passengers engaged in the purchase of tickets. At the gate, waiting for passengers as they go through in swarms, is WILLIS, a handsome man, like all the other servants of this road, and also, like them, he is clothed in an expensive and becoming uniform.*

WILLIS— (*Sings.*)

I often think it 's comical,
How nature always does incline
To place the best of all its boys
That 's born into this world of mine
In the road that only such employs—
The great Chicago & Alton Line.
(*Enter FAIRIES and G. P. A.'s.*)

LEILA—(*Who has been attracted by the officers*)—Charming persons, are they not?

LEILA—They do very well, considering whom they work for. In Alton uniforms they would look very well.

LORD BEESEEKEW—Well, we have done our best to imitate Alton, but it seems to be a failure. Why not stop this disgusting protégé of yours?

LEILA—(*Crying*)—We can't stop him. The road has made too much headway. It is harder to kill than a Presidential boom in Indiana. (*Aside.*)
How beautiful they all are!

(*Enter QUEEN, who has overheard last remark.*)

Tickets

Chicago G. ALTO







CHICAG
and
ALTON



QUEEN—O you shameful flirts, always running after those railway men.
Don't you know it's death to marry a mortal?

CELIA—If it were, you'd have to execute all of us; but who would n't fall in love with a railroad man?

LEILA—Especially a Chicago & Alton man, and we are not all as tough as you are.

QUEEN—Am I tough? Look at that daisy! (*Pointing to WILLIS.*) Who are you, sir?

WILLIS—Ticket-taker Willis of the Chicago & Alton Railroad.

QUEEN—You're a fine fellow, sir.

WILLIS—Yes, mum, I belong to the Alton.

QUEEN—(*Starts*)—The Alton! Ah! I, too, am not insensible to the charms of manly beauty. Look at that man! He is a fair specimen of the Alton employés—a perfect picture.

WILLIS—Yes, mum, I am generally admired, although I do not compare favorably with my fellow-employés. The standard of beauty is very high on this road. (*Modestly retires.*)

QUEEN—The road has taste—(*To the FAIRIES.*) Now here is a man belonging to the first road in the Union, whose physical beauty eclipses Apollo's. If I yielded to a natural impulse, I should at once be mashed by that man. But I mortify this inclination; I wrestle with it,—I subdue it, ha! ha! This is how I suppress my inclinations.

SONG.

O foolish fay,
Think you, because his jacket gay
My bosom thaws, I'd disobey
Our fairy laws? Because I fly
The road above, you think that I
This man could love.

(*Aside.*)

Type of Chicago & Alton,
This heart of mine

Is truly thine.

'T is it I lay the fault on.

(Exit FAIRIES, sorrowfully following FAIRY QUEEN.)

(Enter PHYLLIS.)

PHYLLIS—I can't think why I am not in better spirits. I am engaged to one General Freight Agent and one General Passenger Agent, and could have the whole railway association if I only said the word. As for Strephon, I hate him. No girl would care for a young man who was considerably older than his mother—though nowadays there are a good many such floating about.

(Enter LORD BEESEEKEW.)

LORD B.—Phyllis, my own!

PHYLLIS—How dare you! But perhaps you are the Freight Agent—or the General Passenger Agent.

LORD B.—I am—the latter.

PHYLLIS—How did you secure the distinction?

LORD B.—To be frank, because everybody was rushing for positions on the Alton, and they left the post uncovered. I have held the place a long time.

PHYLLIS—Because nobody else would have it?

LORD B.—Not so much that as because now the Alton has run our business down so, there is no money to pay salaries with, and I am willing to wait for mine. The stockholders appreciate my kindness.

(Enter LORD SEE EYEAR.)

LORD S.—Dearest Phyllis! *(Embraces her.)*

PHYLLIS—The Freight Agent! Well, have you settled? Have you settled which of you it is to be?

LORD S.—It is n't quite settled. We tossed for it, but we did it in a saloon where the dice always threw sixes. We got hold of the proprietor's private set. Suppose we leave the choice to you?

PHYLLIS—How can it possibly concern me? You are both railway officials. You both get everything but your salaries, and I don't see where I am to choose. If one of you will throw up your share in your so-called railway, and admit the Alton to be, what it is, the first line in the world, I might perhaps take time to consider.

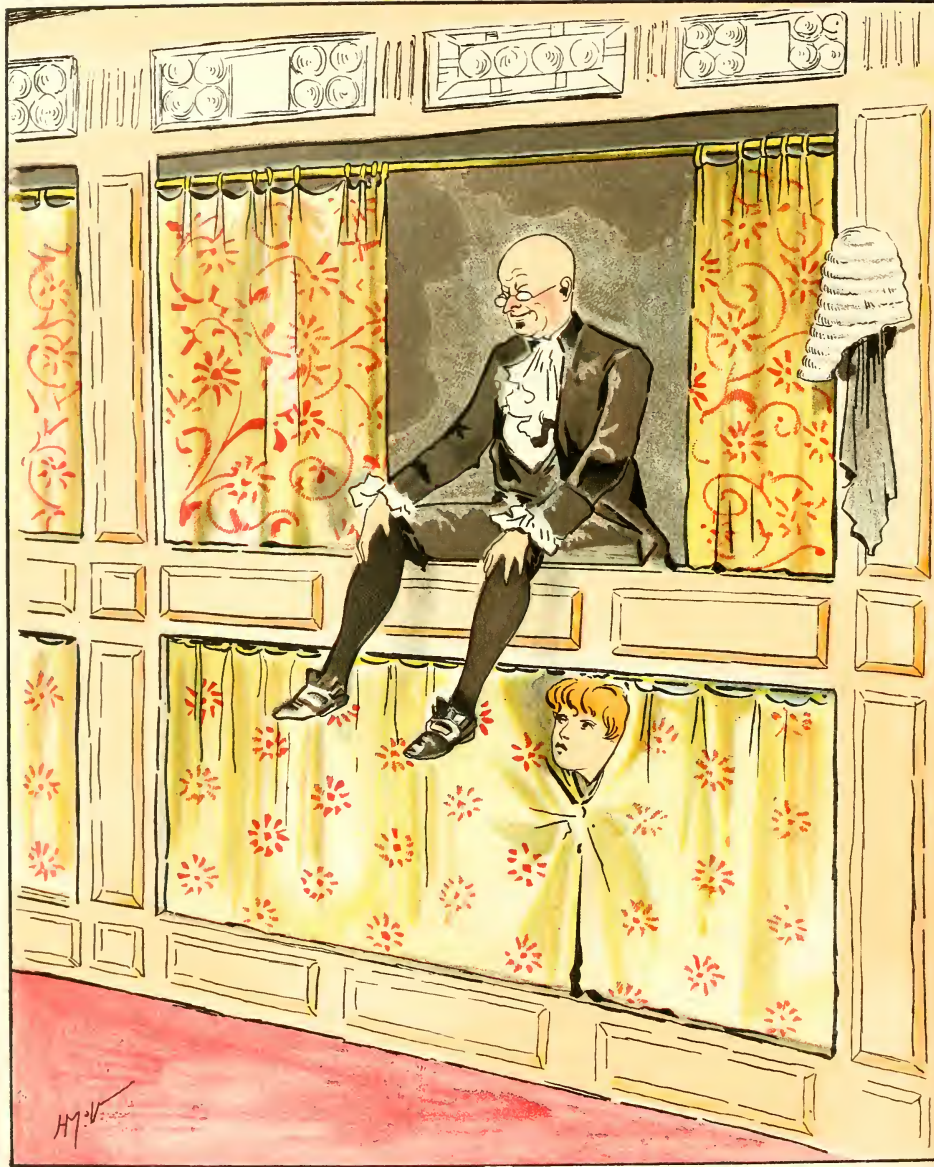


McVicker



McClure
H. McClure





ORD B.—We are too jealous to admit that, although we know it. The only resort now is for one of us to give way to the other. Perhaps, on the whole, she would be happier with me.

ORD S.—The chances are in your favor. The one difficulty which remains is, that if you rob me of the girl I love I must kill you. I shall give you a pass over my railroad.

ORD B.—(*Shrieks with fright*)—Not that! Not that! (*Bursts into tears.*)

ORD S.—I think you are right,—the sacrifice is too great. The sacred ties of friendship will not permit the wanton cruelties suggested, between men who love each other as we do. (*They embrace.*)

(*Enter COUNSELOR, very sorrowful.*)

COUNSELOR—(*Recitative.*)

Love unrequited robs me of my rest,
Although the Alton Line is still victorious;
But in a song to tell my woes is best,
If you, kind friends, will join me in the chorus.

SONG.

When on some snide road, with a terrible load, and an engine
not up to an Alton one,
You lie ill at ease, in a berth filled with fleas, all ready to make
an assault on one,
With your mind in a pother on this, that, and t' other,
Because, in your doubt and perplexity,
You travel'd this way, while happy as play
Goes the Chicago & Alton just next t' ye.

Then the counterpane tickles—you feel like mixed pickles,
Your pillow as hard as a bullet,
And your sheet is so small it wont cover at all,
No matter 't is which way you pull it;
Then you rave, and you swear, and tear out your hair,
With none but yourself to lay fault on,
And swear by the Heaven, if once you 're forgiven,
To abjure all lines but the Alton.

LORD B.—I am much distressed to find you so sad.

COUNSELOR — I am ; I acknowledge it. It is my double capacity which does it. I am her guardian and her suitor. In my latter capacity I am overawed by my duty in my other capacity. It unnerves me.

LORD S.—It is hard. Just think of having two capacities. Let us be truly thankful that we have no capacity at all. But take courage ; nothing that I ever heard of daunted a Chicago & Alton Railroad official.

COUNSELOR — That is true, and I will be resigned. [*Exeunt.*

Enter PHYLLIS.

PHYLLIS — Strephon !

STREPHON — Phyllis ! But I forgot. I suppose I should, madam — let me see,— what name have you decided upon ?

PHYLLIS — I have n't quite made up my mind. You see, *I* have n't any mother to advise me.

STREPHON — No ! I have.

PHYLLIS — Yes, a very *young* mother.

STREPHON — Not very — a couple of centuries or so.

PHYLLIS — She wears well.

STREPHON — Of course she does. She was born and reared on the C. & A. line. Besides, she 's a fairy.

PHYLLIS — I beg your pardon — a what ?

STREPHON — A fairy. I 've no longer a reason to conceal the truth.

PHYLLIS — That would account for a good many things. Fairies nowadays are rather indiscreet. I suppose you are a fairy, too.

STREPHON — I 'm half a fairy and half a mortal.

PHYLLIS — Not very substantial. But why did n't you tell me ?

STREPHON — I thought I might get myself disliked. There 's no use loving half a man.

PHYLLIS — Better that than to love a whole man, as they go nowadays. Forgive me.



H. Scherzer



§TREPTHON—Think of the difficulties. My grandmother looks quite as young as my mother. So do all my aunts.

