

TERMINAL COMPANY'S PLANS

Manager Webster Debates Them with the Council's Special Committee.

ONLY NEBULOUS NOTIONS GIVEN OUT

General Outline of the Route is Set Forth in the Amended Ordinance, but Details Are Still Withheld from the Public.

The application of the Omaha Bridge and Terminal railway for permission to lay tracks on streets and alleys further down town and to operate locomotives and cars on the same for three hours engaged the attention of the following committee at the city hall yesterday afternoon: W. F. Bechel, chairman of the city council committee on railroads; Andrew Rosewater, city engineer; W. J. Connelley, city attorney; John H. Webster, general manager of the Omaha Bridge and Terminal railway, and A. L. Reed, James A. Creighton and J. J. O'Connor, representing the property owners of the locality through which the company wants to extend its tracks.

After Chairman Bechel had called the meeting to order the amendments to the original ordinance granting desired permission to the terminal company were read. The amendments had been drawn up by City Attorney Connelley, after conference with some of the property owners. The principal features provided that the company should file a map of its route with the city engineer within ninety days, that the railroad tracks and switches must be completed within one year, that the city be allowed to lay sewers, gas pipes, water mains and conduits under any of the tracks, that the terminal company must allow all railroad companies desiring an entrance to use its tracks for reasonable rates, that owners of adjacent property be allowed to connect with the switches and tracks of the company when their interests demand.

Wanted to Go Further South.

General Manager Webster of the Terminal Company remarked that he had drawn up an ordinance which he would like to submit for the approval of the committee. As it was read the other members of the committee were surprised to note two features that were not incorporated in the original ordinance. Provision was made for continuing the tracks southward from Capitol avenue, crossing Dodge, Douglas, Farnam and Harney streets between Eighth and Ninth. This promised an entrance into a new locality from that first entrance, and caused much discussion within the committee. In reply to a question Mr. Webster said that he had asked for permission to occupy the additional streets because a number of property owners in that locality had requested him to so extend the company's tracks. He was interested in some property down there and had heard of any such request, remarked A. L. Reed. After some discussion the committee resolved that the portion of the ordinance providing for the extension of the tracks south of Capitol avenue would have to be stricken out.

The second new feature of the ordinance proposed by Mr. Webster that made some of the property owners prick up their ears was in the request for permission to construct, maintain and operate a single or double track surface or elevated railroad along Twelfth street from the north side of California street to the south side of Chicago street. The prospect of Omaha enjoying an elevated railroad caused some of the committee members to shrug their shoulders in metropolitan fashion, and one of them said: "Why, Mr. Webster, you didn't tell us you were going to run an elevated road."

"Well, I don't know as we shall," replied the general manager, "only it may be ordered on account of the grade to do so, and if it is we want to be at liberty to build an elevated road. The ordinance I have drawn up covers everything we may want in the future, because I don't want to have to go through with the process a second time."

City Engineer Rosewater remarked that he thought the provision for a surface or elevated track was perfectly proper, but even this assurance failed to reconcile some of the property owners to the idea of a mid-air railroad. They decided that this feature of the proposed ordinance should be a special order of business at the next meeting of the committee, to be held on Saturday at 9 a. m. at the city hall.

Mr. Charlton's Objection.

Mr. Charlton and others offered objections to the possible blocking of Fourteenth street north of Nicholas, if permission were given to lay tracks there. The former contended that some warehouses whose interests he represented might have to do all their hauling around through Sixteenth street if this were done.

"In order to assure the city that the tracks will not be filled with cars blocking the street I should be very glad to see a city ordinance providing against any cars standing on the tracks there," said Mr. Webster.

"Oh, that won't do a bit of good," said Mr. Charlton. "There is a city ordinance that provides that there shall be no switching of cars on the Belt line during the daytime; that provision was put in the franchise given to the Belt line, but every citizen of Omaha knows that it is not enforced."

"Well, we own four times as much property in this locality as any other person in the city," replied Mr. Webster. "and I guess we are somewhat interested in the matter ourselves."

"The plan proposed seems to be the only way of letting the road come down town

except on a viaduct," remarked A. L. Reed, "and I don't see what else we can do but agree with Mr. Webster."

Route as Now Outlined.

