WASHINGTON.

From our Regular Correspondent.

Washington, D. C., June 15, 1905 The extraordinary crop of olive branches which President Roose velt has grown on his "big stick" continues to be the ninth wonder of the world and the diplomatic crowd is watching with the utmost interest the final results of the attempts of "the War-Lord" to pay the role of peace maker. That he has undertaken to deal with two of the most difficult powers on the planet is everywhere appreciated. Russia is proving as uniformly as she has proved in the past and Japan is as calm and unperturbed in her diplomatic negotiations as she has been throughou the war. In her diplomacy, Japan is perfectly frank, absolutely unyielding, entirely self-confident and throughout determined that she will in no way forfeit to the wilier diplomacy of her enemy the fruits of the victories she has won by force of arms. Russia, on the other hand, although defeated almost to prostration appears to be incapable of frankness or directness in her diplomatic negotiations and her methods are such as to arouse the suspicion of Japan at every turn. The President, on the other hand, is hopeful of his ability to carry out his peace programme and, frank to a fault himself appears incapable of seeing anything but sincerity in the nations with whom he is dealing. It is possible, too, that his confidence may prove sufficient in itself to insure an effort on the part of Russia to rise to the high plane on which the President ingenuously places her.

Even in advance of a final settlement of the primary question, as to whether Russia's reply to the President's identical note is satisfactory meeting for the prospective plenipotentiaries is being discussed and although all such discussion is purely tentative the Hague is regarded by those in a position to know as most likely to be selected despite the fact that it has not yet been formally suggested by either belligerents or been discussed to some extent and it is opposed by Ambassador Cassini for a peculiar reason. The Russian diplomat announces that the newspaper correspondents in Washington have too good sources of closed doors to make it possible to of 8 feet while the vessel draws 91/2 travelers and will spare no efforts hold absolutely secret conferences feet. In other words, the Secre- to accommodate and please the in the national capital. While the Ambassador's objection is wholly displeasing to the newspapermen, there is no class of men in Washington who more hope that the negotiations will be conducted elsewhere than the newspapermen, who have already experienced an altogether too strenuous two weeks since the peace negotiations were first instituted and who would appreciate a little opportunity for rest before the assembling of the next Congress which promises to afford more opportunities for hard work and "big news" than any recent session of the legislature.

Speaking of newspapermen recalls the fact that the energy of the Canadian government in its efforts to induce the better class of American farmers and artisans to imigrate to the Canadian Northwest knows no bounds. For a year past the newspapers of this country, and especially of the west have been filled with the most alluring accounts of the opportunities for Americans in that section of this continent and now, with a view to procuring generous advertising in the press of this country, the Canadian Pacific Railway has planned an extended excursion for Washington Corres-pondents. Twenty five of the leading correspondents in Washington will be taken in a private car for a three weeks trip through the Canadian agricultural country at no cost to them but entirely as the

Beware of Ointments for Catarra that Contain Mercury,

as mercury will surely destroy the sense of smell and completely derange the whole system when entering it through the mucous surfaces. Such articles should never be used except on prescriptions from reputable physicians, as the damage they will do is ten fold to the good you can possibly derive from them. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, O., contains no mercury, and is taken internally, acting directly upon the blood and mucous surfaces of the system. In buying Hall's Catarrh Cure be sure you get the genuine. It is taken internally and made in Toledo, Ohio, by F. J. Cheney & Co. Testimonials free. Sold by Druggists. Price, 75c.

per bottle.

Take Hall's Family Pills for constipation.

Periodic Pains.

Dr. Miles' Anti-Pain Pills are a most remarkable remedy for the relief of periodic pains, backache, nervous or sick headache, or any of the distressing aches and pains that cause women so much suffering.

As pain is weakening, and leaves the system in an exhausted condition, it is wrong to suffer a moment longer than necessary, and you should take the Anti-Pain Pills on first indication of an attack,

If taken as directed you may have entire confidence in their effectiveness, as well as in the fact that they will leave no disagreeable after-effects.

They contain no morphine, opium, chloral, cocaine or other dangerous drugs.