PHYLLIS—Then, if I catch you kissing the chambermaid, I shall know she's only a relative in disguise.

§TREPTHON—In that case, I will forgive you.

PHYLLIS—Then we will be married at once. I will attend to the fairies afterward. But how about your mother?

IOLANTHE—(*Entering.*)—The old lady is here, and blesses you, my children, — or words to that effect.

§TREPTHON—But how about her guardian?

IOLANTHE—There is but one thing to do. I have been married to him for some years now. He is Strephon's father.

§TREPTHON—At last! I am a wise child.

IOLANTHE—And being his wife, I will assume my domestic duties. Have you a club handy?

QOUNSELOR—(*Enters jubilant*)—It's settled! Victory! victory! I put the case plainly to myself, although I must confess that when I addressed so important a personage as the legal adviser of the Chicago & Alton Railroad, I did so with many feelings of doubt in my mind. However, I took courage and pleaded my cause well. I said to myself, with the respect with which I always address myself, you are the legal adviser of the greatest railroad in the country, and, as such, you should not hesitate to exercise your *droits de seigneur* and take the girl from all competitors. I was bound to admit the force of my own argument, and so won my case. I shall marry the girl without delay. There is nothing to stand in the way.

IOLANTHE—(*Comes down.*)—Excepting a mere trifle.

QOUNSELOR—And that is—but who are you? (*Starts.*) Ah! Thou livest, Iolanthe?

IOLANTHE—Never say die is the motto of the Alton Line. (*She falls into his arms.*)

Q U E E N—(*Iolanthe kneels to her.*)—

Once more thy vows are broken,

The Fates thy doom has spoken. (*Enter EVERYBODY.*)

LEILA—Hold! If Iolanthe must die, so must we all, for we are equally guilty.

QUEEN—Equally guilty! (*All kneel.*)

LORD S.—Pardon them. They could not help it. The ancient traditions surrounding railway officials were too much for them, and they married us.

QUEEN—The traditions of our tribe must be imperative. They who marry mortals must die. There is no going back on the statutes.

COUNSELOR—Hold! I have n't been helping the public to obey the law all these years for nothing. Let me give your statute a whirl. (*Looks it over.*) Easy enough. Make it read that every fairy who marries outside the Alton Road shall die.

QUEEN—Good idea. (*Does it.*) And now where 's Willis?

WILLIS—Tickets, please.

QUEEN—Yes, for the matrimonial line. How would you like to be a fairy ticket-taker?

WILLIS—On the Chicago & Alton?

QUEEN—That is the statute.

WILLIS—It is one of the oldest traditions of this road that none of its employés can possibly be ill-bred, particularly to a lady. I am yours.

QUEEN—And now the only way to save our tribe from annihilation is for all you gentlemen to obey the law. Remember that any fairy who marries other than a Chicago & Alton man must die. (*All shudder.*)

STREPHON—And I, being in the Alton Road, will immediately employ you all and absorb all your lines. It was bound to come to that sooner or later.

COUNSELOR—The old wife is better than no wife, so here we all go to fairy-land.

(The Alton uniform instantly covers them all, and their haggard, care-worn expressions are replaced by the happy, seraphic looks of men who habitually work for the C. & A. R. R.)





Finis



H. McKellar

Jas. S. Kirk & Co. Inc.
 Sole Makers & Distributors
 North Side Chicago

Jas. S. Kirk & Co. Inc.'s
Toilet Soaps

highly perfumed with natural
 odors in boxes artistically
 designed & packets elaborately
 enveloped

Jas. S. Kirk & Co. Inc.'s
 Concentrated Essences
 for the Handkerchief & Flower
 odors of rare degree of strength
 and lasting

Jas. S. Kirk & Co. Inc.'s
Zenithia Cologne
 a delightful bouquet
 pronounced by connoisseurs
 to be the perfection of Cologne.



"The Home Journal of The West."

THE

SATURDAY EVENING HERALD, CHICAGO,

89 CLARK STREET. GRAND OPERA HOUSE BLOCK.


The HERALD is now in its ninth year, and has achieved a reputation as a Literary, Critical and Social authority.


It publishes more critical matter, society reports and pure literature than any other weekly in the West.

The special departments of this most successful family and society journal are as follows:

1. Literature, Book Reviews, Essays, Poems, Stories, Sketches.
2. Social Reports and Gossip, Fashion Articles, and Discussions of Home Topics.
3. Musical and Dramatic News, Criticism and Correspondence.
4. Correspondence from the principal Eastern and European cities.
5. Watering Place Reports and Notes of Travel.
6. Amateur Rowing, Yachting and Athletic Reports in their season.
7. Editorial Discussions of Noteworthy Events and Important Topics, Observations and Scientific Papers.

Those who may not have seen the HERALD recently are invited to obtain a specimen copy and find how much more newsy and entertaining it is than ever before.

 All the leading Merchants and Railroads in Chicago indorse the SATURDAY EVENING HERALD, by constantly making use of its advertising columns. It is read by more people who have the means and the inclination to travel than any other weekly paper published in the West.

 It has received more complimentary notices from the press of Chicago than any other weekly paper ever issued in the city, and, throughout the city and vicinity, is regarded as a *Social and Critical Authority*.

Subscription, only \$2.00 per annum.

LYMAN B. GLOVER.
JOHN M. DANDY.
E. R. PAIGE.

Address

THE SATURDAY EVENING HERALD CO.,
CHICAGO.



FOR ANY AND ALL USES.

DEALERS IN

FISH NETS, SEINES AND TWINES

AND ALL



MATERIALS.

.....

GEO. B. CARPENTER & CO.

(Successors to GILBERT HUBBARD & CO.)

202 TO 208 SOUTH WATER STREET, CHICAGO.

CHAS. D. COLSON,

IMPORTER, MANUFACTURER AND DEALER IN

FIRE BRICKS

Furnace Tiles, Cupola Linings,

LOCOMOTIVE FIRE BOX TILES,

Smoke Jacks and Chimney Pipes for Railroad Round Houses,

CULVERT PIPE, Etc.,

CONNELLSVILLE COKE,

ALBANY MOULDING SAND,

PLUMBAGO CRUCIBLES,

FOUNDRY FACINGS & SUPPLIES

Enameled Bricks in All Shapes and Colors, Hydraulic Cement.

PROMPT SHIPMENT. PRICES AND QUALITY GUARANTEED. SEND FOR CIRCULAR AND CATALOGUES.

184 and 186 Washington St.,

CHICAGO, ILL.

D. L. WELLS, Pres't.
H. L. NORTON, Sec'y and Treas.
C. F. SCOVILLE, Manager.

E. MARINER, Vice Pres't.
F. E. WALKER, Engineer.

BRIDGE AND CAR WORKS

— OF THE —

WELLS & FRENCH CO.

OFFICE:

Hawley Building, cor. Madison & Dearborn Sts.,

CHICAGO, ILL.

FREDRICK SCHNEIDER,

MANUFACTURER AND DEALER IN

Stained, Enameled, Embossed, Cut, Ground, Colored and Beveled

GLASS

For Door Panels, Transoms, Prescription Cases, Druggists' Signs, Railroad Cars, Steamboats, Offices,
PUBLIC BUILDINGS, CHURCHES, ETC.

ESTIMATES FURNISHED FOR CHURCH WORK OF ALL DESCRIPTIONS

80 and 82 MARKET STREET,

Between Washington and Madison.

CHICAGO, ILLINOIS.

CLIFTON HOUSE

CHICAGO.

RATES, \$2.50 AND \$3.00 PER DAY.

WOODCOCK & LORING,
PROPRIETORS.

THE J. M. W. JONES Stationery and Printing Co.

COR. DEARBORN & MONROE STS., CHICAGO,

MANUFACTURERS OF

The Stromberg Improved Coupon Ticket,

—AND—

CONSECUTIVELY NUMBERED RAILROAD TICKETS

Blank Books and Railroad Blanks of Every Description Made to Order.

LITHOGRAPHED DRAFTS, CHECKS, BONDS, ETC.

DEALERS IN

LIGHT RAILROAD SUPPLIES.

Coupon and Local Ticket Cases.

Conductors' Punches, Car Seal Punches,

Dating Stamps, Rubber Stamps,

L, B C, 2 C and $\frac{1}{2}$ Punches.

BRASS BAGGAGE CHECKS, EYELETTERING MACHINES, SEAL PRESSES, WAY-BILL COPYING PRESSES,
HAT BADGES, FOLDER BOXES, TARIFF PORTFOLIOS.

—AND—

PASSENGER AND TICKET SUPPLIES IN GENERAL.

The J. M. W. Jones Stationery AND Printing Co.

167, 169 AND 171 DEARBORN STREET,

CHICAGO.

SALISBURY & CLINE,

DEALERS IN

Rubber and Leather Belting, Hose

AND ALL KINDS OF

RUBBER GOODS

MANUFACTURERS' AGENTS FOR

GOODYEAR T. R. GLOVE CO. BOSTON BELTING CO. BOSTON WOVEN HOSE CO.
JAS. DAVIS & CO.

109 MADISON STREET, CHICAGO.

CARPETS, FURNITURE, CURTAIN GOODS,

FINE AND MEDIUM GRADES AT

POPULAR PRICES,

And Satisfaction Guaranteed to every Purchaser.

A Large Choice Stock to Select from.

CHICAGO CARPET CO.

Wabash Ave. and Monroe St.

W. S. & J. B. WILKINSON,

Manufacturers of

Fine Morocco, Satin and Plush Cases

AND TRAYS FOR THE JEWELRY TRADE,

6 CALHOUN PLACE.

REAR OF 116 DEARBORN STREET.

CHICAGO, ILL.

WM. E. STRONG,
President.

THE

GEO. C. HEMPSTEAD,
Treasurer.

PESHTIGO COMPANY,

MANUFACTURERS OF

Lumber, Lath and Shingles.

OFFICE AND YARD:

North Water St., North Pier, East of Rush Street Bridge,

CHICAGO.

THE BEST!

THE

Great Eastern Mutual Life Association

OF CHICAGO, ILL.

Office: Rooms 25 and 26 Nixon Building, 175 La Salle Street.

J. H. BAKER, President.
OFFICERS: C. R. DOLLARD, Gen'l Agent.

CHAS. A. BURNER, Secretary.

C. H. UNREZANT, Gen'l Man. and Treas.

PLAN OF THE ASSOCIATION.

The General Plan of the Association is of the same order as the many existing Co-operative Beneficial Societies in which an insurer pays an "Admission Premium" to the agent of the Association. Subsequently, in case of death, an assessment is made upon said insurance, and the amount of the assessment is paid to the beneficiary of the deceased, the money actually not being in the hands of the Association, as a rule, 30 days.

HOW TO SECURE MEMBERSHIP, AND COSTS.

Any person, male or female, between the ages of 15 and 70, can secure \$6,000 Insurance, or less, in this Association.