With the permission to cross streets from Capitol avenue to Harney street stricken out, as insisted upon by the committee, the ordinance drawn up by Mr. Webster gives the company right to occupy the following streets:

Along Fourteenth street from the east and west middle line of section 15, east of the fifth principal meridian, in Douglas county, Nebraska, to Hart street; across Hart street between Ninth and Fourteenth streets; across Webster street between Twelfth and Fourteenth streets; across California and Thirteenth streets; across Chicago street between Tenth and Twelfth streets; across Davenport street between Ninth and Eleventh streets; across Capitol avenue between Eleventh and twelfth streets; also across Thirteenth street between Burt and California streets; across Cass street; across Eleventh street between Cass and Davenport streets; across Tenth street between Chicago street and Capitol avenue; across Ninth street between Davenport and Duff streets; also across the alley in block 25, 26, 27, 28, 29, 30, 31, 32 and 33.

Also the right and permission to construct, maintain and operate single or double transfer tracks across Twelfth street between California and Cass streets and along California street from Twelfth to Thirteenth street for the purpose of connecting any of the tracks mentioned with the track of the Omaha Belt railway on California street.

Question of Time.

Mr. Webster's ordinance provides that the map of the route shall be filed with the city six months from date of its passage, work to begin within six months after the passage and to be completed within one year from the same date. The property owners and City Engineer Rosewater insisted that the map of the extension should be filed within ninety days and Councilman Bechel said he thought the council would not pass the ordinance if six months were required for the filing of the map of the extension.

Then Mr. Webster settled back in his chair and said: "I can file a map within ninety days, but I should prefer six months to work out a greater scheme. The work we plan involves the expenditure of about \$300,000. If by having more time we can carry out a greater enterprise, amounting to several millions of dollars, it seems to me that it would be the best policy for the city to aid us."

"The property owners want to know where you are going to build with less time than six months," Mr. Webster, said Mr. Creighton. "They think, perhaps, if you do not want their ground some other company will."

"They are wrong there," remarked Mr. Webster. "I can assure them that there is no other company figuring on buying ground here. We have spent a good many dollars to find out what the other fellows want and we know. I know that there will be no other parties looking for ground in this locality."

The Illinois Central and the Chicago Great Western roads were not mentioned, but those present understood those roads were referred to in the words, "other parties" and "other fellows."

MOVING THE WESTERN TROOPS.

Railroads Asked to Bid on Hauling Troops to Huntsville.

The traffic officials of the western lines having their headquarters and division offices in this city are very busy preparing bids for an extensive movement of troops just ordered in the west. The troops are to be moved from various posts in the Department of the Colorado to Huntsville, Ala., which troops will be routed to avoid Memphis, Tenn., and the states of Louisiana and Mississippi, owing to danger of fever infection, viz.: From Fort Apache, Ariz., three officers, 175 men, five horses and 5,000 pounds of freight; from Fort Grant, Ariz., four officers, 253 men, four horses and 10,000 pounds of freight; from Fort Huachuca, Ariz., two officers, 250 men, three horses and 25,000 pounds of freight; from Fort Duchene, Utah, three officers, 163 men, eleven horses and 4,000 pounds of freight.

The above figures are approximate, and the freight will be exclusive of the amount to be carried free on each ticket. It will consist of rations, clothing, etc. Baggage cars to be furnished for personal effects checked free on each ticket. It is desired that Pullman standard sleepers be furnished for the officers, allowing one double berth for each officer, and tourist sleepers for the enlisted men, allowing three men to a section. In submitting rates, please state the net cash rate per capita for the officers and enlisted men, and rate per berth in standard and tourist sleepers, the rate per 100 pounds for the freight, in carloads and less than carloads, and the live stock rate for freight, in carloads and less than carloads, and the live stock rate for the horses.

The troops from Forts Grant and Apache, Ariz., will be conveyed by the Wilcox, Ariz. In submitting proposals, the various roads forming the through line must be stated, giving divisions in each case of the amounts accruing to each of the roads interested. The first and second class pas-

senger tariff, and freight and live stock rates, in effect between the initial points and destination, will also be stated, and the proportions of these rates accruing to each line, with amounts to be paid on account of land grant and bond-aided indebtedness.

MAKES A CUT IN THE GRAIN RATE.

Missouri Pacific Lowers the Tariff from Nebraska and Kansas.

