THE GRAFTERS

By

FRANCIS LYNDE

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SYNOPSIS.

Chapter I.—Story opens at Gaston. Beginning of political campaign with Bucks as candidate for governor. Was mayor of Gaston during boom days when town was terminus of Trans-Western railway. David Kent, local attorney for railroad, entertaining Loring, old college chum, between trains. Loring going to capital to become general manager of road.

Chapter II.—Kent and Loring attend political meeting. Kent gives his opinion of Bucks. Loring leaves for capital, and as train pulls out reminds Kent of an old love affair of Kent's in the east.

Chapter III.—Mrs. Brentwood and daughters, Elinor and Penelope, of Boston, start on journey to west. Choose Trans-Western route as they own stock in the line. Millionaire Brookes Ormsby, in love with Elinor, goes with them.

Chapter IV.—Ormsby makes love to Elinor on train. She is in love with Kent. Penelope telegraphs Kent that party is to pass through Gaston. He gets on train there to go to the capital and meets them.

Chapter V.—Loring appointed general manager of Trans-Western. Kent advises Ormsby to get Mrs. Brentwood to sell her stock in road. Kent and Ormsby become friends and rivals.

Chapter VI.—Bucks and his crowd in charge of state government. House bill Twenty-nine, carrying danger to foreign corporations, including Trans-Western, is passed by legislature. Miss Portia Van Brock introduced into story.

Chapter VII.—Kent and Ormsby attempt to get Mrs. Brentwood to sell her Trans-Western stock, but without success. Elinor turns Kent's thoughts from money-getting to a higher kind of success.

Chapter VIII.—Bucks lays plans for wrecking of Trans-Western for benefit of competing line by throwing road into the hands of a receiver. Judge McFarlane, of Gaston, to do the job. Buck visits Gaston and arranges plan.

CHAPTER IX.

THE SHOCKING OF HUNNICOTT.

It was two weeks after the date of the governor's fishing trip, and by consequence Judge MacFarlane's court had been the even fortnight in session in Gaston, when Kent's attention was recalled to the forgotten Varnum case by another letter from the local attorney, Hunnicott.

"Varnum vs. Western Pacific comes up Friday of this week, and they are going to press for trial this time, and no mistake," wrote the local representative. "Hawk has been chasing around getting affidavits; for what purpose I don't know, though Lesher tells me that one of them was sworn by Houligan, the sub-contractor who tried to fight the engineer's estimates on the Jump creek work.

"Also, there is a story going the rounds that the suit is to be made a blind for bigger game, though I guess this is all gossip, based on the fact that Mr. Semple Falkland's private car stopped over here two weeks ago, from three o'clock in the afternoon till midnight of the same day. Jason, of the Clarion, interviewed the New Yorker, and Falkland told him he had stopped over to look up the securities on a mortgage held by one of his New York clients."

When Kent had dictated a letter in answer to Hunnicott's, he dismissed the Varnum matter from his mind, having other and more important things to think of. So, on the Friday, when the case was reached on Judge MacFarlane's docket—but really, it is worth our while to be present in the Gaston court-room to see and hear what befalls.

When the Varnum case was called, Hunnicott promptly moved for a third continuance, in accordance with his instructions. The judge heard his argument, the old and well-worn one of the absence of important witnesses, with perfect patience; and after listening to Hawk's protest, which was hardly more than mechanical, he granted the continuance.

Then came the after-piece. Court adjourned, and immediately Hawk asked leave to present, "at chambers," an amended petition. Hunnicott was waylaid by a court officer as he was leaving the room; and a moment later, totally unprepared, he was in the judge's office, listening in some dazed fashion while Hawk went glibly through the formalities of presenting his petition.

Not until the papers were served upon him as the company's attorney, and the judge was naming three o'clock of the following afternoon as the time which he would appoint for the preliminary hearing, did the local attorney come alive.

"But, your honor!—a delay of only 24 hours in which to prepare a rejoinder to this petition—to allegations of such astounding gravity?" he began, shocked into action by the very ungraspable magnitude of the thing.

"What more could you ask, Mr. Hunnicott?" said the judge, mildly. "You have already had a full measure of delay on the original petition. Yet I am willing to extend the time if you can come to an agreement with Mr. Hawk here."

Hunnicott knew the hopelessness of that and did not make the attempt. Instead, he essayed a new line of objection.