NOTE. Each \$1,000 insurance costs the insurer \$10.00 as a membership fee. Thereafter, \$1.00 semi-annually expense fee and assessment for claims per table.

TABLE OF ASSESSMENT RATE.

AGES	PAY
15 to 40	10
40 to 60	15
60 to 65	20
65 to 70	25

Cents per \$1,000 death benefit, \$1,000 indemnity a person has.

COMPARATIVE ASSESSMENT TABLE.

Comparative Assessment Table for a party aged 68 years.

A member Policy of	Would pay upon a loss of (see column below.)					REMARKS.
	\$1,000	\$2,000	\$3,000	\$4,000	\$6,000	
\$1,000	\$.25	\$.50	\$.75	\$1.00	\$1.25	\$1.50
2,000	.50	1.00	1.50	2.00	2.50	3.00
3,000	.75	1.50	2.25	3.00	3.75	4.50
4,000	1.00	2.00	3.00	4.00	5.00	6.00
5,000	1.25	2.50	3.75	5.00	6.25	7.50
6,000	1.50	3.00	4.50	6.00	7.50	9.00

The rate being 25 cts. at this age, of course for a lower rate a corresponding difference will occur.

THE ORIGINAL AND ONLY LOW ASSESSMENT ASSOCIATION IN THE UNITED STATES, WITH ITS PLAN COPYRIGHTED. ITS PATRONS PAY AS THEY GO, AND GET WHAT THEY PAY FOR.

★ ITS PRINCIPLES ARE: ★

A Mutual Performance of Honest Obligations, and Equality to All.

RELIABLE PATRONAGE AND SOLICITORS WANTED. ADDRESS THE SECRETARY.

NATIONAL TUBE WORKS CO.

MANUFACTURERS OF

Lap-welded Pipe, Charcoal Iron

Boiler Tubes, Semi-Steel Locomotive Tubes, Kalamein Boiler Tubes,

MACK'S INJECTORS for LOCOMOTIVES

LIFTING AND NON-LIFTING,

Special Light Wrought Iron Pipe

Fitted with Converse Lock Joint for Water, Gas and Compressed Air,

CASING, DRIVE PIPE, ETC., ETC.

All Sizes, up to 16 inch, inclusive.

NATIONAL TUBE WORKS CO.

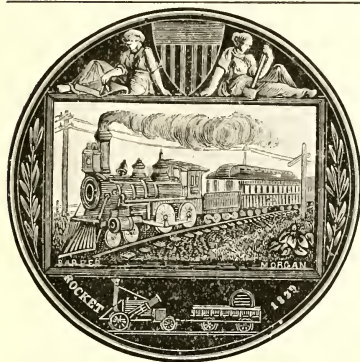
Cor. of CLINTON and FULTON STS.. CHICAGO.

W. C. WHITTEMORE,

Steel Rails, Iron Rails

(OLD AND NEW),
 CAR AXLES, DRAW BARS, LINKS AND PINS,
 RAILROAD SPIKES, SPLICE BARS, TRACK BOLTS,
 PRATT WASHERS, CAR WHEELS, NUTS AND WASHERS,
 BAR, TANK AND SHEET IRON.

Office, 68 Washington St., Chicago.



First Premium
 AWARDED TO
**Empire Car
 Roofing Co.,**
 FOR BEST
APPLICATION
 OF
Metal Car Roofs.

Office:
 264 S. Water St.,
CHICAGO.
 R. B. CROUCH,
 Gen'l Manager.



J. W. MIDDLETON,

BLANK BOOKS,

Printing, Stationery

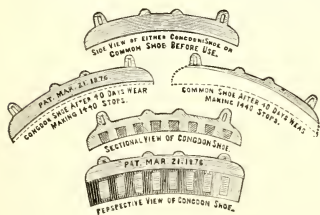
55 State Street, Chicago.

REFERS TO } All Railroads leading out of Chicago.
 } Banks throughout the West.

THE CONGDON BRAKE SHOE CO.

Room 19, Commercial Bank Building,
 COR. DEARBORN AND MONROE STS.
 GEO. M. SARGENT, Sec'y.

WORKS, Cor. 59th and Wallace Sts. WM. D. ROWLEY, Manager.



Record of Test on Chair Car 102, Chicago & Alton R. R. Co.

"The wear of four four Congdon shoes on a mileage of 7,824 miles was 15 pounds. Four common shoes show wear of 51 pounds."

The above shows a saving of over 70 per cent. in favor of Congdon Shoes, or, number of miles run to each pound of Congdon Shoe worn off, 521.6, and number of miles run to each pound of common worn off, 153.4.

SPRAGUE, SMITH & CO., POLISHED PLATE GLASS,

FRENCH AND AMERICAN WINDOW GLASS,
French and German Mirror Plates; Colored, Cut and Enameled Glass

OF ALL KINDS.

Manufacturers of Pier and Mantel Mirrors,

205 RANDOLPH ST., CHICAGO.

RATES: \$2.00 and \$2.50 PER DAY.

THE

Commercial Hotel,

N. W. CORNER LAKE AND DEARBORN STS.,

Chicago.

C. W. DABB & CO.,
Proprietors.

CHAS. W. DABB,
Manager.
(Formerly of the Palmer House.)

F. M. ATKINSON, President.

C. H. FERRY, Treasurer.

CHICAGO TYRE *and* SPRING WORKS,

SOLE MANUFACTURERS IN THE WEST OF

Cast Steel Car Springs

—AND—

LOCOMOTIVE AND CAR WHEEL TYRES.

We manufacture Springs for Passenger, Freight, Baggage and Express Cars of every description, and Locomotive and Tender Springs to specification. We use only the

(**BEST OBTAINABLE CAST STEEL,**)

of uniform quality, thoroughly **TEST** every Spring before shipment, and fully **GUARANTEE** the same for the purpose intended. Capacity, twenty-five tons daily.

We roll tyres, both crucible and Siemen's Martin, from blooms especially made for us in England. They are rolled true to specification, and we give the most satisfactory assurances as to wear and mileage. Present capacity, twenty Locomotive Tyres daily. We fill all orders promptly.

WORKS, MELROSE, ILL.

CHICAGO OFFICE, 94 WASHINGTON ST.

CHICAGO AND NEW YORK.

THE two cities above named are the great commercial centres of the United States, the former containing in the vicinity of 650,000 inhabitants, and the latter about 1,500,000. The number of people actually in Chicago at any one time would doubtless range far above these figures, as its floating or transient population is enormous, running up into figures that can hardly be credited. The traffic passing between these two cities daily is very large, when one considers that they are within a fraction of 1,000 miles apart. Boston also has a large traffic with Chicago, and, to give an idea of the accommodations necessary to provide for the passenger business alone between the three cities, we may state that the

Michigan Central Railroad,

which is the principal thoroughfare between the cities named, runs five express trains daily—three on Sundays—made up of fine new day coaches, smoking cars, drawing-room cars, palatial sleeping cars.

The Michigan Central Railroad has always held a foremost place among the lines between Chicago and the Atlantic seaboard, and the latest addition to their accommodations, in the shape of four new Dining Cars, will greatly strengthen its position.

These new cars are incomparable for beauty of design and selectness of adornments, all the elegancies of art having been exhausted to produce the most desirable effect. That the end has been gained goes without saying, and they stand to-day as far in advance of other Dining Cars as the first Dining Cars were in advance of the lunch counters at wayside stations.

The *cuisine* is quite on a par with the finish of the cars, and all that may minister to the nourishment of the body or tickle the palate of the most discriminating epicures will be found therein.

Other great features of the Michigan Central Railroad are that its through trains for New York and Boston run out of Chicago along the Michigan Lake front, within a stone's throw of the city's costliest mansions, through South Park and the magic city of Pullman, affording an extensive survey of this marvel of a marvelous age, and later passing over the new Cantilever Bridge in full view of Niagara Falls. It is for this latter reason known to all travelers as "The Niagara Falls Route."

GEO. KELLER,

21 ILLINOIS ST., CHICAGO, ILL.

MANUFACTURER OF

RAILROAD

Bulletin Boards

AND

FRAMES OF EVERY DESCRIPTION

FOR ADVERTISING PURPOSES.

.....
SAMPLES WILL BE FURNISHED ON APPLICATION.

E. W. BLATCHFORD & CO.

CHICAGO, ILL.

MANUFACTURERS AND DEALERS IN

Lead Pipe.

Solder.

Sheet Lead.

Antimony.

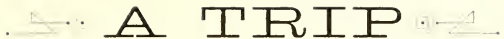
Bar Lead.

Spelter.

Block Tin Pipe.

Block Tin.


LINSEED OIL.



A TRIP

TO

NIAGARA FALLS.



“COME, Adele; come, Nellie; hurry up. Deacon Fitney will be here directly and the train starts directly.”

The voice was that of Mr. Trevellyan, a thoroughly well-known and highly respected stock broker of the City of Chicago. Mr. Trevellyan was a hard-working man, and his various affairs did not give him much opportunity of absenting himself from his business. But to-day had been laid out as a holiday for the babies, and Papa Trevellyan had made up his mind to take part in it.

After a good deal of family discussion [these things generally involve more or less of that sort of thing] it was finally decided to make a trip to Niagara Falls and back. So a party was made up which was to consist of Mr. and Mrs. Trevellyan, the two children and a good-hearted Deacon Fitney, who was well acquainted with the way to “do” the Falls properly.

The day was, as I have just said, a bright one, even for the month of June, and both Adele and Nellie, in anticipation of a pleasant time, were not long in putting on their things and repairing to the parlor.

It was well they hurried. There was papa, valise in hand, ready to start; mamma, too; and nothing seemed to be wanting but the presence of Deacon Fitney, who had gone off to secure the railway tickets, and who promised to

A TRIP TO NIAGARA FALLS.

return at once with a carriage and accompany the whole party to the train. The Deacon was not long in coming back. He was a good man in his way, was the Deacon. He had only one fault—he was unreasonably fond of Buttons! He adorned his apparel with more buttons than even the law requires, and he wore a nice gold-headed button on his neatly-tied satin scarf. Nobody could ever find out what prompted this peculiarity, but then nobody seemed to care very much. However, as I said before, the Deacon came back very quickly and helped get things in the carriage.

“By the way, Deacon,” said Mr. Trevellyan, “what time do we start and which way do we go? You know I have left everything of that kind to you.”

“Four-fifteen,” said the Deacon, in a cheerful sort of way, “and by the Michigan Central Railroad. It is the only way to go. But never mind about the advantages to be gained by going over this remarkable route. I will tell you all about it when we get on the train.”

And so they bundled into the carriage, and within a few minutes the entire party was seated in one of the magnificent palace cars which are attached to the Michigan Central Limited Express.

“All aboard!” shouted the conductor. “We’re off,” smiled the Deacon. The big clock in the depot struck the quarter after four, and the magnificent train, composed of five sleepers, three coaches, a palace dining car and a couple of baggage cars, slowly pulled out of the station.

