

THE HOLY SHOW.

A Cyclone of Religious Synods Weeding the Lord's Vineyard.

Evangelism Vigorously Applauded by the Y. M. C. A. at Milwaukee.

The Presbyterians Mass Their Leaders in a Love Feast at Saratoga.

While the Reformers of the Same Creed Convene at Philadelphia.

The Presbyterians.

SARATOGA, May 17.—The ninety-fifth general assembly of the Presbyterian church of the United States convened this morning.

Dr. Johnson opened the assembly with a fervent appeal to the commissioners and the congregation to heed the perils of the church and pray God for pentecostal baptism, till the worship of the doctrine and ministry are thrilling with love and service of the living God.

It was stated by the clerk that morning and afternoon sessions would be held daily, and an occasional evening session.

At the opening of the afternoon session Rev. Dr. Wm. C. Roberts, permanent clerk, read the roll of commissioners.

It appeared all of the 182 presbyteries were represented excepting Rio Janeiro, Canton, Nippon, Pekin, Alabama, Grand Forks, Mankato, Corico, Santa Fe and West Africa.

The foreign missionary presbytery represented Shanghai and Shantung, China and Lahore, Ludhiana and Ludhiana, India. The moderator announced the election of Rev. Dr. Edwin F. Hatfield, and appointed Samuel Beckenridge of St. Louis and Rev. Dr. Charles Hawley of Auburn to conduct the new moderator to the chair.

Dr. Hatfield, welcoming him to the chair, and alluding to his long service of over forty years, as stated by the clerk. Dr. Hatfield responded with appropriate remarks.

On motion of Rev. Dr. Howard Crosby all honorary titles will be omitted in addressing members of the general assembly.

A resolution relative to the reception of the northern general assembly was referred to a special committee. Dr. Crosby, Herrick, Johnson and Judge Beckenridge and to be heard the first business Friday afternoon.

The second business was amendments to the book of discipline.

At the evening service communion was celebrated. Rev. Dr. Herrick Johnson presiding. The elements were served by Samuel J. Hamilton of New York, and Harvey D. Gutz of St. Louis.

Y. M. C. A. Special Dispatch to This Bee.

MILWAUKEE, May 17.—At the morning session of the international committee of Y. M. C. A., about two hours was given to devotional exercises.

Papers were then read by S. M. Syford, general secretary of the Massachusetts association on behalf of W. E. Douglas, of St. Louis, written on the subject, "Reasons why local associations should employ general secretaries." W. C. Walters read a paper on the "Survey of work of the international committee in securing secretaries."

MILWAUKEE, Wis., May 17.—At 2:30 o'clock the Y. M. C. A. exercises opened with prayer and singing. R. W. Dennison, of Chicago, read a paper on the "Survey of work in the western field." Ten secretaries joined in the discussion of "The state committees and their work" and S. A. Taggart, state secretary of Pennsylvania, read a paper on "District Work." T. S. Cole, secretary for the dominion of Canada, told what general secretaries in Canada ought to do. William Hind Smith, of London, England spoke at length, and was well received. A cablegram answer to the earl of Shaftesbury's greeting was prepared and sent by President Colby.

The Lutheran. Special Dispatch to This Bee.

NORRISTOWN, Pa., May 17.—The 136th annual session of the Evangelical Lutheran ministerium of Pennsylvania and adjacent states opened to-day with a large attendance. The synodical sermon was preached by the president, Rev. J. A. Selas. At the conclusion of the sermon communion was administered to the members of the ministerium.

The Reformed Presbyterians. Special Dispatch to This Bee.

PHILADELPHIA, May 17.—The meeting of the general synod of the Reformed Presb. church of North America began here this morning. A letter from the Irish synod was read and is in part as follows: "The times we live in are full of turmoil and the change is making itself perceptible not only in political matters but also in religious matters. We should seek by every measure to encourage the hearts of each other. We are far from deprecating the spirit of inquiry whether in regard to the political situation of the age or whether in the manner of doctrine or mode of duty. We believe it our duty to labor to maintain and hand down the principles of the church to posterity. The peace of the country is much improved. We do not need to inform you of the lawlessness and crime which have been producing almost a reign of terror in this country, especially in the south and west. The seed sown by unscrupulous and misguided agitators, whose aim it is to sever the connection of this country with Great Britain, has been reaped in a bitter harvest, notwithstanding the benevolent efforts of the imperial parliament as embodied in the recent legislation to prevent the evil under which the country has so long groaned, by limiting the power of landlord evictions, and securing the interest of occupiers of land in holdings in which they and their fathers have invested their capital, whether of money or of labor. Human life is ruthlessly sac-

rificed. Such is the state of society in disturbed portions of the country that crimes of appalling severity, of the most revolting character, are committed, not under the darkness of night only, but in broad daylight.