"The time would be long enough if Gaston were the headquarters of the company, your honor. But in such a grave and important charge as this amended petition brings, our general counsel should appear in person and—"

"You are the company's attorney, Mr. Hunnicott," said the judge, dryly; "and you have hitherto been deemed competent to conduct the case in behalf of the defendant. I am unwilling to work a hardship to any one, but I cannot entertain your protest. The preliminary hearing will be at three o'clock to-morrow."

Hunnicott knew when he was definitely at the string's end; and when he was out of the judge's room and the courthouse, he made a dash for his office, dry-lipped and panting. Ten minutes sufficed for the writing of a telegram to Kent, and he was halfway down to the station with it when it occurred to him that it would never do to trust the incendiary thing to the wires in plain English. There was a little-used cipher code in his desk provided for just such emergencies, and back he went to labor, sweating over the task of securing secrecy at the expense of the precious minutes of time. Wherefore, it was about four o'clock when he handed the telegram to the station operator, and adjured him by all that was good and great not to delay its sending.

It was just here he made his first and only slip, since he did not stay to see the thing done. It chanced that the regular day operator was off on leave of absence, and his substitute, a young man from the train dispatcher's office, was a person who considered the company wires an exclusive appanage of the train service department. At the moment of Hunnicott's assault he was taking an order for No. 17, and observing that the lawyer's cipher "rush" covered four closely-written pages, he hung it upon the sending hook with a malediction on the legal department for burdening the wires with its mail correspondence, and so forgot it.

It was nine o'clock when the night operator came on duty; and being a careful man, he not only looked first to his sending hook, but was thoughtful enough to run over the accumulation of messages waiting to be transmitted, to the end that he might give precedence to the most important. And when he came to Hunnicott's cipher with the thrice-underlined "RUSH" written across its face, and had marked the hour of its handing in, he had the good sense to hang up the entire wire business of the railroad until the thing was safely out of his office.

It was half-past nine when the all-important cipher got itself written out in the headquarters office at the capital; and for two anxious hours the receiving operator tried by all means in his power to find the general counsel—tried and failed. For, to make the chain of mishaps complete in all its links, Kent and Loring were spending the evening at Miss Portia Van Brock's, having been bidden to meet a man they were both willing to cultivate—Oliver Marston, the lieutenant governor. And for this cause it wanted but five minutes of midnight when Kent burst into Loring's bedroom on the third floor of the Clarendon, catastrophic news in hand.

"For heaven's sake, read that!" he gasped; and Loring sat on the edge of the bed to do it.

"So! they've sprung their mine at last," he said, quietly, when he had mastered the purport of Hunnicott's war news.

Kent had caught his second wind in the moment of respite, and was settling into the collar in a way to strain the working harness to the breaking point.

"It's a put-up job from away back," he gritted. "If I'd had the sense of a pack-mule I should have been on the lookout for just such a trap as this. Look at the date of that message!"

The general manager did look, and shook his head. "'Received, 3:45 p. m.; forwarded, 9:17 p. m.' That will cost somebody his job. What do we do?"

"We get busy at the drop of the hat. Luckily, we have the news, though I'll bet high it wasn't Hawk's fault that this message came through with no more than eight hours' delay. Get into your clothes, man! The minutes are precious, now!"

Loring began to dress while Kent walked the floor in a hot fit of impatience.

"The mastodonic cheek of the thing!" he kept repeating, until Loring pulled him down with another quiet remark.

"Tell me what we have to do, David. I am a little lame in law matters."

"Do? We have to appear in Judge MacFarlane's court to-morrow afternoon prepared to show that this thing is only a hold-up with a blank cartridge. Hawk meant to take a snap judgment. He counted on throwing the whole thing up against Hunnicott, knowing perfectly well that a little local attorney at a way-station couldn't begin to secure the necessary affidavits."

Loring paused with one end of his collar flying loose.

"Let me understand," he said. "Do we have to disprove these charges by affidavits?"

"Certainly; that is the proper rejoinder—the only one, in fact," said Kent; then, as a great doubt laid hold of him and shook him: "You don't mean to say there is any doubt about our ability to do it?"

"Oh, no; I suppose not, if it comes to a show-down. But I was thinking of your man Hunnicott. Doesn't it occur to you that he is in just about as good a fix to secure those affidavits in Gaston as we are here, David?"

"Good Lord! Do you mean that we have to send to Boston for our ammunition?"

"Haven't we? Don't you see how nicely the thing is timed? Ten days later our transwestern reorganization would be complete, and we could swear our own officers on the spot. These people know what they are about."