Adele and Nellie glued their noses to the window, and their delight as they whizzed through the beautiful suburbs of South Chicago seemed unbounded. With Lake Michigan, tranquil and glittering with the rays of a summer sun, on one side, and a succession of lovely suburban residences on the other, the sight was a most lovely one. A few minutes later the train was flying through green fields and beautiful woods.

“Here, children,” suddenly cried the Deacon from the other side of the car, “come quick and see the magic city of Pullman.” In a minute Adele was on one of the Deacon’s knees and Nellie on the other, and the train passed rapidly by the most wonderful evidence of modern enterprise.

A TRIP TO NIAGARA FALLS.

"Three years ago," said the Deacon, in answer to an enquiring look of admiration in the children's eyes, "the ground on which stands this most beautiful city, which is without doubt the model city of the world, was nothing but a swamp. See what it is now. Some day, when we get back home, I will bring you here and let you learn more closely what the creator of the beautiful place which bears the name of Pullman has done for his country."

A minute later the train flew past Kensington, and then fairly started on its iron way for its first stopping place, Michigan City, better known as the City of Sand. Then came Niles, with its wonderful bridge and its fairy valley. Then Kalamazoo, the biggest village in the world and the flower bed of creation. Then Marshall, Battle Creek and Jackson, the latter place the centre of railway industry of the beautiful State of Michigan. Then Ann Arbor, where is situated the University of the State of Michigan, and then, last but not least, Detroit.

By this time, of course, the babies had been tucked in bed. The Deacon had taken them into the dining car and feasted them with all the inexhaustible luxuries for which these cars on the Michigan Central R. R. are so famous.

Then, the colored porter having made up their beds, they were soon fast asleep and dreaming of the treat in store for the morrow.

The Deacon, however, was determined at least that his grown-up friends should lose none of the beauties of the trip, and so he insisted that Mr. and Mrs. Trevellyan should remain up until they had crossed the famous Detroit River. The night was a beautiful one, and they were amply rewarded by witnessing one of the most thoroughly picturesque pieces of scenery in the world. The entire train was placed on one of the immense ferry steamers, and the landing shortly afterwards made at Windsor, a picturesque and quaint little town on the Canadian side of the river. At this point commences the Canada Southern Division of the Michigan Central Railroad, famous alike for the magnificence of its equipment and smoothness of track. Here our friends, so to speak, turned in, and it was only a few minutes before every one on board was fast asleep.

The next thing was the morning sun and Niagara Falls. The run had been made from Chicago in the remarkable time of fifteen hours.

A TRIP TO NIAGARA FALLS.

"Oh, how good of you, Deacon Fitney," said little Adele a short while later, as, standing on the platform at Falls View Station, she gazed with rapture at the Falls in all their splendor. "How good of you to bring us to such a nice place, and by such a delightful road."

And little Adele had reason to so express herself, for, standing where she was, at Falls View Station, she was able to command the most awe-inspiring and lovely view of the Falls to be obtained anywhere.

"I am glad you like it," said the Deacon, with a smile; "but you must not credit me with too much goodness, for I could hardly have brought you by any other way. The Michigan Central road is the only direct road running to the Falls, and you could hardly expect that I could take you there by any line which is not entirely the best."

Mr. and Mrs. Trevelyan heartily joined Adele in her expressions of thanks to the Deacon, and more than endorsed every word he had said in praise of the wonderful Michigan Central Limited Express.

The conductor then called "all aboard," and the train again started on its way, and very shortly crossed the Niagara River over the magnificent steel Cantilever bridge which the Michigan Central people have just erected at this point.

"This is the great Cantilever bridge you have heard so much about," said the Deacon to little May. "It is the greatest scientific engineering effort of the age, and it is well worth visiting Niagara, if only to see it. With Niagara Falls and the Cantilever bridge the Michigan Central people are able to show their passengers the greatest work of nature and of man to be found in the country."

From the bridge the train glided along to Niagara Falls station, on the American side. Here our little party alighted, and, after driving about the village, they soon found themselves in the comfortable parlors of the Clifton House, enjoying one of Mr. George Colburn's justly famous repasts.

Then they spent the day at the Falls—a day of merry sunshine and happiness. The Falls never looked grander, and nature never smiled with more sweetness. The time passed only too quickly, and when the children stepped on the cars once more to return to Chicago, it was with a twinge of regret which was only offset by

A TRIP TO NIAGARA FALLS.

the knowledge that they had another delightful trip in store for them on the Michigan Central road.

Now Adele has the following time table hung up among her pictures on the wall in her bed room. She says it serves to remind her of one of the happiest days of her life. Above it, in a baby's handwriting, she has scrawled:

"THE ONLY WAY TO GO EAST FROM CHICAGO IS BY THE
MICHIGAN CENTRAL R. R."

TRAIN NO. 10.—PAST NEW YORK EXPRESS.—Leaves Chicago *every day* at 4:30 P. M., and consists of one First-Class Smoking Car, one First-Class Day Coach, one DINING CAR and THREE PALACE SLEEPING CARS, running on the following time:

Leaves Chicago.....	4:15 P. M.	Sund.	Mond.	Tues.	Wed.	Thurs.	Friday.	Satur.
" Jackson.....	9:57 P. M.	"	"	"	"	"	"	"
Arrives Detroit.....	12:05 A. M.	Mond.	Tues.	Wed.	Thurs.	Friday.	Satur.	Sunday.
" St. Thomas.....	3:25	"	"	"	"	"	"	"
" Toronto, via C. V. Ry.	9:40	"	"	"	"	"	"	*
" Niagara Falls.....	6:55	"	"	"	"	"	"	"
" Buffalo.....	7:50	"	"	"	"	"	"	"
" Rochester, via N. Y. C.	11:10	"	"	"	"	"	"	"
" Syracuse, via N. Y. C.	1:30 P. M.	"	"	"	"	"	"	"
" Utica, via N. Y. C....	3:12	"	"	"	"	"	"	"
" Albany, via N. Y. C....	5:50	"	"	"	"	"	"	"
" Troy, via N. Y. C....	6:55	"	"	"	"	"	"	"
" New York, via N. Y. C.	10:00	"	"	"	"	"	"	"
" Hornellsville, via Erie.	12:00	"	"	"	"	"	"	"
" Elmira, via Erie.....	1:40	"	"	"	"	"	"	"
" Binghamton, via Erie..	3:19	"	"	"	"	"	"	"
" New York, via Erie....	10:25	"	"	"	"	"	"	"
" Philadelphia, via L. V.	10:30	"	"	"	"	"	"	*
" Boston, via B. & A....	6:25 A. M.	Tues.	Wed.	Thurs.	Friday.	Satur.	Sunday.	†

* Does not arrive on Sunday.

† Does not arrive on Monday.

This train, leaving Chicago one hour later than heretofore, makes a much surer connection with Western lines.

A TRIP TO NIAGARA FALLS.

The Smoking Car, Day Coach and one Sleeping Car run through to Buffalo via M. C.; one Sleeping Car runs through to Toronto via M. C. and Credit Valley Railways; one Sleeping Car runs through to New York via M. C. and N. Y. C. The Dining Car serves dinner out of Chicago at 5 o'clock; train arrives in Buffalo in good season for breakfast.

This train has attached at Detroit a Through Sleeping Car from St. Louis to New York, via W., St. L. & P., M. C. and N. Y. C., that makes quicker through time than any other line; and also a Sleeping Car from Detroit to Syracuse that is placed in Detroit depot about 9 p. m. Passengers can enter their berths any time after that hour.

Connects with Grand Trunk trains in Detroit.

Connection with Pullman Car for New York and Philadelphia, via Erie, leaving Buffalo at 9:15 a. m., and also with Buffalo, New York and Philadelphia, leaving at 8:20 a. m.

Connects at Albany with through sleeper for Boston, via B. & A., leaving at 8:40 p. m.

No second-class passengers are carried on this train.

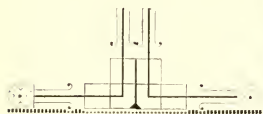
NOTE.—NO EXTRA CHARGE IS MADE ON MICHIGAN CENTRAL FAST EXPRESS.

Adele's advice is very excellent. She says the Michigan Central is the best road in the United States, and she knows what she is talking about.



Ansonia Clock Co.

MANUFACTURERS



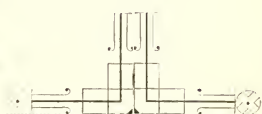
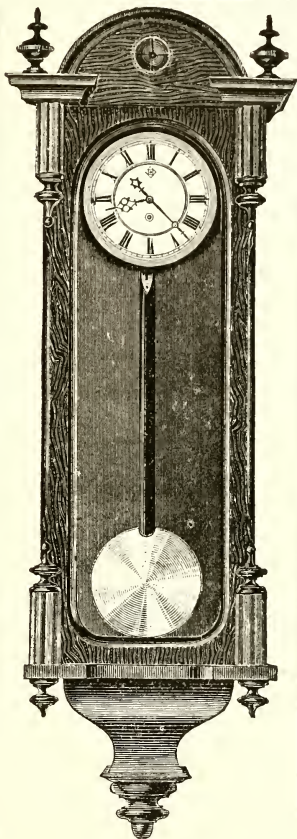
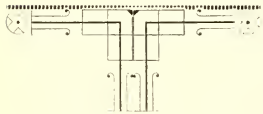
Office Regulators,

RAILROAD

TIME KEEPERS,

STREET AND

TOWN CLOCKS



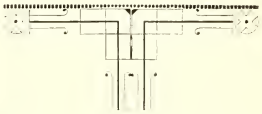
Nickel Novelties,

MANTEL

CLOCKS,

BRONZE

Ornaments



OFFICES:

64 WASHINGTON STREET,

CHICAGO

THE UNITED STATES ROLLING STOCK COMPANY

Offers for Lease to

Railroads, Freight Lines, Mining Companies and others

Locomotive Engines,
Refrigerator Cars,
Box, Stock,
Gondola, Dump
and Flat Cars.

And is prepared to build for Lease and on Contract for cash, or under the **CAR TRUST SYSTEM**, such Rolling Stock as may be required.

WORKS:

HEGEWISCH, ILL. Capacity, Twenty Cars per Day.
URBANA, OHIO. Capacity, Ten Cars per Day.

General Offices, - - - **35 Broadway, New York.**
Chicago Offices, **Calumet Building, 189 La Salle Street.**

A. HEGEWISCH, President,
THOS. F. B. PARKER, Secretary,
J. H. HOCART, Ass't Treasurer,
NEW YORK.

C. BENN, Treasurer,
W. H. CHADDOCK, General Agent,
J. C. FORTINER, Sup't of Acc'ts,
CHICAGO.

JOHN L. STAGG, Sup't of Shops.

MARSHALL FIELD & C. FIELD

WHOLESALE, RETAIL,
MADISON AND MARKET STS. STATE AND WASHINGTON STS.
CHICAGO.