The committee on foreign correspondence was ordered to frame a fitting reply to the communication.

Slavery in Chicago. Special Dispatch to This Bee.

CHICAGO, May 17.—The executive committee of the clergymen's union yesterday afternoon heard the testimony of six young girls employed by a brothel on Kinzie street. It was shown they work from six in the morning to nine at night and three nights each week till eleven making but three dollars a week and in order to make profit of this scant pittance he charges them one cent a minute lost time.

Dodge's Tires. Special Dispatch to This Bee.

TOPEKA, Kan., May 17.—Twelve citizens of Dodge City have been in Topeka since half past 3 o'clock this afternoon in consultation with Gov. Gilcox concerning the matter of Dodge tires.

They represented to him that the county authorities were amply able to keep the peace and requested him not to interfere. The governor said he was informed that the sheriff was ready to preserve peace and so long as he did, he should not interfere, but that he should protect citizens who needed protection.

A Taste of Communion. Special Dispatch to This Bee.

PATERSON, N. J., May 17.—A mass meeting of silk operatives was held tonight to consider whether to hold a strike or only resist further reduction of wages. A resolution was passed against reduction, but before the meeting could go further a communitarian crowd broke it up, with great noise and threats to the executive committee of the Silk Weavers Protective union of the United States, this committee having taken a decided stand against communitarianism.

TELEGRAPH NOTES. Special Dispatch to This Bee.

The will of Mrs. Elizabeth McEvers Bayard, daughter of the late James McEvers, of New York, killed her two-day-old daughter and attempted to kill her mother yesterday. Some days before her confinement she took an aversion to her husband, mother and friends, and when the baby was born she declared that she hated it.

Allice Zimmerman, the young and cultured wife of Isaac Zimmerman, the architect of New York, killed her two-day-old daughter and attempted to kill her mother yesterday. Some days before her confinement she took an aversion to her husband, mother and friends, and when the baby was born she declared that she hated it.

At Denison and Mineral Wells, Texas, a cyclone demolished property generally. Several persons were injured, but as far as heard, none fatally.

Arrangements are completed for opening the Brooklyn bridge on the 24th. The mayor of Brooklyn issued a proclamation declaring the opening a holiday. Public officers, courts and schools will be closed, and citizens are requested to close their places of business. The president of the city will give a reception in the Academy of Music, Brooklyn.

The treasury department purchased 365,000 ounces of fine silver for the United States mints at Philadelphia, New Orleans and Carson City.

Philadelphia's Bonanza. Special Dispatch to This Bee.

PHILADELPHIA, May 17.—The railroad company just informed the city authorities that the municipality owns "87 shares of that stock worth \$208,372." The authorities had no knowledge of the fact until informed by the company.

Shipping News. Special Dispatch to This Bee.

LIVERPOOL, May 17.—Arrived, Iowa, from Boston.

The MILLINER'S SECRET.

Why the Poke Bonnet Has Had Such a Success.

"Are those things really the acme of fashion?" inquired a San Francisco chronicler of Kearney street yesterday, as he gazed in wonder at an unshape-ly bonnet which ornamented the top of a slender pedestal.

"In fashion!" was the response. "Why, ladies with any style about them have nothing on their heads for street wear this spring but poke bonnets!"

"The San Francisco ladies indeed seem to be partial to this unseemly head gear," coincided the reporter.

"Yes, nearly one-half of the lady population of this city possesses a poke bonnet of some kind. At present there is a great demand for the Langtry poke, which was introduced to American ladies by the famous 'Jenny Lily.' The only peculiarity of this bonnet over the American bent poke is the curl backward of the frontpiece. It is made of chip or meilla, and trimmed with flowers and lace, the fur bonnets having gone out of vogue with the close of the winter season. Now, a first class Langtry poke costs, when properly put up, \$40, while the American poke can be purchased anywhere in the city for \$10. The fact of the Langtry poke being a French bonnet increases its popularity, for you know, our San Francisco ladies are very apt to adopt anything with a French flavor."

"How do you acquire that crushed shape?" was asked.