Kent was walking the floor again, but now the strength of the man was coming uppermost.

"Never mind; we'll wire Boston, and then we'll do what we can here. Could you get me to Gaston on a special engine in three hours?"

"Yes."

"Then we have till 11 o'clock to-morrow to prepare. I'll be ready by that time."

"David, you are a brick when it comes to the infighting," said the general manager; and then he finished buttoning his collar.

CHAPTER X.

WITHOUT BENEFIT OF CLERGY.

At 10:48 on the Saturday morning Kent was standing with the general manager on the Union station track platform beside the engine which was to make the flying run to Gaston.

Nine hours of sharp work lay between the hurried conference in Loring's bedroom and the drive to the station at a quarter before 11. Boston had been wired; divers and sundry friends of the railway company had been interviewed; some few affidavits had been secured; and now they were waiting to give Boston its last chance, with a clerk hanging over the operator in the station telegraph office to catch the first word of encouragement.

"If the advisory board doesn't send us something pretty solid, I'm going into this thing lame," said Kent, dubiously. "Of course, what Boston can send us will be only corroborative; unfortunately we can't wire affidavits. But it will help. What we have secured here lacks directness."

"Necessarily," said Loring. "But I'm banking on the board. If we don't get the ammunition before you have to start, I can wire it to you at Gaston. That gives us three hours to go and come on."

"Yes; and if it comes to the worst—if the decision be unfavorable—it can only embarrass us temporarily. This is merely the preliminary hearing, and nothing permanent can be established until we have had a hearing on the merits, and we can go armed to that, at all events."

The general manager was looking at his watch, and he shut the case with a snap.

"Don't you let it come to that, as long as you have a leg to stand on, David," he said impassively. "An interregnum of ten days might make it exceedingly difficult for us to prove anything." Then, as the telegraph office watcher came to the door and shook his head as a sign that Boston was still silent: "Your time is up. Off with you, and don't let Oleson scare you when he gets 219 in motion. He is a good runner, and you have a clear track."

Kent's after-memory of that distance-devouring rush was a blurred picture of a plunging, rocking, clamoring engine gounding over mile after mile of the brown plain; of the endless dizzying procession of oncoming telegraph poles hurtling like great side-flung projectiles past the cab windows; of now and then a lonely prairie station with waving semaphore arms, sighted, passed and left behind in a whirling sand-cloud in one and the same heart-beat. And for the central figure in the picture, the one constant quantity when all else was mutable and shifting and indistinct, the big, calm-eyed Norwegian on the opposite box, hurling his huge machine doggedly through space.

But at Juniberg, 27 miles out of Gaston, there was a delay. Train No. 17, the eastbound time freight, had left Juniberg at one o'clock, having ample time to make Lesterville, the next station east, before the light engine could possibly overtake it. But Lesterville had not yet reported its arrival; for which cause the agent at Juniberg was constrained to put out his stop signal, and Kent's special came to a stand at the platform.

Under the circumstances, there appeared to be nothing for it but to wait until the delayed No. 17 was heard from; and Kent's first care was to report to Loring, and to ask if there were anything from Boston.

To be Continued.

Rates to Pacific Coast Cut $15.00.

Commencing March 1st the Iowa Central will have on sale daily one way tickets to San Francisco, Los Angeles, Portland and other points in the West and Northwest. Rates cut $15.00. Through tourist cars to California without change. Call on agents for full particulars, or address, A. B. Cutts, G. P. & T. A.

Settlers' Rates to Points in the Southeast.

On the first and third Tuesdays of each month, January to April inclusive, the Chicago Great Western Railway will sell one way tickets to points in Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, North and South Carolina, Tennesee and Virginia at very low rates. For further information apply to any Great Western Agent or J. P. Elmer, G. P. A., Chicago, Ill.

Choice Lands For Sale.

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Order to Examine Accounts.

STATE OF MINNESOTA,
County of Mower—ss
In Probate Court.
Special term, Feb. 17, 1905.

In the matter of the estate of Nils Hillson, deceased.

On reading and filing the petition of Henry N. Hillson, administrator of the estate of Nils Hillson deceased, representing, among other things, that he has fully administered said estate, and praying that a time and place be fixed for examining and allowing the final account of his administration, and for the assignment of the residue of said estate to the parties entitled thereto by law:

It is ordered, that said account be examined and petition be heard by this court on Monday, the 20th day of March A. D., 1905, at two o'clock p. m. at the probate office, in the city of Austin in said county.