ST. LOUIS, Sept. 27.—The Missouri Pacific decided to meet the cut rate on wheat and corn made by the Chicago, St. Louis, Topka and Santa Fe. The new order is effective October 1. When the Missouri Pacific will put in a rate of 5 cents less on wheat and 2 cents on corn than the present tariff rates for points on the line from Kansas and Nebraska to St. Louis, East St. Louis and Carondelet. The local traffic bureau has been working to bring this reduction about so as to facilitate the movement of grain to St. Louis, and it is expected that other roads will follow suit.

Express Companies and War Tax.

President Eggleston of the Pacific Express company has returned from New York, where he conferred with the presidents of other leading express companies relative to the test case now pending in New York courts on the mooted question of whether the express companies or the shippers should pay the revenue stamp tax. To a reporter yesterday afternoon President Eggleston said: "The case is being advanced as rapidly as possible. It is a fact that the express companies desire to obtain an early final decision in regard to this matter. The chairman of the joint committee of the express companies told me that a verdict in favor of the federal court there might be obtained before October 1. No matter whether this decision is favorable to the express companies or to the shippers the case will be appealed to the United States supreme court for a final decision. That means a three or four months or longer. Should the final decision be against the express companies we will stand ready to refund payments made for stamp taxes that have been made."

Minneapolis Freight Men Here.

A jolly party of railroaders are in the city today enjoying the delights of the Trans-Mississippi Exposition. They are the chief freight clerks and contracting freight agents of the railroads at Minneapolis, Minn. They have been on a trip through the south, and occupied a special car on Missouri Pacific train No. 1, arriving here yesterday morning from St. Louis at 6 o'clock.

The visitors were met at the Webster street station by a party of three or four, J. C. Tyrell and M. Lotfus of the Missouri Pacific freight department here. The party breakfasted in their car, and about 8 o'clock were switched out to the terminal station of the exposition grounds.

The personal party is as follows: H. A. Leiben, So line; W. P. Kinney, Chicago Great Western; H. S. Jones, Great Northern; P. M. Donald, Chicago Great Western; P. A. Russell, St. Paul & Duluth; W. G. Brown, Chicago, St. Paul, Minneapolis & Omaha; J. H. Neill, Chicago, St. Paul, Minneapolis & Northern; C. J. Gordon, Northern Pacific; S. H. Lotfus, St. Paul & Duluth; H. A. Peterson, St. Paul & Duluth; P. C. Charles, Northern Pacific; E. Holland, Chicago Great Western; H. W. Bell, Great Northern; E. S. Smith, Chicago, Burlington & Northern; A. Slickney, Chicago Great Western, and T. A. Donahue, Chicago Great Western.

Hyland Is Some Better.

NEW YORK, Sept. 27.—E. T. Hyland of Denver, assistant superintendent of the B. & M. Railroad company, who was taken to the Bellevue hospital insane pavilion yesterday, from the Fifth Avenue hotel, suffering from the grip, has been discharged, and is slightly better today. He is in charge of Dr. Robertson. He will be held under observation for three days, when Drs. Fitch and Wildman will pass on his case. It is thought that he will then be sent to some private asylum.

To Be Healthy and Strong.

Use "Garland" Stoves and Ranges.

Mrs. E. B. Maxwell, the Kansas City "shoe shiner," is selling flowers for the support of the Visiting Nurses' association. Any courtesy or consideration shown her will be fully appreciated. She is working for the sick poor of this city. MRS. S. R. TOWNE, Pres. V. N. A.

To Pennsylvania and Ohio at Low Fare.

Excursion tickets from Chicago to Pittsburg will be sold October 8 to 12, inclusive, via Pennsylvania Short Lines, account Knights Templar Conclave. Holders of tickets over the Pennsylvania Route can then they desire purchase excursion tickets from Pittsburg to points in Pennsylvania and Ohio and to Baltimore and Washington, and vice versa. The rate on a portion of their tickets between Chicago and Pittsburg with the joint agent at the latter place. For details address H. R. Dering, A. G. P. Agt., 248 South Clark street, Chicago.

Amusements.

Hanson Brothers' newest Superba at Boyd's theater has been doing a large business this week. There will be two performances tonight. A special bargain matinee will be given today and this opportunity should not be overlooked.