"Oh, that is a secret of our art, which I will explain to you sub rosa, but for goodness sake don't say I told you. Well, you see, we just take the bonnets as they come to us in square shape, and why—we sit down on them. If the shape desired is an extremely dilapidated one, we sit a long time; if it is only moderate we do not take so long a sitting. When we get off from the bonnet, as it were, it is ready for trimming; so you see all poke bonnets cannot be shaped alike, and most milliners have to employ slight girls to sit on poke bonnets and crush them into the popular shape."

"Rather a novel idea," ventured the astonished reporter.

"Ah, yes!" continued the milliner, for she would talk, and good-bye to time when a woman talks bonnet. "I will admit that they are grotesque, but you know our San Francisco ladies love to indulge in the absurd-

ties of fashion, and while we modest milliners deprecate the idea of being dictated to by French customs, we are prepared to adopt the most nonsensical deformities of shape. You may laugh at these bonnets, but they are unappreciated for the purpose of hiding the merely parts of an ugly face and presenting to view only the features of the face in a massive centre.

"What is there more bewitching or lovely," continued the milliner, "than a pair of large, lustrous eyes gazing shyly around the corner of one of the bonnets, or the pink-tinted lips of some rosy checked maiden parting just enough to display a set of pearly teeth, and all protected from intrusion within the forbidding precincts of the poke bonnet? Then, too, they are wonderful conservers of age, and the maiden on the vinegar side of existence is made quite as attractive as the youngest child of nature, who, even without the aid of a poke, is a pleasure for men to gaze and fix their love upon."

"There seems to be a suggestion to mothers in procreating these bonnets for their daughters!" ventured the reporter.

"Yes, for how could they get inside of a poke bonnet? Oh, they are just the thing to keep a rash young man at a distance, but don't say anything about this suggestion, for my old maid customers might discountenance their trade, and to em distance does not lend enchantment where the young men are concerned."

A love-sick youth in Bellevue, Hingham, is a black and blue, St. Jacob's prescription, Cared her of the complaint, And this little story is true.

AN AFFECTIONATE WIFE.

How She Contrived to Smooth Over the Purchase of a Spring Hat.

Mr. Spooner, telling in the Brooklyn Eagle about a wife who wished her husband to be in style, says:

"Mr. Breezy, I really believe you are losing all your pride," said Mrs. Breezy, as she dropped two lumps of sugar in her husband's coffee. "Before we were married you used to get out—dress in an awfully swell way, but you don't seem to care anything about your clothes now. Considering your profession, it is more than good policy for you to look well. If you keep on looking so seedy people will begin to think you have lost all your practice."

"I thought I looked well enough," said Mr. Breezy, making a flank movement on the lamb chops.

"I suppose so," said Mrs. Breezy. "You must always think you look well enough after marriage. Before you take us poor, degraded women in your second hours every day before the glass, your tailor is your god. You study the cut of a de, and think more of the cut of a coat than you do anything else in the world. That's the way you act before you are married, Mr. Breezy. After you have secured us poor, deluded women, through your fine features, you drop a style altogether, and at last go to be careless of everything. Just look at you to-day."

"Well, what is the matter with my looks?" asked Mr. Breezy.

"Why, you should just take these clothes and sell them to a ragpicker. They look scandalous. That's just it—scandalous," and Mrs. Breezy brought her knife down on the table with a tremendous thump. "If I'd ever thought you would come to look like a guy I should never have married you."

"I deny looking like a guy," said Mr. Breezy. "I'm sure this coat is in style, it is that what you mean."

"In style!" cried Mrs. Breezy, "while it looks like the garment of a tramp. I want you to get decent clothes for my sake, if not for your own. Just look at Mr. Snubs' husband's make-up. He is who I call a gentleman in looks as well as actions."

"Oh, he is."

"Yes, and just think of how I feel when you come strutting down the street in that old frock coat and last year's niter. If you only could look like Mr. Snubs."

"Snubs he—hum. I think you are the only person, my dear, who are that I am not a gentleman in dress," said Mr. Breezy.

"No, I'm not, Mr. Snubs said—"

"What the devil—"

"Mr. Breezy!"

"My dear, I shall order a spring suit in the morning, but—"

"Well,"

"That settles the spring hat. I cannot afford to buy you a spring hat—"

"But I've purchased one, dear, and it is up-stairs, and the bill—"

"Done again," said poor Breezy, bolting his coffee and leaving for the office.

Hop Bitters are the Purest and Best Bitters Ever Made.