And it is further ordered, that notice thereof be given to all persons interested, by publishing this order once in each week for three successive weeks, prior to said day of hearing in the MOWER COUNTY TRANSCRIPT, a weekly newspaper printed and published at the city of Austin in said county.

Dated at Austin, Minnesota, the 17th day of February, 1905.

By the Court:—
(Seal) J. M. GREENMAN,
Judge of Probate.
Publ Feb. 28, March 1, 8,

Order for Hearing on Claims.

STATE OF MINNESOTA,
County of Mower—ss.
In Probate Court.
Special term, Feb. 13, 1905.

In the matter of the estate of James Parmenter, deceased.

Letters of administration on the estate of said deceased being this day granted unto Louisa F. Parmenter of said county:

It is ordered, that all claims and demands of all persons against said estate be presented to this court for examination and allowance at the probate office, in the court house, in the city of Austin in said county, on Monday, the 14th day of August 1905, at 10 o'clock a. m.

It is further ordered, that six months from the date hereof be allowed to creditors to present their claims against said estate, at the expiration of which time all claims not presented to said court, or not proven to its satisfaction, shall be forever barred, unless for cause shown further time be allowed.

Ordered further, that notice of time and place of the hearing and examination of said claims and demands shall be given by publishing this order once in each week for three successive weeks in the MOWER COUNTY TRANSCRIPT, a weekly newspaper printed and published at the city of Austin in said county.

Dated at Austin, Minnesota, the 13th day of Feb. 1905.

[Seal] By the Court,
J. M. GREENMAN,
Judge of Probate.
Feb. 15, 22, Mch. 1

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Terms, ¼ cash, balance in 5 equal annual payments, at 6 per cent interest.

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"Maple Leaf Route"

IN EFFECT JAN. 8, 1905

GOING SOUTH AND WEST FOR LYLE, MASON CITY, FORT DODGE, OMAHA.

		Pass'ngr	Pass'ngr
Lv Minneapolis..	daily	7:40 a m	8:00 p m
Lv St. Paul.....		8:10 a m	8:30 p m
Lv Hayfield.....		11:00 a m	11:00 p m
Lv Waltham.....		11:10 a m	.....
Lv Austin.....		11:34 a m	11:35 p m
Lv Lyle.....		11:56 a m	11:57 p m
Ar Mason City....		12:54 p m	12:55 a m
Ar Fort Dodge....		3:30 p m	3:11 a m
Ar Omaha.....		7:55 p m	7:15 a m

Freight going south, leaves Austin daily except Sunday at 9:45 a. m.

GOING NORTH FOR DODGE CENTER, ROCHESTER, MANKATO, ST. PAUL, MINNEAPOLIS.

		Pass'ngr	Pass'ngr
Lv Omaha.....	daily	8:30 p m	7:45 a m
Lv Fort Dodge....		12:33 a m	12:20 p m
Lv Mason City....		2:55 m	2:50 p m
Lv Lyle.....		3:11 a m	3:51 p m
Lv Austin.....		4:15 a m	4:14 p m
Lv Waltham.....		.....	4:39 p m
Lv Hayfield		4:55 a m	5:05 p m
Ar St Paul.....		7:20 a m	7:35 p m
Ar Minneapolis....		8:00 a m	8:10 p m

Freight train going north leaves Austin daily except Sunday at 4:35 p. m.

ARTHUR COLE, Agent.

Homeseekers' Excursions.

The Chicago Great Western Railway will on the first and third Tuesdays of each month sell tickets at one fare plus $2.00 for the round trip to points in Alabama, Florida, Georgia, Iowa, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, North Carolina, Tennessee, Virginia and Wisconsin. For further information apply to any Great Western Agent or J. P. Elmer, G. P. A., Chicago, Ill.

SUMMONS.

STATE OF MINNESOTA,
County of Mower—ss.
District Court, Tenth Judicial District.

Nathan F. Banfield, trustee, plaintiff, vs. Presley S. Peak, Joseph Marshall, Isaac W. Harrison and Elizabeth T. Harrison, his wife, J. W. Harrison, and Sarah F Robinson: also all other persons or parties unknown claiming any right, title, estate, lien or interest in the real estate described in the complaint Herein and their unknown Heirs, defendants.

The State of Minnesota to the above named defendants:

You, and each of you, are hereby summoned and required to answer the complaint of the plaintiff herein, which is on file in the office of the clerk of said court, at his office in the city of Austin, Mower County, Minnesota, and to serve a copy of your answer to said complaint on the subscriber at his office in the city of Austin, Mower County, Minnesota, within twenty (20) days after the service of this summons upon you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in said complaint.