"For a long time I have suffered greatly with spells of backache, that seem almost more than I can endure. These attacks come on every month, and last two or three days. I have naver been able to get anything that would give me much relief until I bebegan the use of Dr. Miles' Anti-Pain Pils, and they always relieve me in a short time. My sister, who suffers the same way, has used them with the same results." MRS. PARK, 721 S. Michigan St., South Bend, Ind.

Dr. Miles' Anti-Pain Pills are sold by your druggist, who will guarantee that the first package will benefit. If it falls he will return your money.
25 doses, 25 cents. Never sold in bulk. Miles Medical Co., Elkhart, Ind

guests of the Railway. Of course, the Railway Company expects to be well repaid by the amount of free advertising with which the newspapermen will return the courtesy thus extended to them.

And still appropos of newspapermen, the launching of Secretary peating. The astute Secretary of Washington scribes accordingly wrote to about one hundred of them personal notes requesting the pleasure of their company at dinner at a resort some miles down the river. guests steamed bravely out of the each way. harbor. Dinner was served on time and the return trip was begun when the flashlights from Forts formerly been Assistant Superininformation and are too keen in Hunt and Washington blinded the tendent of the same department of putting two and two together and Windom's pilot and in a few min- the Baltimore and Ohio R. R. thorsurmising what goes on behind utes the ship's lead showed a depth oughly understands the needs of tary and his guests were stuck fast Reading's patrons.

in Potomac mud and there they remained until midnight and were only rescued then by one of the Quartermaster's tugs which sent boats to the Windom and ferried the crowd over to its own decks and brought them back to Washington. Nor was this all that befell that boom, and sad to relate every cigar and every drop of mineral water, gave out within fifteen minutes after the Windom went aground. Politicians in Washington claim to believe that Secretary Taft beguiled the Windom off its course with malice aforethought and sent one of his own tugs to the rescue so that the newspapermen, whom Mr. Shaw had tried to make his very own, might not get back to, Washington without incurring an equal debt of gratitude to the jolly Secretary of War who it is whispered entertains presidential aspirations of his own.

The investigation of an alleged scandal in connection with the erop to judge of the results of the probpartment are being subjected but born in Germany, but resided at Secretary Wilson has placed the Tamaqua over fifty years. entire matter in the hands of the Secret Service Bureau and it is generally believed that the matter will be probed to the bottom this time, Service are pretty apt to become public whether or not that was de He was a prominent mine worker. sired when their real character is revealed to Secretary Wilson.

Reading's Dining Car Service

Railway announces that the Din-Shaw's presidential boom and its ing Car Service will be inaugurato Japan, the question of a place of disastrous ending seems worth re- ted on June 12th by the operation of Dining Cars in conjunction with the Treasury recently determined the Central Railroad of New Jerto secure the friendship of the sey, weekdays between Philadelphia and New York as follows:

A La Carte breakfast will be served on 7:00 and 8:00 A. M. trains in each direction, A La Carte lunch on the 12:00 noon and 1:00 P. M. by the President. Washington has The day arrived and with it the trains in each direction and a Table revenue cutter Windom and at 5 d'Hote dinner at \$1.00 per capita on the Secretary and his hundred on the 5:00 and 6:00 P. M. trains

Mr. S. W. Derr, the Superinten-

SCOTTS EMULSION serves as & bridge to carry the weakened and starved system along until it can find firm support in ordinary food.

Send for free sample. SCOTT & BOWNE, Chemists, 409-415 Fearl Street, New York, 50c, and \$1.00; all druggists.

THE STATE AT A GLANCE

-Howard Welliver, of White Hall, Montour county had his back broken at a barn raising at Exchange Saturday and died yesterday morning of his injuries.

He was helping to raise the barn of William Brennan. Everything went well until a heavy timber slipped and fell, striking Welliver. He was 45 years old.

-Mrs. Katherine Krebs, of Tareports of the Department of Agri- maqua, aged 95, considered one of culture affords some ground for ext the most remarkable women in the pecting a cabinet scandal of no state because of her wonderful vismall proportion. It is too early tality and her ability, despite her years, to read without glasses, died ing to which the affairs of the De- suddenly on Monday. She was

-While John Swain, aged 40 years, a miner employed at the Silver Creek colliery, was at work in a breast on Monday, a large boulwhile the findings of the Secret der dropped upon him, crushing out his life. Swain leaves a widow.