YOU CANNOT DO ANYTHING ELSE

If You Want to Go East except take the "Northwestern Line" if you desire a fast daylight trip between Omaha and Chicago, because no other line runs a daylight train between those cities. Arrive Chicago 8:15 a. m. evening. Close connection with eastern lines. A good train? Emphatically YES! Farnam City office, 1504 Farnam street.

MAGNIFICENT TRAINS.

Omaha to Chicago. The Chicago, Milwaukee & St. Paul railway has just placed in service two magnificent electric lighted trains between Omaha and Chicago, leaving Omaha daily at 5:45 p. m., arriving Chicago at 8:25 a. m., and leaving Chicago 8:15 p. m., arriving Omaha 8:20 a. m. Each train is lighted throughout by electricity, has buffet smoking cars, drawing room sleeping cars, dining cars and reclining chair cars and runs over the shortest line and smoothest roadbed between the two cities.

MAGNIFICENT TRAINS.

To All Principal Western Points Via Union Pacific. TWO trains daily, 4:35 p. m. and 11:55 p. m. for Denver and Colorado points. TWO trains daily, 5:50 a. m. and 4:35 p. m. for Utah and California points. ONE train daily, 4:35 p. m. for Utah, Idaho, Montana and Oregon points. For full information call at City Ticket office, 1504 Farnam St.

The Only Railroad to Chicago

With a daylight train. Omaha 8:40 a. m. every day, arriving Chicago the same evening at 8:15, when close connection is made with all lines to and beyond. This train is 50 years ahead of the times and is proving immensely popular with Omaha people. Other flying trains leave for Chicago at 4:55 and 6:55 p. m. daily. City ticket office, 1504 Farnam St. "The Northwestern Line."

Dining Car Service to ST. PAUL, MINNEAPOLIS.

via C. ST. P. M. & O. RAILWAY. THE NORTHWESTERN LINE. Leaving Webster Street depot 6 p. m. daily. City office, 1504 Farnam street.

CITY WINS IMPORTANT SUIT

Question of Assessing Cost of Repaving Against Abutting Property.

SUPREME COURT SETTLES THE POINT

Repeating Blocks with Brick Not "Ordinary Repairs" Within the Meaning of the Statute—What the Effect Will Be.

The supreme court of the state has just handed down an important decision which declares that in cases where a street paved with wooden blocks falls into such condition that the blocks are torn up and a new pavement is laid upon the old base, the cost of the improvement shall be assessed against the abutting property. This decision was rendered in the case of Edward L. Robertson against the City of Omaha and grows out of the repaving of Leavenworth street with brick.

Leavenworth street was originally paved with wooden blocks and as has been the case on streets which were similarly paved, the blocks were worn out in a comparatively short time. Inasmuch as the street was a well-traveled thoroughfare, the council, on a petition of the property owners, ordered the blocks torn up and the present brick pavement laid. The cost of the improvement was assessed against the adjoining property. Several of the property owners objected to the assessment and started a suit against the city to have it declared illegal. The district court returned a judgment against the plaintiffs and the supreme court has just affirmed this finding.

Two main contentions were made in the case. One of these, in which the city is most concerned, was that the repaving was "ordinary repairs," the cost of which, under the charter, can not be assessed against the abutting lot owner, but must be paid by the city. The court holds that the cost of "ordinary repairs" must be paid by the city, but further finds that the tearing up of worthless blocks and replacing them with vitrified brick laid upon the old base is not an "ordinary repair" within the meaning of the statute, but is a repavement of the street. To pay the costs, therefore, a special assessment may be made against the adjoining property.

Contract Was Valid.

The plaintiffs also attacked the validity of the contract that the city entered into for paving. The illegal section was alleged to be the provision which binds the contractor to bear the expense for the term of ten years "for all repairs which may from any imperfection in the said work or material become necessary within that time." The allegation was made that this provision included "ordinary repairs," and consequently made the contract one both for paving and for repaving, resulting in compelling the contractor, and therefore the property owners who were assessed to pay him to pay the cost of "ordinary repairs." The court, however, held that this stipulation does not include "ordinary repairs," and is therefore not in violation of the charter.

The importance of the decision lies not only in the fact that the cost of the Leavenworth street paving can be laid against the property owners, but also because the city council has acted similarly in repaving other streets. The principal examples are South Sixteenth street and Farnam street, both of which had been originally paved with wooden blocks, which were torn up and repaved with asphalt. A variety of shorter streets have been treated in the same manner.