Dated February 7th, 1905.

LAFAYETTE FRENCH,
Attorney for Plaintiff,
Austin, Minnesota.

Notice of Lis Pendens.

STATE OF MINNESOTA,
County of Mower—ss.
District Court, Tenth Judicial District.

Nathan F. Banfield, trustee, plaintiff, vs. Presley S. Peak, Joseph Marshall, Isaac W Harrison and Elizabeth T. Harrison, his wife, J. W. Harrison, and Sarah F. Robinson: also all other persons or parties unknown claiming any right, title, estate, lien or interest in the real estate described in the complaint herein, and their unknown heirs, defendants.

Notice is hereby given that an action has been commenced in this court by the above named plaintiff against the above named defendants to determine the estate, lien, right, title or interest of said defendants as above named, and to have adjudged the title to the premises hereinafter described to be in the plaintiff, and that the title thereto be quieted in him, and for judgment declaring that the defendants, nor either of them, has any estate or interest whatsoever in and to said premises, or lien thereon.

That the premises affected by said action are situate in the county of Mower and State of Minnesota, and are described as follows: The north half (n ½) of section number twenty (20) and the south-east quarter (se ¼) of section number seventeen (17) all in township one hundred one (101) north of range fifteen (15) west.

Dated February 7th, 1905.

LAFAYETTE FRENCH,
Attorney for Plaintiff.
Austin, Minnesota.

Feb, 15, 22, Mch 1, 8, 15, 22, 29.

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SOCIETIES.

AUSTIN LODGE NO. 414, B. P. O. ELKS.
Meets on second and fourth Friday evenings of each month at the new Elks' hall on Main St. Visting Elks are invited to meet with us.
W. D. ROSBACH, Exalted Ruler.
O. J. SIMMONS, Secretary.

FIDELITY LODGE, No. 39, A. F. AND A. M
The regular communications of this lodge are held in Masonic hall Austin, Minn., on the first and rd Wednesday evenings of each month.
JOHN H. ROBERTSON, W. M.
JOHN H. ANDERSON, Secretary.

ROYAL ARCH CHAPTER, No. 14.
The stated communications of this Chapter are held in Masonic hall, Austin, Minn., on the second and fourth Friday evenings of each month
WALLACE GREGSON, M. E. H. P.
PARKE GOODWIN, Secretary.

ST. BERNARD COMMANDERY, K.T. No. 12,
Meets first Monday evening of each month at Masonic hall.
JOHN OBER, E. C.
PARKE GOODWIN, Recorder.

AUSTIN LODGE No. 55, K. OF P.,
Meets on the second and fourth Wednesday evenings of each month. Visiting Knights welcomed.
J. E. SNYDER, C. C.
W. J. URBATCH, K. of R. and S.

McINTYRE POST, No. 66, G. A. R.
Regular meetings are held at their post hall on the first and third Saturday evenings of each month. Visiting comrades cordially invited.
CASS FAIRBANKS, Commander.

RAILROAD TIME TABLES

AUSTIN PASSENGER TRAINS.

C. M. & ST. P. RAILROAD.

Arrive from		Depart for
11:55 a.m.	St. Paul and Minneapolis	6:30 a.m
7:30 p.m.	St. Paul and Minneapolis	* 7:30 a.m
*10:35 p.m.	St. Paul and Minneapolis	2:40 p.m
6:00 a.m.	Cresco, Calmar, Chicago	† 7:50 p.m
* 2:25 p.m.	Cresco, Calmar, Kan. City	*12:15 p.m
6:05 a.m.	...Peoria, Mason City....	7:55 p.m
2:25 p.m.	St. Louis Mason C. & west	12:20 p.m
*10:25 a.m.	Albert Lea and Jackson	* 3:25 p.m
* 6:40 p.m.	Albert Lea, Jackson and	* 6:25 a.m
* 6:40 p.m.	.....Madison, S. D.	* 6:25 a.m
*11:55 p.m.	LaCrosse, Milw., Chicago	* 7:05 p.m
* 3:05 p.m.	LaCrosse, Milw., Chicago	*11:35 a.m

*Except Sunday — Others daily. †Carries through sleeper to Chicago.

FREIGHT TRAINS CARRYING PASSENGERS.