*Dry Goods, Cloaks, Costumes, Shawls,
Furs, Woolens, Notions,
Men's, Women's and Children's
Furnishing Goods, Carpetings,
Curtain Materials,
Tapestries, Furniture Coverings,
And goods for
"Home Art Decorations."*

Largest and Most Complete Lines.

We are Sole Agents for United States for the

Celebrated "ALEXANDRE" Kid Gloves

THE BEST KID GLOVE MADE.

*And we make a Specialty of producing private designs in
Carpets, Rugs & Upholstering Goods,
To correspond with architectural features of rooms, and of
Furnishing Churches, Theatres,
Hotels and Homes.*

CHICAGO VISITORS CORDIALLY INVITED TO CALL.

THE MERIDEN SILVER PLATE CO.

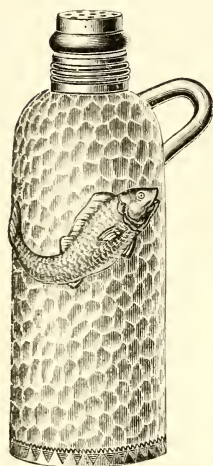
No. 64 WASHINGTON STREET, CHICAGO, ILL.

MANUFACTURERS OF THE

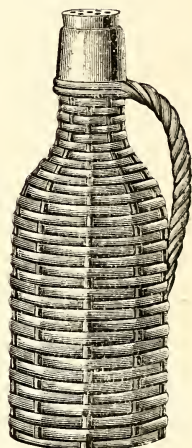
FINEST QUALITY QUADRUPLE PLATED WARE

SPECIAL AND RICH DESIGNS IN

Hotel and Dining Car SERVICE.



No. 771. PEPPER.
Hammered and Applied.
\$3.00.



No. 789. PEPPER.
Made in Silver, Old Silver
and Gold Finish.
Silver, - - - - \$2.00
Old Silver, - - - 2.50
Gilt, - - - - - 2.50

ILLUSTRATED CATALOGUES AND PRICE LISTS
Mailed on application.



No. 1676. CAKE BASKET.
\$21.00.

Decorations in Natural Colors. Example of High
Art Work in Electroplate.

Factories:
MERIDEN,
CONN.

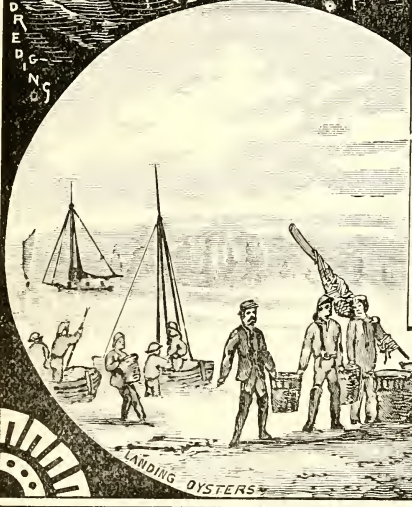
New York Office:
30 EAST 14th
STREET.

RACE BROTHERS

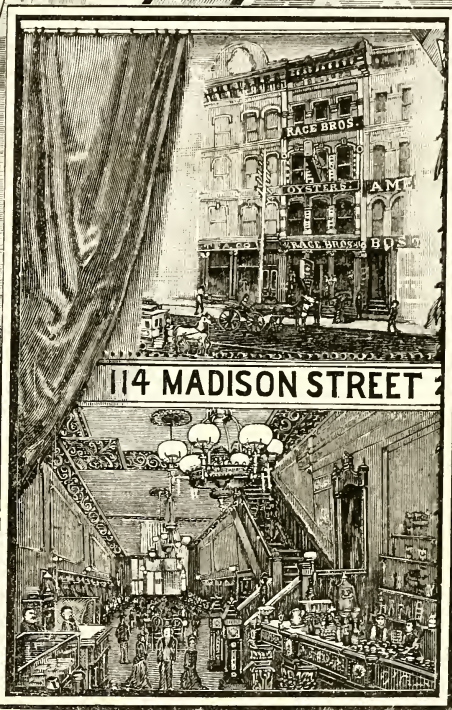


OYSTER HOUSE

PREPARED



LANDING OYSTERS



114 MADISON STREET

CHICAGO.

ESTABLISHED 1870.

The largest, most complete, and only Strictly First-Class Gentlemen's and Ladies' Oyster House west of New York City.

STEAKS and CHOPS added to Bill of Fare after January first.

A. BELFORD (of Belford, Clarke & Co.), President.
C. SLEMIN, Jr. (of Belford, Clarke & Co.), Sec. and Treas.
M. A. DONOHUE (of Donohue & Henneberry).

R. NEVERS, Jr.,
Superintendent.

— THE —

Central Lithographing and Engraving Co.

315 to 321 Wabash Avenue,

CHICAGO.

Lithographing,

WOOD ENGRAVING,

Printing, Binding and Electrotyping.



EVERY BRANCH OF THE BUSINESS UNDER ONE ROOF.



Anything, from a Visiting Card to the Finest Chromo Work.



Railroad and Show Printing

A SPECIALTY.

SEND FOR ESTIMATES.

Fine : Art : Work

A Specialty.



R. R. Donnelley & Sons,
(LATE DONNELLEY, GARBETTE & LOYD.)



Printers.

CHICAGO

THE
LAKESIDE
PRESS

140-146 MONROE ST.

TELEPHONE
No. 610.
TAKE ELEVATOR.



⊗ They would invite the special attention of Railroad Corporations, Manufacturers, Merchants, and Publishers to their Fine Illustrated Work, pronounced unequalled by the press of Europe and America.

THE BEST EQUIPPED RAILROAD IN THE WORLD.

Without exaggerating, and keeping close within the narrow limits of fact, it may be asserted without fear of truthful contradiction, that the

CHICAGO & NORTH-WESTERN RAILWAY

Is not only the best and most perfectly equipped railroad in the world, but it is also the most important as to the territory it traverses, the numerous business centres and pleasure resorts that it reaches, and the facilities it offers for pleasant, speedy, safe and comfortable transit for all classes of passengers. It caters alike to the needs, tastes and abilities of the millionaire merchant prince; to the farmer, with his plain and simple wants; and to the economical and necessitous; and gives to each the full value of all he pays for. Its luxuriantly finished and furnished palace sleeping cars and its more than luxurious drawing-room coaches are marvels of beauty and comfort. Its coaches are new and of the most perfect models that have been adopted by any company, and they are always kept sweet, clean and pure. Its dining cars are superb, and the meals and service provided in them are equal to that given by any first-class hotel in the country.

WHERE IS IT?

Starting from Chicago and having various main lines running west, northwest and north, it covers about all that is desirable in Northern Illinois, Iowa, Wisconsin, the Upper Michigan Peninsula, Minnesota and Central and Southeastern Dakota and Northeastern Nebraska.

It is eminently the railroad of the Northwest, and from its commanding location it controls the traffic of all of the territory it traverses.

WHAT IS IT?

Over 5,000 miles of the best built and best maintained railroad there is in the country. It is equal in every respect to any road in the world, and is believed to be better than any of its competitors. Its lines are built of heavy steel rail; its bridges are of steel, iron and stone, and all its appointments are as good as money can buy.

COLORADO & CALIFORNIA.

This Company's line between Chicago and Council Bluffs (Omaha) is *shorter* than any other between these points, and was the pioneer in forming connection with the Trans-Continental Union and Central Pacific Railroads. Nearly all experienced overland travelers seek this line, because it is known to be the best, shortest, most comfortable, and in every way the most desirable. To seek other more circuitous and inferior routes is accepted as an evidence of inexperience or want of information.

If you are destined to or from Colorado, Nebraska, Utah, Wyoming, Montana, Idaho, Nevada, California, Oregon, Washington Territory, China, Japan, the Sandwich Islands, New Zealand or Australia, you should, in making the trip between Chicago and Council Bluffs (Omaha), in either direction, see that your tickets read over this great road.

ST. PAUL, MINNEAPOLIS & WINNIPEG.

This road, "St. Paul Line," is the short and desirable route between Chicago and Madison, St. Paul and Minneapolis; Helena, Montana; Portland, Oregon, and points on the Northwest Pacific coast, and the best to travel over if you are destined to or from Chicago and any point north or northwest of St. Paul, Winona and Mankato, Minn.; Frankfort, Huron, Pierre, Aberdeen, Columbia and Watertown, Dakota; Milwaukee, Fond du Lac, Oshkosh, Watertown and Sheboygan, Wis.; Freeport, Elgin, Dixon and Fulton, Ill.; Clinton, Cedar Rapids, Des Moines, Webster City, Algona, Tama and Council Bluffs, Iowa, are a few of its hundreds of prominent local stations. It reaches most of the pleasant summer resorts of Wisconsin and Minnesota, and is the road to take for the health and scenic resorts of the Rocky Mountains, the National Yellowstone Park, and nearly all of the notable Western and Northwest resorts that are accessible by rail.

It connects in Union Depots with the Union Pacific Railway at Council Bluffs, and at St. Paul with the Northern Pacific St. Paul, Minneapolis & Manitoba, and with all roads diverging from that point.

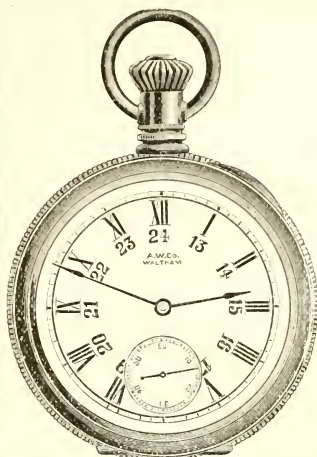
You can procure tickets over this route from nearly every coupon ticket agent in the country. When buying your tickets read them carefully and be sure that at least one coupon reads over the CHICAGO & NORTH-WESTERN RY. Ask your nearest coupon ticket agent for one of its large-maps; they are FREE, and will show you all of this Company's lines as they are.

Its London (England) offices are 124 High Holborn, 449 Strand, 3 Adelaide street and 139 Cheapside. Its Manchester (England) office, 1 and 3 Princess street. Its Paris office, 35 Boulevard des Capucines. Its New York office, 409 Broadway. Its Boston office, 5 State street. Its Chicago offices, 60 and 62 Clark street, Palmer House, in Grand Pacific Hotel and at its Passenger Station on the corner Wells and Kinzie streets. Its St. Paul office, corner Third and Jackson streets. Its Minneapolis office, 13 Nicollet House. Its Council Bluffs offices are at the Transfer Depot, C. & N.-W. Ry. Depot on Broadway and at the corner of Broadway and Pearl streets. Its Omaha offices, 1324 Farnham, corner Fourteenth street, and at F. P. Depot. Its Denver office, 8 Windsor Hotel Block. Its San Francisco office, No. 2 New Montgomery street, in Palace Hotel.