They are compounded from Hops, Malt, Buchu, Mandrake and Dandelion—the oldest, best, and most valuable medicines in the world and contain all the best and most curative properties of all other remedies, being the greatest Blood Purifier, Liver Regulator and Life and Health Restoring Agent on earth. No disease or ill-health can possibly long exist where these Bitters are used, so varied and perfect are their operations.

They give new life and vigor to the aged and infirm. To all whose employments cause irregularities of the bowels or urinary organs, or who require an Appetizer, Tonic and mild Stimulant, Hop Bitters are invaluable, being highly curative, tonic and stimulating, without intoxicating.

No matter what your feelings or symptoms are, what the disease or ailment is, use Hop Bitters. Don't wait until you are sick, but if you only feel bad or miserable, use Hop Bitters at once. It may save your life. Hundreds have been saved by so doing. \$50 will be paid for a case they will not cure or help.

Do not suffer or let your friends suffer, but use and urge them to use Hop Bitters.

Remember, Hop Bitters is no vile, drugged, drunken nostrum, but the Purest and Best Medicine ever made; the "Invaluable Friend and Hope," and no person or family should be without them. Try the Bitters to-day.

Everybody is using and everybody is recommending to everybody his friends, Brown's Iron Bitters as a reliable iron medicine, a true tonic.

TWO WIDOWS.

Both Relicts of "Governor" Briggs, of Denver, Lay Claim to His Property.

Denver Republican.

Nearly 50 years ago Tom Briggs and wife went into the central portion of Iowa and built themselves a home in the wilderness. Mr. Briggs was energetic, his wife industrious, and they began to prosper. After Mr. Briggs had cleared one farm of forest trees, began to cultivate it and enjoy life, he took a notion to sell out and go further west, which he did. He cleared another 160 acres in Iowa, sold that, and repeated the same thing a third time. In the meantime he had seven sons and two daughters born to him, and was at least fortunate in obeying the scriptural injunction to be fruitful and multiply.

CONVERTED TO MORMONISM. Mrs. Briggs had become converted to Mormonism by an itinerant Mormon elder, and she in turn converted her family to the same belief, with the exception of her husband, who refused to countenance the doctrine. Mr. Briggs' obstinacy caused him and his wife to be continually bickering, and life became unbearable to the old gentleman. To add to his misery, his wife was stricken blind. She then took to lecturing on Mormonism, which so disgusted the old gentleman that he left her, and straggled to state, went to Salt Lake City. While in the new Jerusalem he became infatuated with a buxom English widow and married her according to the Mormon rites. As the old man could not be induced to embrace the practice of polygamy, he fell into disfavor with Brigham Young, and also incurred the odium of the Danites. Finding it useless to remain in Salt Lake, Mr. Briggs and his wife attempted to leave the city, and were thwarted several times in their endeavors, but were at last successful enough to reach a point distant from the City of the Saints thirty miles, with two good horses and a wagon, but at that point the Mormons stole their horses. They remained in camp several days, not knowing what to do, and were relieved of the dilemma in which they were placed by the Salt Lake butcher, who was not much of a Mormon after all, giving them a yoke of steers. With the two oxen Mr. and Mrs. Briggs made their way to the North Platte, where they met the notorious Slade, who offered them a station at Cache le Poudre, and the offer was accepted. They remained there for about two years, and the Indiana getting troublesome, they left and came to Denver, and with very little difference, is precisely the same engine that is forty-nine years ago. It is claimed to be the oldest effective locomotive engine in the United States and perhaps in the world. It is a geared engine, having a vertical cylinder with walking-beam. It has four driving wheels, each 36 inches in diameter, or nearly one-half the size of the drivers used on modern passenger locomotives. The weight of the Arabian is 13 tons, about one-third that of the modern locomotive. Its tractive power is 6,000 pounds. It used to have fans connected with the exhaust, but those became broken, and no attempt has been made to restore them. With this exception it is the same engine as when first made. It is in active service at the Mount Clare yards, and works as well now as when first put on the road. It was for many years a passenger engine, drawing trains on both the Washington branch and the main stem. So far as could be learned it had never met with an accident, never jumped a rail or run off the track, with one exception. That exception was a notable one. Before the engine was finished Mr. Davis pronounced the engine to be a failure, and some 300, to take them and their families on the train drawn by the Arabian as far as it went, then to go to Washington and have dinner at Brown's (now the Metropolitan) hotel. The Washington branch was then opened nearly to Bladensburg. The trip was made, Wm. Duff being the engineer. Just west of Jessup, but thirteen and a half miles from the city of Baltimore, the Arabian ran off the track. Mr. Duff when the accident occurred. The engine rolled on its side. Neither Duff nor anybody else on the train was hurt, even in the least, but Mr. Davis. He was killed. There seemed to be a special fate in the matter. Nobody could ever tell why the Arabian ran off the track. There was no investigation made, although the full cause existed to throw it off. As the Bullock press, which the first time it was put to work, caught its inventor and printed him into its first impression, so the Arabian on its first trip, killed its designer and maker. An imaginative man, gifted with a little superstition, might think that matter had been imbued with intelligence that resented its creation, and fiercely on its creator. The Arabian will be engineered to Chicago by Mr. Thomas Galway. The Chicagoans will thus see the oldest effective locomotive engine in the world run by the oldest railway engineer, an incident in railway history that deserves a more lasting record than that of a newspaper article.