Arrive from		Depart for
* 2:00 p.m.	Owatonna, Faribault and	* 5:15 a.m.
* 2:00 p.m.	.....So. Minneapolis.....	* 5:15 a.m.
7:10 p m	Owatonna and Faribault	6:15 p.m.
5:00 p.m	.. ...LeRoy Calmar.....	8:30 a.m.
1:06 a.m.	.....LeRoy Calmar.. .	7:00 a.m.
5:00 p.m.	..Lyle and Mason City..	8:45 a.m.
1:00 a.m.	..Lyle and Mason City..	
* 6:10 p.m.	Dexter, Spr Val, LaCrosse	* 8:30 a.m
* 5:15 p.m.	A. Lea, Fairm't, Jackson	* 5:50 a.m
* 1:20 p.m.	A. Lea, Wells, Mankato	6.00 p.m

*Except Sunday. ‡Sunday only. Others daily.

Revised to Nov. 8, 1904.

C. W. SNERE Agent.

Iowa Central Railway.

Time of arrival and departure of trains of Iowa Central R'y., at Mason City, Ia. Ticket office at depot, East Eighth street. Corrected to January 26, 1904.

PRINCIPAL CITIES.	LEAVE.	ARRIVE.
Marshalltown, Oskaloosa, Albia, Kansas City and St. Louis.....	* 2:40 pm	* 1:05 pm
	*12:09am	*3:40 am
Marshalltown, Oskaloosa, Monmouth and Peoria....	* 5:45 am	* 8:45 pm
Hampton, Ackley, Eldora and Marshalltown.....	†10:05 am	†4:30 pm
Manly, Kensett, Northwood and Albert Lea.....	* 1:05 pm	*9:35 am

*Daily. †Daily except Sunday.

2:40 p. m., train has fine reclining chair cars and high back coaches through to Kansas City and St. Louis, and Pullman sleeping cars Albia to St. Louis and Kansas City. 12:09 a. m., train has through buffet sleepers chair cars and coaches all new, to St. Louis. 5:45 a. m., has fine reclining chair through to Peoria. For rates etc apply to.

H. T. Boyd, Agent. A. B. Cutts, G. P. and T. A

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ANNOUNCEMENTS

ILLINOIS CENTRAL R. R.

The Illinois Central maintains Double Daily Service and operates the best of trains, with Dining Cars, Buffet-Library Cars, Chair Cars and Sleeping Cars, from Chicago, St. Louis, Cincinnati and Louisville south to New Orleans. The best road for reaching the Winter Tourist resorts of the South including

New Orleans Vicksburg Havana, Cuba Colon, Panama Gulfport, Miss. Hammond, La.

Mardi Gras at New Orleans March 7. Gulfport is a Mexican Gulf Coast resort having the new fine "Great Southern" Hotel. Steamships leave New Orleans every Saturday afternoon for Havana; every Wednesday morning for Colon, Panama. Regular ocean steamship sailings from New Orleans for Mexico, Central America, Panama, West Indies and Europe. Send or call for descriptive matter in regard to the above.

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Daily Sleeping Car without change Chicago to Hot Springs, with connections at Memphis from Cincinnati and Louisville.

Through "Dixie Flyer" Sleeping Car Line St. Louis to Jacksonville via Nashville, Chattanooga and Atlanta.

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Tour of all Mexico via Illnois Central R. R. under escort of Reau Campbell, General Manager the American Tourist Association, Quincy Building, 113 Adams St., Chicago, leaves Chicago January 31. Select clientele Limited. All exclusive privileges, independent travel. Special Pullman Vestibule Train, Drawing Rooms, Compartments, Library and Music Room, with the largest Dining Car in the world, and the famous Open-Top Observation Car, Chililiti. Special Baggage Car. Tickets include all expenses everywhere.

Special Tours of Mexico and California via the Illinois Central and New Orleans under the auspices of Raymond & Whitcomb, will leave Chicago Friday, Jan. 20 and Feb. 10, for Mexico and California, and Friday March 3, for California; this last to include a stop-over at New Orleans for the Mardi Gras. Entire trips made in special private vestibule trains of finest Pullmans, with dining car service. Fascinating trips, complete in every detail.

Illinois Central Weekly Excursions to California. Excursion cars through to Los Angeles and San Francisco as follows: Via New Orleans and the Southern Route every Friday from Chicago; every Tuesday from Cincinnati. Via Omaha and the Scenic Route every Wednesday from Chicago.

Full Particulars concerning all of the above can be had of agents of the Illinoi Central or by addressing the nearest of the undersigned representatives of the "Central."

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