The decision is also likely to put an end to Councilman Karr's attempt to have the council order the wooden blocks on Twenty-fourth street paving can be torn up and replaced with dirt on the old foundation. He, as well as the adjoining property owners, insisted that this comes under the head of "ordinary repairs," but the decision is to the contrary effect.

Lafayette Monument.

The Board of Education, through Secretary Gillan, is in receipt of a request from Ferdinand W. Peck of Chicago, commissioner general of the United States to the Paris exposition and honorary chairman of the Lafayette Memorial committee, that the school district assist in augmenting a fund to be devoted toward erecting a monument over the grave of Lafayette in Paris. According to the United States agent, the school children of the country are to raise the Lafayette fund. It is suggested that the best means of doing this is by declaring October 19 "Lafayette day," and by having the children on that day give a public entertainment to which an admission fee is to be charged, the proceeds being turned

into the fund. The proposed monument is to be unveiled on July 4, 1900, which is United States day at the Paris exposition.

The matter will be laid before the board next Monday night.

City Hall Notes. President Jordan of the Board of Education has taken a trip to Battle Creek, Mich. The Grant Paving company has commenced the paving of Poppleton avenue from Park avenue to Thirty-second.

Park and Central schools are both becoming crowded. Additional quarters cannot be secured, and consequently Superintendent Pease is finding it impossible to grant requests to transfer pupils from other schools to either of the two.

The Trocadero. The vaudeville bill at the popular Trocadero this week is a stunner. Ten new acts have met with a cordial reception from the large audience. Mlle. Chester and her wonderful posing dog is a perfect novelty and Smith and Fuller, the highest price musical act upon the vaudeville stage, are the particular head liners. In refinement lies the secret of the Trocadero's phenomenal success and this week's bill is a particular sample. The usual matinee will be given this week and every day next week beginning Sunday.

Personally Conducted Excursions. To Salt Lake City. Will leave Omaha, October 4, via the UNION PACIFIC on the "OVERLAND LIMITER" \$3.50 a m. This excursion will be in charge of W. W. Bryan, and will arrive in Salt Lake, October 6, in time for the city semi-annual conference of the Church of Jesus Christ of Latter Day Saints, National Headquarters of the Inter-Mountain country.

THROUGH THE HEART OF THE ROCKIES. ROUND TRIP, \$32.00. Tickets good returning 21 days. For full information apply to Union Pacific Ticket office. W. W. Bryan, Excursion Manager, 1502 Farnam Street.

THE POIT ARTHUR ROUTE

Runs Through Trains. Omaha to Quincy, Omaha to Kansas City, Omaha to St. Louis, Mo. Quickest and best route. Ask your ticket agent about it or write Harry E. Moore, C. P. and T. A., 1415 Farnam street (Daxton Hotel Bldg.), Omaha, Neb.

P. C. Johnson's cider mill, exposition grounds. Sweet cider, 5c a glass.

Tailor-Made Shirts.

We have just received the services of a competent New York shirt cutter and will offer as a starter

6 white shirts for \$9.00—made to your measure and perfect fit guaranteed—

Albert Cahn. Furnishings for Men—1322 Farnam Street.



Nice for Baby's Hair

Omaha, Neb., April 1, 1898. Messrs. Sherman & McConnell: Gentlemen—I find your Lavender Cream excellent for washing the hair. It leaves the hair soft and is far preferable to soap. One need not pay 75c to a hair-dresser to shampoo their hair when they can do it themselves so nicely with your valuable preparation. It is lovely to use on the children's hair too, leaving it so soft, glossy and fragrant, and I shall take pleasure in recommending it. Yours truly, Mrs. E. G. Brabrook, 1528 S. 26th street.

The above letter from Mrs. Brabrook, well known as the efficient collector for the World-Herald—fully explains itself—and is only one of the many expressions of satisfaction received by us from those who have used SHERMAN'S LAVENDER SHAMPOO CREAM—Price 25c and 50c per bottle.

Sherman & McConnell Drug Co. 1513 DODGE ST., OMAHA.

THE GREAT MAGESTIC

COOKING EXHIBIT

We extend you a cordial invitation to witness at our store the working of the GREAT MAGESTIC STEEL AND MALLEABLE IRON RANGES

We will show you how to bake biscuit brown, top and bottom in three minutes; how to cook with one half the fuel you are now using, and show you a range that if properly used will last a life time. Hot biscuit and coffee served free to ladies daily from 10 a. m. to 5 p. m. every day this week.