-The penalty for kissing in the borough Park at Pottsville hereaf ter will be a night's imprisonment in the lock up, Chief of Police Davis having decided to act in accord-The Philadelphia & Reading ance with a petition from prominent citizens, who ask him to stop the spooning."

> -Evacuations made in Plymouth brought to light the bones of three Indian warriors. Spears and arrow heads were also found. The Delaware and Shawnee Indians had their celebrated Grasshopper battle there 150 years ago.

Look out for real estate firms that are "giving away" a certain number of lots as an "advertisement." Yes, and beware of land dealers who make big promises in regard to selling your property, dent of Dining Car Service, having but who demand a fee before a sale is made.

Here is Relief for Women.

If you have pains in the back, Urinary, Bladder to Kidney trouble, and want a certain pleasant herb remedy for woman's ills, try Mother Gray's AUSTRALIAN-LEAF. It is a safe monthly r guiator. At Druggists or by mail 50 cts. Sample package FREE. Address. The Mether Gray Co., LeRoy, N. Y. 6-1 4t

PENNSYLVANIA Railroad.

SCHEDULE IN EFFECT NOVEMBE 27, 1904. NORTHWARD.

STATION	4	30		32	STATION
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South	WARD		-		Taylor

	31	15		67
STATIONS.	A. M.	A. M.	Р. М.	P. M.
Wilkesbarre Leave South Wilkesbarre Plymouth Ferry Buttonwood Nantiooke Retreat	7 39	10 50 10 58	71.70	\$ 6 00 6 05 f 6 07 f 6 09 6 17 6 26
Shickshinny	7 48	11 07	3 21	6 37
Pond Hill	f 7 58	11 16	f 3 27 3 39	f 6 42 6 47
Nescopeck	8 09		3 42	7 00
Ston) town Ferry	8 18 f 8 21 f 8 29	11 35		7 09 f 7 12
Bloomsburg	8 34	11 47	4 07	7 25
Roaring Creek	8 40 f 8 48 f 8 55			7 82 f 7 89 f 7 46
South Danville	9 00	12 10	4 31	7 51
Kipps Hun	9 25		£ 4 45	f 7 56 f 8 03 f 8 66 8 15 P. M.

i Dally. † Dally, except Sunday. "I" Stops only on signal notice to Agent, or Conductor to receive or discharge passengers.
"a" Stops only on Sunday on notice to Consector to discharge passengers, or on notice to Agent to receive passengers.
Trains leave BLOOM SBURG as follows:
For Pittston and Scranton as follows: 7.40 and 10:43 a. m., 2.43 and 6.15 p. m. week days; 10.43 a. m. Sundays.

a. m. Sundays.
For Pottsville, Reading and Philadelphia, 7.40
a. m. and 4.18 p. m. week days.
For Hazleton, 7.40 a. m., 4.18 and 6.15 p. m.

For Hazleton, 7.40 a. m., 4.18 and 6.15 p. m. week days.

For Hazleton, 7.40 a. m., 4.18 and 6.15 p. m. week days.

For Lewisburg, Milton, Williamsport, Lock Haven, Renova, Kane and Eric 11.47 a. m. week days: Lock Haven only, 8.34 a. m. and 4.07 p. m. Renova, Kane and Eric 11.47 a. m. week days: for Williamsport and Intermediate stations, 8.34, 11.47 a. m. and 4.07, 7.25 p. m. week days.

For Heilefonte, Tyrone, Phillipsburg, and Clearfield, 8.34 and 11.47 a. m., week days.

For Harrisburg and Intermediate stations 8.34 and 11.47 a. m., 4.07 and 7.25 p. m. week days; 1.07 p. m. Sundays.

For Philadelphia (via Harrisburg), Baltimore and Washington 8.34 and 11.47 a. m., 4.07 and 7.25 p. m. week days; 4.07 p. m. Sundays.