Waltham Watches

WITH

TWENTY-FOUR HOUR



DIVISION DIALS

RECOGNIZING THE NECESSITY OF HAVING WATCHES THAT CONFORM TO THE

New System of Indicating Time

ADOPTED BY SOME OF THE RAILROADS, OF

COUNTING THE HOURS FROM ONE TO TWENTY-FOUR CONSECUTIVELY.

THE

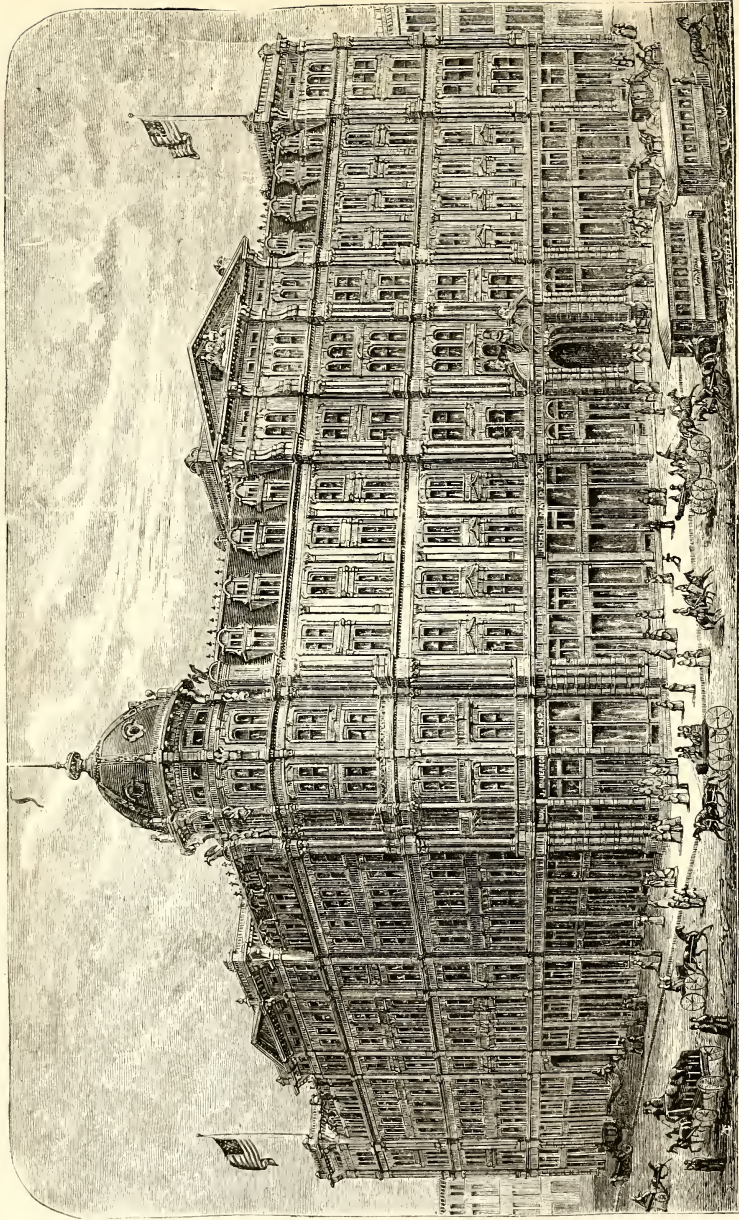
AMERICAN WATCH COMPANY

Of Waltham, Mass.,

Are now prepared to furnish Watches as indicated by the above Cut.

THESE DIALS CAN ALSO BE SUBSTITUTED FOR THOSE NOW IN USE AT A VERY SMALL EXPENSE.

FOR SALE BY ALL JEWELERS.



THE PALMER, CHICAGO.

WILLIS HOWE, Managing Partner.

AMERICAN AND EUROPEAN PLAN.

ENTIRELY FIRE-PROOF.

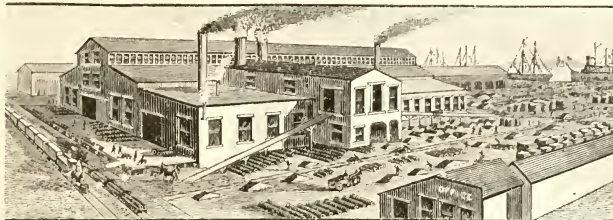
750 ROOMS.

GRIFFIN & WELLS FOUNDRY CO.

RAILROAD CAR, ENGINE AND STREET CAR WHEELS.

ANNUAL CAPACITY,

50,000 WHEELS.



Rates secured and Shipments made to all parts of the West and South. Contracts made for Yearly or other Supply. Mileage or Time Guarantee given. All Orders and Correspondence will receive prompt attention. References furnished.

OFFICE AND WORKS:

PAULINA ST., SOUTH OF BLUE ISLAND AVE.

CHICAGO.

THOS. F. GRIFFIN & SONS,

MANUFACTURERS OF

CAR WHEELS AND CASTINGS

OFFICE AND WORKS:

COR. OF FOREST AVE. AND N. Y. C. & H. R. R. R.

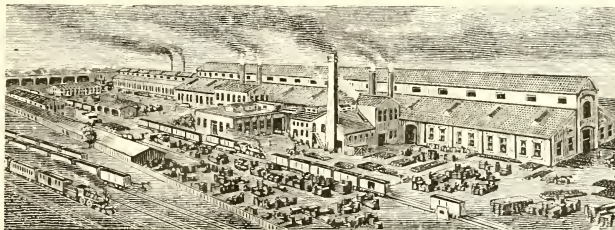
BUFFALO, N. Y.

GRIFFIN CAR WHEEL CO.

RAILROAD CAR WHEELS AND CASTINGS.

Annual Capacity, 100,000 Wheels.

10,000 Tons Castings.



Rates secured and Shipments made to all parts of the United States. Special attention given to Car and Engine Wheels for Railroad Use. Mileage Guaranteed. Contracts made for Yearly or other Supply. Correspondence solicited.

OFFICE AND WORKS:

COR. FOUNDRY ST. AND MICHIGAN CENTRAL R. R.

DETROIT, MICH.

THE

Griffin Wheel

MANUFACTURED BY

GRIFFIN CAR WHEEL Co.

DETROIT, MICH.

GRIFFIN & WELLS FOUNDRY CO.

CHICAGO, ILL.

THOS. F. GRIFFIN & SON,

BUFFALO, N. Y.

COMBINED DAILY CAPACITY,

800 Wheels per Day and 60 Tons Castings

EXTRA HEAVY WHEELS FOR ENGINE AND
PASSENGER SERVICE.

All Mileage Guaranteed.

← THE →

Lake Shore & Michigan Southern

RAILWAY

AND ITS CONNECTIONS

FORMS THE GREAT THOROUGHFARE

BETWEEN THE

EAST and WEST

And Experienced Travelers will tell you it is the BEST Route "by a large majority."

THIS LINE IS A

DOUBLE TRACK RAILWAY

AND THE ONLY ROUTE RUNNING SOLID TRAINS

Between CHICAGO and BUFFALO, through Union Depots,
for all connections.

Its equipment is first-class in every respect—such as perfect Road-Bed, Iron and Stone Bridges, Westinghouse Automatic Safety Brakes, Miller Platform Coupler and Buffer, Magnificent Parlor Coaches for Day Travel, Elegant Day Coaches, and the Palace Sleeping Coaches. Well, words are inadequate to express their Durability and Splendor. They are simply Superb. These Coaches are run daily, through, between CHICAGO, NEW YORK and BOSTON, without change.

ONE GREAT FEATURE IN THIS LINE IS, THAT IT IS THE

ONLY ROUTE BETWEEN CHICAGO and the EAST

THAT IS TOTALLY DEVOID OF TRANSFERS BY FERRY BOATS.

And the traveling public should certainly appreciate this great advantage over all other lines, as transfers by ferries are very tedious and annoying to the traveler who is anxious to reach the objective point without delay. Further comments are unnecessary.

All Agents sell Tickets via this popular line, and when passengers ask for them over the "LAKE SHORE," they smile and say, "You are on the right track," and they know.

C. B. FOSTER, Western Passenger Agent, Chicago, Ill.

W. P. JOHNSON, Gen. Passenger Agent, Chicago, Ill.

P. P. WRIGHT, Gen. Superintendent, Cleveland, Ohio.

WEST SHORE ROUTE

New York, West Shore & Buffalo R'y

THE

★ **NEW SHORT LINE** ★

To All Points between the

EAST AND WEST

THE BEST CONSTRUCTED LINE ON THE AMERICAN CONTINENT.

NEW PULLMAN

BUFFET SLEEPING AND PARLOR CARS

DOUBLE TRACK, STEEL RAILS,

and BEAUTIFUL SCENERY

THROUGH THE

Mohawk Valley and Picturesque Hudson,

MAKING THE SHORTEST LINE BETWEEN

CHICAGO, NEW YORK AND BOSTON

VIA

BUFFALO and NIAGARA FALLS.

Passengers going to PHILADELPHIA, BALTIMORE and WASHINGTON will SAVE TRANSFERS by taking this Popular Route.

Tickets via New York, West Shore & Buffalo Railway are for sale at all Principal Ticket Offices throughout the country, and in Chicago at the following places, where Sleeping-car Berths can be secured: 403 South Clark Street, 17 Monroe Street, Palmer House, Grand Pacific Hotel, Grand Union Passenger Station, Polk Street, and at General Office, 75 South Clark Street.

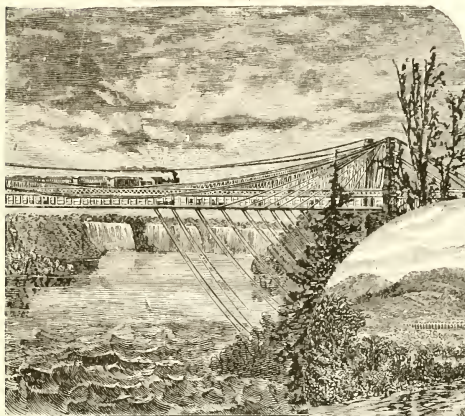
HENRY MONETT,

Gen'l Passenger Agent, NEW YORK.

C. E. LAMBERT,

Gen'l West'n Passenger Agent, 75 Clark St., CHICAGO.

ERIE



View of Niagara Falls from Suspension Bridge.

R



Starucca Valley, on the Erie.

THE
Scenic Route
OF
→ AMERICA ←

A continual Panorama of Magnificent Scenery from the Lakes to the Seaboard. The Elegant Pullman Service via the

ERIE RAILWAY

And its Connections is unsurpassed by any Route to or from the EAST.

**IF ON A BUSINESS TRIP, TAKE THE ERIE,
IF ON A PLEASURE TRIP, TAKE THE ERIE,
UNDER ALL CIRCUMSTANCES, TAKE THE ERIE,**

And you will travel over a Railway unequalled in facilities for Comfort and Safety.

JNO. N. ABBOTT,
Gen'l Pass. Agent, NEW YORK.