A Historic Locomotive. Washington Republican.

The Baltimore & Ohio railway company will send to the Chicago Railway Exposition, among other articles of their exhibit, the first locomotive ever built for their road which proved successful. This locomotive is the celebrated "Arabian," No. 1, which like all prominent objects in Baltimore, has a family history. It is not, as is generally supposed, either the first engine built by the company or the first engine that pulled a train on a curved road. The first engine was built by Peter Cooper. Fagnhorn, his valuable history of the Baltimore & Ohio road, says: "Cooper came to Baltimore with an odd looking contrivance called a steam engine. The boiler was not as large as that of a modern kitchen range, it was about the same diameter, but not more than half the height, and had a smokestack that looked like an aggravated putty blower. This was the first locomotive for railway purposes built in America, after the first passenger car propelled by steam upon any railway in the world."

This locomotive was beaten by a horse in a fair race, and caused the first railway accident that ever occurred. In trying to adjust some gearing that had slipped, Mr. Cooper lacerated his hand. The locomotive was unsatisfactory, and premiums were offered for others. Mr. Phipps Davis, master of the diamond in which they were placed by the Salt Lake butcher, who was not much of a Mormon after all, giving them a yoke of steers. With the two oxen Mr. and Mrs. Briggs made their way to the North Platte, where they met the notorious Slade, who offered them a station at Cache le Poudre, and the offer was accepted. They remained there for about two years, and the Indiana getting troublesome, they left and came to Denver, and with very little difference, is precisely the same engine that is forty-nine years ago. It is claimed to be the oldest effective locomotive engine in the United States and perhaps in the world. It is a geared engine, having a vertical cylinder with walking-beam. It has four driving wheels, each 36 inches in diameter, or nearly one-half the size of the drivers used on modern passenger locomotives. The weight of the Arabian is 13 tons, about one-third that of the modern locomotive. Its tractive power is 6,000 pounds. It used to have fans connected with the exhaust, but those became broken, and no attempt has been made to restore them. With this exception it is the same engine as when first made. It is in active service at the Mount Clare yards, and works as well now as when first put on the road. It was for many years a passenger engine, drawing trains on both the Washington branch and the main stem. So far as could be learned it had never met with an accident, never jumped a rail or run off the track, with one exception. That exception was a notable one. Before the engine was finished Mr. Davis pronounced the engine to be a failure, and some 300, to take them and their families on the train drawn by the Arabian as far as it went, then to go to Washington and have dinner at Brown's (now the Metropolitan) hotel. The Washington branch was then opened nearly to Bladensburg. The trip was made, Wm. Duff being the engineer. Just west of Jessup, but thirteen and a half miles from the city of Baltimore, the Arabian ran off the track. Mr. Duff when the accident occurred. The engine rolled on its side. Neither Duff nor anybody else on the train was hurt, even in the least, but Mr. Davis. He was killed. There seemed to be a special fate in the matter. Nobody could ever tell why the Arabian ran off the track. There was no investigation made, although the full cause existed to throw it off. As the Bullock press, which the first time it was put to work, caught its inventor and printed him into its first impression, so the Arabian on its first trip, killed its designer and maker. An imaginative man, gifted with a little superstition, might think that matter had been imbued with intelligence that resented its creation, and fiercely on its creator. The Arabian will be engineered to Chicago by Mr. Thomas Galway. The Chicagoans will thus see the oldest effective locomotive engine in the world run by the oldest railway engineer, an incident in railway history that deserves a more lasting record than that of a newspaper article.

Opening and Closing of Mails.

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