MILTON ROGERS & SON, Cor. 14th and Farnam St. Exclusive Majestic Agents for Omaha.

Steinway Pianos

Pre-eminently the best pianos made. Exported and sold in all art centers of the globe, and endorsed and preferred for private and public use by the greatest artists and scientists. Also a complete stock of Ivers & Pond, Vose, Emerson, Steger, Sterling, Gramer and Singer Pianos.

Story & Camp, Square, only \$45.00 Kimball Upright, only \$65.00 Knabe, Ebonized case, only \$115.00 Chickering Upright, only \$135.00

Pianos rented, tuned and exchanged. Sold on easy monthly payments. A. W. MOORE—J. S. CAMERON, Traveling Representatives. SCHMOLLER & MUELLER, 1313 FARNAM STREET. LEADING PIANO DEALERS IN THE WEST.

Winter Shoes.

Once more we repeat the assertion that we sell shoes for less than shoe store prices. On every pair we save you 50 cents to a dollar. We guarantee every shoe we sell to give satisfactory wear. We buy our shoes from the best and most reliable factories—we buy them at the lowest prices, and we turn them over to you at less profit than shoes are ever sold outside of here. Today we are showing winter shoes in new shapes, in new colors, in new materials and at new prices for people who buy their shoes elsewhere. Two strong lines of bull dog toes with double soles and heavy uppers made from box calf, which we will sell at 2.50, are the greatest values in shoe leather that have ever been seen in the county and ninety nine shoe stores out of every hundred wouldn't think of selling for less than three dollars and a half.

Nebraska Clothing Co. FARNAM

Men's Clothing HAYDEN'S Made to Look and to Last.

We put on sale in the big clothing department 425 Men's All Wool Suits—fancy linings, panel backs—suits that you would pay \$8.50 and \$9.00 for in some stores—\$5.00 here at.....

You can pick the cloth in pieces thread by thread and you will find it all wool; examine the tailoring, the finishing, the sewing, the staying of the pockets and the seams, and you will find them unsurpassed—try them on and you will find a perfect fit—buy one and it will give you satisfaction. The price is only \$5.00 here.

Some Omaha stores are selling Tricot Worsted Suits at \$12.50. Advertising them, bragging about them. They ARE good suits. We bought 600 of them and they are on sale here now, only the price is \$7.50 instead of \$12.50. Any man who wants a suit and wants to be just to himself should see these. They are stylishly tailored in all the new cuts, put together, lined, fitted and finished by experts; good looking, shape holding, well wearing suits; and the price here is \$7.50 instead of \$12.50.

Stylish and Comfortable Top Coats.

There is no more popular garment than the top coat. It is dressy and "just right" for the long falls and springs for which Nebraska is famous. We can give you a rare opportunity to buy one at about half value. A thoroughly up-to-date tailor made them; they are right in every particular. He finished them, however, about a month after they were to be delivered, and the coats were refused. To get some of his money out of them and dispose of them at once, he sold them to us. They come in two shades of light brown covert, French faced, Italian lining, and have never been sold at less than \$10.00. While this lot lasts you can buy one for \$4.75. Good values in the finest makes of top coats at \$7.50, 9.50, 10.00, 12.50 and 15.00.

HAYDEN BROS. Selling the Most Clothing in Omaha.

AUCTION

The tremendous crowds that daily attend the C. S. Raymond auction sale, is not to be wondered at when you consider Mr. Raymond's reputation as a reliable Omaha business man and the immense variety of fine jewelry now being sold at a fraction of the regular selling prices—this is the one opportunity of securing Diamonds, Watches, Clocks, Cut Glass, Bricabrac, Silverware, Umbrellas, etc., at a great bargain.

Corner Douglas and Fifteenth. Sales: Daily at 10 a. m. and 7:30 p. m. P. J. Burroughs, Auctioneer.

Advertisement for Steinway Pianos, including details about models and prices.

Advertisement for Bailey Dentist, highlighting dental services and location.

Advertisement for Pennyroyal Pills, describing its benefits for various ailments.

Large advertisement for Burlington Route, promoting travel to California and listing ticket information.