W. H. HURLBURT,
Gen'l Western Pass. Agent, CHICAGO.

JONES & LAUGHLINS, Limited,

MANUFACTURERS

IRON, STEEL, NAILS

Cold Rolled Iron and Steel,

SPIKES, BOLTS, CHAINS,

Railway Supplies

HEAVY HARDWARE,

Lake and Canal Streets,

CHICAGO.

LEHIGH VALLEY COAL COMPANY,

Miners and Shippers of

WYOMING AND LEHIGH

COALS

R. M. CHERRIE, General Western Agent,

90 and 92 DEARBORN STREET,

CHICAGO.

NEW YORK.
3 Cliff Street.

BOSTON.
127 Oliver Street.

CHICAGO.
210 Lake Street.

Hussey, Howe & Co., Limited, CAST STEEL, PITTSBURGH, PA.

C. C. HUSSEY,
Chairman.

Penn Avenue
and 17th Street.

JAMES W. BROWN,
Sec'y and Treas'r.

LORD & THOMAS,

We prepare Advertisements, and contract to insert them in any number of newspapers desired. Our facilities in our line are unequalled.



The large amount of business we control enables us to secure from the Best Mediums the Lowest Rates obtainable, for the benefit of our patrons.

NEWSPAPER ADVERTISING, CHICAGO, ILL.

Steam Heating and Ventilating.

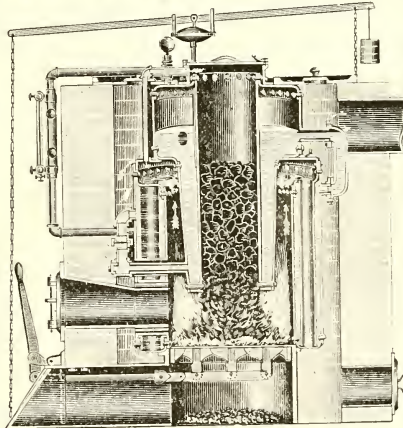
Low Pressure

Steam Warming
And Ventilating
APPARATUS.

Simplified and adapted
to warming

DWELLINGS.
CHURCHES.
BANKS and
PUBLIC BUILDINGS.

Send for descriptive
pamphlet.



BAKER'S

PATENT

Hot Water

CAR WARMER.

Adopted by nearly all
Railroads as the

STANDARD HEATER.

Prices Greatly Reduced.

BAKER, SMITH & CO.,

81 and 83 Jackson Street, Chicago.

THE SCENIC LINE OF THE WORLD.

Denver & Rio Grande R'y

THE MID-CONTINENTAL ROUTE

—TO—

Salt Lake and the Golden Gate.

*THIS LINE PENETRATES THE MOST PICTURESQUE PARTS
OF COLORADO, NEW MEXICO AND UTAH, AND
IS THE FAVORITE ROUTE FOR BUSI-
NESS OR PLEASURE.*

IN COLORADO the traveler beholds scenery excelling in variety, beauty and grandeur that of Switzerland. He traverses canons fifteen miles in length, with perpendicular walls more than half a mile in height. He crosses the Rocky Range at an elevation of over 11,000 feet, and from this lofty pass gazes upward 3,000 feet to the summits of the snow-crowded peaks. *En route* to the Pacific Coast he passes through innumerable places of interest, among which are the Royal Gorge, Grand Canon of the Arkansas, Poncho Pass, Marshall Pass, the valleys of the Uncompahgre, Gunnison and Grand, Black Canon, Castle Gate, Wasatch Summit and Salt Lake City.

IN NEW MEXICO he finds ruins more ancient than those of the Parthenon or Colosseum—the crumbling habitations of the pre-historic Cliff-Dwellers; he beholds the quaint architecture of the Spanish-Mexicans or the pueblos of the descendants of the Montezumas.

IN UTAH he can bathe in the Great Salt Lake, and inspect the wonders of the City of the Saints.

THESE MARVELS OF NATURE AND ART

CAN BE REACHED IN

Pullman Palace Buffet Cars

—VIA THE—

DENVER & RIO GRANDE R'Y,

THE ONLY LINE

Passing through Colorado Springs, Pueblo, Salida, Gunnison, Grand Junction and Salt Lake City.

When I go to the coast I'll lay out my plan,
Said I to myself, said I,
To have all the pleasure and ease that I can,
Said I to myself, said I.
There's one way to do it, as all will agree,
And that is to go via D. & R. G.—
Up over the mountains and down to the sea,
Said I to myself, said I.

D. C. DODCE, General Manager,

F. C. NIMS, Gen. Pass. and Ticket Agent,

DENVER, COLORADO

H. S. PICKANDS, }
W. L. BROWN, } Chicago.

PICKANDS, MATHER & CO.
Cleveland.

PICKANDS, BROWN & CO.,

Manufacturers, Importers and Dealers in

PIG IRON

AND

IRON ORE

95 DEARBORN STREET,

CHICAGO.

THE CHICAGO RAWHIDE MFG. CO.

MANUFACTURERS OF

RAWHIDE BELTING, LACE LEATHER ROPE, LARIATS

Fly Nets, Picker Leather, Whips, Washers, Hame Straps, Hame Strings, and Halters, and other Rawhide Goods of all kinds, by Krueger's Patent.

75 and 77 EAST OHIO STREET, CHICAGO



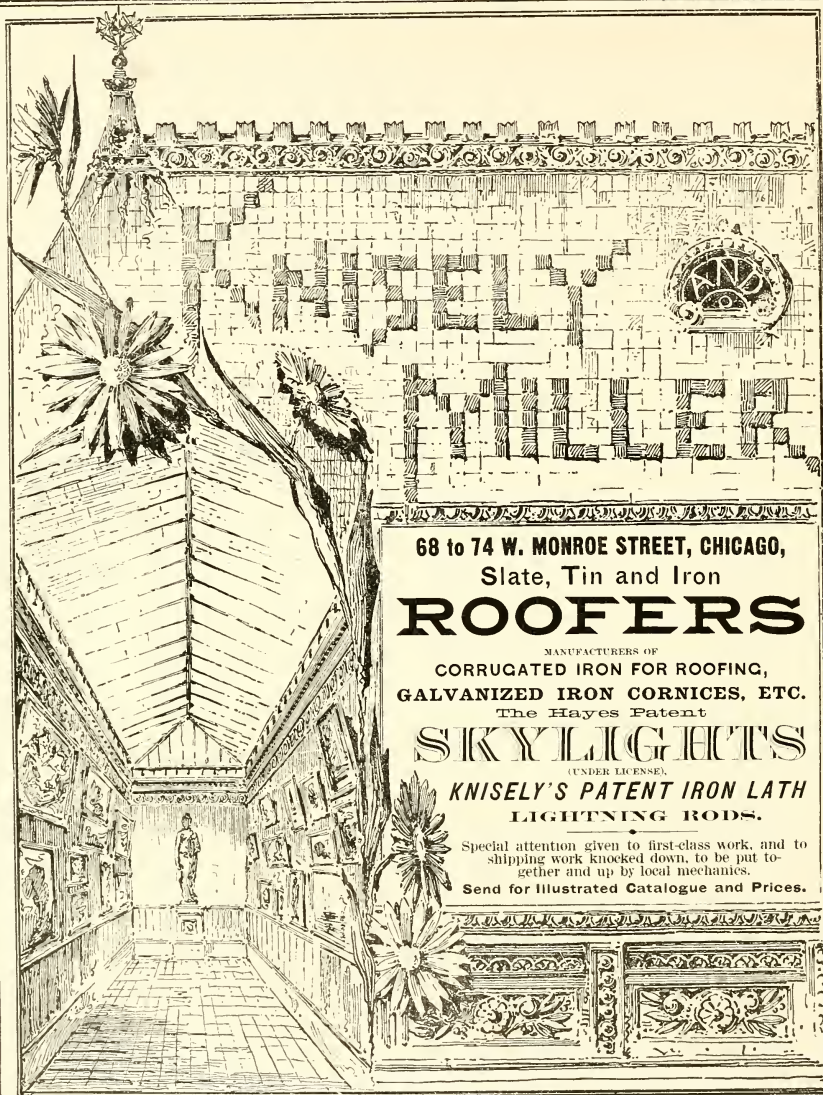
It is only by using the best of Belting, *i. e.*, such as will wear longest, slip least, transmit the greatest amount of power and work with the greatest steadiness, that machinery can be utilized to its full capacity, and can be relied on as to durability. The belt that will transmit the most power with least strain on the machinery is the *cheapest and the best*. Such are the goods manufactured and sold on guarantee by this Company, and used by the Chicago & Alton Railway and other railroads.



A. B. SPURLING, President.

W. H. PREBLE, Secretary and Treasurer.

A. C. KRUEGER, Superintendent.



68 to 74 W. MONROE STREET, CHICAGO,
Slate, Tin and Iron

ROOFERS

MANUFACTURERS OF
CORRUGATED IRON FOR ROOFING,
GALVANIZED IRON CORNICES, ETC.

The Hayes Patent

SKYLIGHTS

(UNDER LICENSE)

KNISELY'S PATENT IRON LATH
LIGHTNING RODS.

Special attention given to first-class work, and to
shipping work knocked down, to be put to-
gether and up by local mechanics.

Send for Illustrated Catalogue and Prices.

INCORPORATED 1864.

Steel Plate and Lithography.

Railway Annuals a Specialty.

WESTERN

BANK NOTE COMPANY,

CHICAGO

Bonds, Certificates,

Drafts, Checks,

Merchants' Stationery,

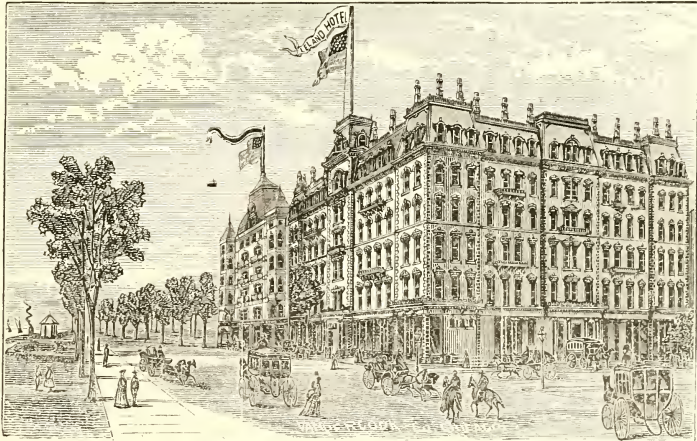
Bankers' Supplies.

C. C. CHENEY, President.

C. A. CHAPMAN, Treasurer.

The Only Hotel Fronting on the beautiful Lake and Park. Five Minutes from all Railroad Depots, Places of Business and Amusement.

THE BEST LOCATED HOTEL
in the World.



POPULAR PRICES:
\$3 and \$3.50 per Day.

LELAND HOTEL

AMERICAN PLAN. WARREN F. LELAND, Proprietor.

COR. MICHIGAN AVE. BOULEVARD AND JACKSON ST.

THE LARGEST AND MOST COMPLETE
JOB AND BOOK PRINTING HOUSE
IN AMERICA.

RAND, McNALLY & CO.
148-154 MONROE ST., CHICAGO, ILL.

FINE COLOR PRINTING

ENGRAVERS, ELECTROTYPERS

PRINTERS

LITHOGRAPHERS, BOOK BINDERS

MAP ENGRAVERS AND PUBLISHERS

Rand-McNally's Indexed Atlas of the World.

*Rand, McNally & Co.'s Business Atlas and Shippers' Guide
of the United States.*

*Rand, McNally & Co.'s Celebrated Indexed Pocket Maps of
all the States and Territories in the United States.*

Rand-McNally's Encyclopedia of Agriculture.

Rand, McNally & Co.'s Bankers' Directory.

A Great American Railway.

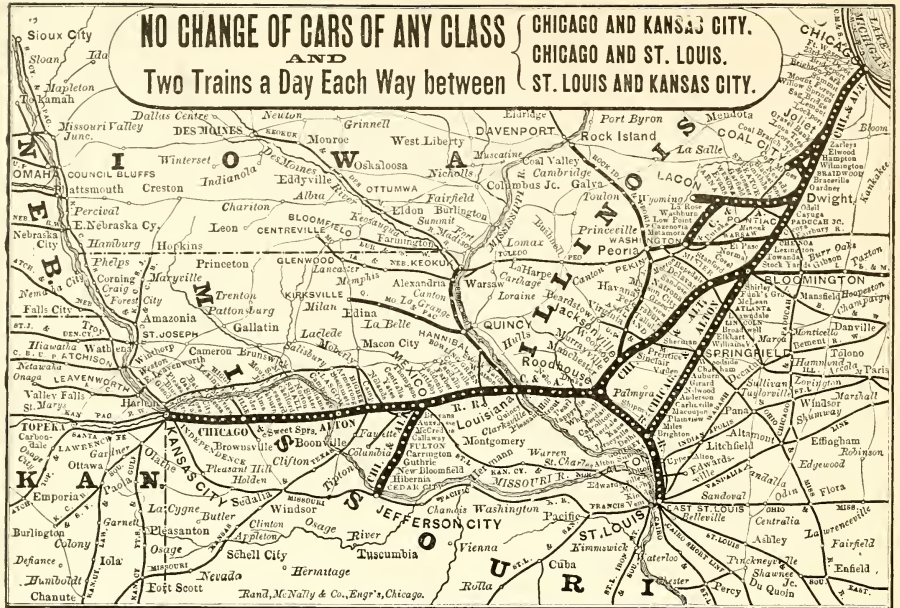
* *

The Chicago and Atlantic Railway runs solid Pullman trains, the finest ever built, daily between Chicago and New York, etc., by way of the Erie Railway, and through its valuable connections reaches every important point in the entire country. The construction and equipment of the road are of the most perfect description, all that modern skill can compass having been called into requisition to ensure safety, comfort, speed and reliable connections, without having to change cars. This popular line, being almost literally straight, forms the shortest, quickest and most direct route to Lake Champlain, the highest navigated water on the globe. In equipment the Chicago and Atlantic Railway is excelled by none and equaled by few roads in the world. Their superb sleeping, drawing-room and thoroughfare coaches are simply models of elegance and comfort and are lighted with the brilliant Pintsch gaslight. Clean bedding, thick hair mattresses, thorough ventilation and absolute safety, with polite conductors and porters accompanying each car to provide for the wants of passengers, are valuable facts not to be overlooked. Each train has its smoking cars, which among other novelties contain a buffet, where the traveler may lunch at his leisure. Indeed, the company have provided every luxury, convenience and solid comfort for the traveling public, hence their road is liberally patronized.

J. C. WILLIAMS,
Gen'l Superintendent,

S. W. SNOW,
Gen'l Passenger Agent,

CHICAGO.



Chicago & Alton R. R.

THE PIONEER

PALACE RECLINING CHAIR CAR ROUTE

The Pioneer Palace Dining Car Route

The Pioneer Pullman Palace Sleeping Car Route

TWO TRAINS DAILY, SUNDAYS INCLUDED,

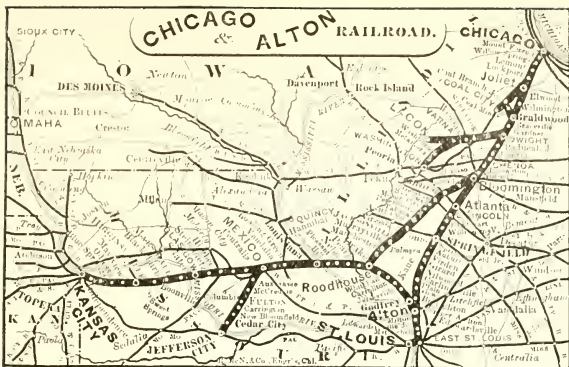
Between CHICAGO and KANSAS CITY, and between ST. LOUIS and KANSAS CITY

NIGHT EXPRESS DAILY, SUNDAYS INCLUDED.

DAY EXPRESS DAILY, Sundays excepted, between CHICAGO and ST. LOUIS.

3 GREAT CITIES

OF THE WEST



BY THE

LINKED TOGETHER

CHICAGO & ALTON R. R.

NO CHANGE OF CARS OF ANY CLASS

—BETWEEN—

CHICAGO

CHICAGO

ST. LOUIS

—AND—

—AND—

—AND—

KANSAS CITY.

ST. LOUIS.

KANSAS CITY.

Union Depots in Chicago, East St. Louis, St. Louis and Kansas City.

NO OTHER LINE
—RUNS—

PALACE DINING CARS

Between CHICAGO and KANSAS CITY, CHICAGO and ST. LOUIS, and ST. LOUIS and KANSAS CITY.
Meals, equal to those served in any first-class hotel, only 75 cents.

The only line running a sufficient number of Elegant and Comfortable

PALACE RECLINING CHAIR CARS

Free of Extra Charge, in all its Through Trains, Day and Night, Without Change, to accommodate all its patrons.

PULLMAN PALACE SLEEPING CARS

The Finest, Best and Safest in use anywhere.

The BEST and QUICKEST ROUTE from

CHICAGO, TO AND FROM MEMPHIS, MOBILE, NEW ORLEANS AND ALL POINTS SOUTH VIA ST. LOUIS.

The SHORT LINE to and from

MISSOURI, ARKANSAS, TEXAS, KANSAS, COLORADO, NEW MEXICO, MEXICO, ARIZONA,
NEBRASKA, CALIFORNIA, OREGON, WASHINGTON TERRITORY, Etc.

THE GREAT EXCURSION ROUTE BETWEEN THE NORTH AND SOUTH

—AND TO AND FROM

KANSAS LANDS, AND COLORADO, NEW MEXICO AND CALIFORNIA HEALTH AND PLEASURE RESORTS
AND THE MINING DISTRICTS OF THE GREAT WEST.

For Tickets and Information apply at any Coupon Ticket Office in the United States and Canada, or to

JAMES CHARLTON, General Passenger and Ticket Agent, 210 Dearborn street, near corner Adams street, Chicago.

J. C. McMULLIN, Vice-President, Chicago.

C. H. CHAPPEL, General Manager, Chicago.

THE GREAT THROUGH CAR LINE

BETWEEN THE MISSOURI RIVER AND THE PACIFIC.

Pullman Palace Sleeping Cars

FROM KANSAS CITY TO SAN FRANCISCO

— WITHOUT CHANGE —

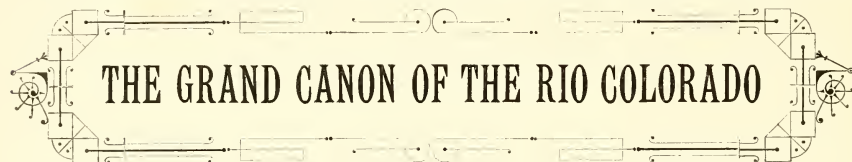
OVER THE

SANTA FE ROUTE

The Atchison, Topeka & Santa Fe R. R. offers the public a choice of

THREE ROUTES TO THE PACIFIC COAST

No. I. is the ALBUQUERQUE SHORT LINE, which carries Pullman Palace Sleeping Cars from Kansas City to San Francisco without change. The tourist by this line may visit en route the famous Hot Springs at Las Vegas, the ancient City of Santa Fe, the older Pueblo of the Zunis, the uninhabited abodes of the Cliff-Dwellers, the petrified forests, that most wonderful of all nature's works,



and the rare beauties of the far-famed YOSEMITE VALLEY.

No. II. is the old and popular Southern Route, over the Atchison, Topeka & Santa Fe and Southern Pacific Railroads, by way of Deming and Los Angeles, a favorite route to Southern California.

No. III. is the Northern Route, over the Atchison, Topeka & Santa Fe, Denver & Rio Grande and Central Pacific Railroads. On this route through passengers are given side trips to Denver and Leadville free of charge for transportation, so that these two mountain cities are placed, with Salt Lake City, on the trans-continental line of travel.

— TWO LINES TO MEXICO —

The CHIHUAHUA ROUTE is the Atchison, Topeka & Santa Fe to El Paso and the Mexican Central to the interior of Mexico. This line will be opened early in the spring through to the City of Mexico.

The QUAYMAS ROUTE extends from Kansas City to Quaymas, on the Gulf of California, in the Republic of Mexico.

W. F. WHITE,

General Passenger and Ticket Agent, TOPEKA, KANSAS,

ESTABLISHED 1844.
By "Chicago Evening Journal."

Destroyed by fire
Oct. 9, 1871.

RE-ESTABLISHED 1872
By JNO. B. JEFFERY.

Destroyed by fire
Dec. 1, 1883.

Re-Established and incorporated 1881.
JNO. B. JEFFERY, Pres. and Treas.

THE

JNO. B. JEFFERY

PRINTING COMPANY

OF CHICAGO,

LARGEST AND MOST COMPLETE

Job Printing, Publishing, Lithographing, Engraving

AND

SHOW PRINTING ESTABLISHMENT IN THE WEST.

PUBLISHERS OF THE ONLY

Theatrical Guide and Directory,

AND PROMOTERS OF SHOW AND AMUSEMENT INTERESTS OF AMERICA.

JNO. B. JEFFERY,

President and Treasurer.

FORT WAYNE

(AND)

Pennsylvania Line

51 MILES THE SHORTEST

To New York City.

ONLY DIRECT LINE

TO PHILADELPHIA

(BEST LINE)

TO BALTIMORE AND WASHINGTON.

RUNS THE

Only Chicago and New York

LIMITED EXPRESS

PULLMAN CARS ON ALL TRAINS.

PS
1494
D897
P 363
1883
RARE
B.M. RM