For Pittsburg (via Harrisburg), 8.34 a. m. 7.25 p. m. week days; 4.07 p. m. daily; via Lewistown Junction, 8.34 and 11.47 a. m. week days; via Lock Haven, 8.34 and 11.47 a. m. week days; via Lock Haven, 8.34 and 11.47 a. m. week days; via Lock Haven, 8.34 and 11.47 a. m. week days. Pullman Parlor and Sieeping Cars run on through trains between Sunbury, W. Allamsport and Eric, between Sunbury, W. Allamsport and Eric, between Sunbury and Philadelphia and Washington and between Harrisburg, Pittsburg and the west.

For further information apply to Ticket

burg and the west.

For further information apply to Ticket

Agents.
W. W. ATTERBURY, J. R. WOOD,
General Manager. Pass't Traffic Mgr.
GZO. W. BOYD,
General Passenger Agent.

PHILADELPHIA & READING RAILWAY.

In effect Nov. 15, 1904. TRAINS LEAVE BLOOMSBURG

For New York, Philadelpina, neading, Potts-ville, Tamaqua, weekdays 7.27 via West Milton; 11:30 a m, via East Mahanoy; 3.29 p m via West Milton. For Williamsport, weekdays, 7.27 a m 3.29 p m.
For Danville and Milton, weekdays, 7:27 a m
3,29 p. m.
For Catawissa weekdays 7:27, 11:28 a m
12:20, 7:00, p. m.
For Rupert weekdays 7:27, 11:28 a, m. 12:20
3:29, 7:00, p. m.

J.29, 7.00, p. m.

TRAINS FOR BLOOMSBURG;
Leave New York via Philadelphia 9.65 a
m., andvia Saston 9.10a, m.
Leave Philadelphia 10.21a, m.
Leave Reading 12.15 p. m.
Leave Pottsviile 12.55 p. m.;
Leave Tamaqua 1.49 p. m.,
Leave Williamsport weekdays 10.00 a m., 4.80
p. m.

p. m. Leave Catawissa weekdays, 6.36, 8.20 a. m. 1.30, 3.32 p.m. Leave Rupert, weekdays, 6.44, 8.28, 11.40 a, m. 1.38, 3.40 6.21 p. m.

ATLANTIC CITY R. R. From Chestnut Street Feiry. For South St. see timetables at stations. WEEKDAYS.

ATLANTIC CITY.	ATLANTIC CITY	CAPE MAY
7:30 a. m. Lel. 9:00 a. m. Ex . 10:50 a. m. Ex p. 1:00 p. m. Exp. (sat. only) 2:00 p. m. Exp. (60 Minutes) 5:00 p. m. Exp. (60 Minutes)	5:10 p. m. Lel. 5:30 p. m. Exp. 7:15 p. m. Exp. 7:15 p. m. Exp. 7:30 a. m. Lel. 8:50 a. m. Exp. 1:40 p. m. Exp. (Sat. only) SUNDAYS.	4:15 p.m. E (90 Minutes 5:30 p. m. L OCRAN CITY AND SEA 151 CITY. 8:50 a. m. E 1:40 p. m. E (8at. only) 4:20 p. m. E 5:30 p. m. L
ATLANTIC CITY	CAPE MAY	may p, m. L
6:00 a. m. Lel. 8:00 a. m. Exp.	8:00 a. m. Let. 8:45 a. m. Exp.	OCEAN CITY AND SEA ISI

Detailed time tables at ticket offices, 13th and Chestnut St., 1005 Chestnut St., 609 South 3rd St., 3962 Market St., and at Stations.

Union Transfer Company will call for, and heck baggage from hotels and residences. EDSON J. VEEKS, Gen'l Pass. Agt.

Columbia & Montour El. Ry. TIME TABLE IN EFFECT JUNE 1, 1902, and untilf urther notice

Cars leave Bloom for Espy, Almedia, Lime Ridge, Berwick and intermediate points as follows: A. M. 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 9:40, 10:20, 11:00, 11:40.

P. M. 12:20, 1:00, 1:40, 2.20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 10:20 and (11:00 Saturday nights only.) Leaving depart from Berwick one hour from time as given above, commencing at

6:00 a. m. Leave Bloom for Catawissa A. M. 6:20, 7:00, 7:40, 8:20, 9:00, 9:40, 10:00, 11:40. P. M. 12:20, 1:00 1:40, 2:20, 3:00, 3:40 4:20, 5:00, 5:40, 6:20, 7:00, 7.40, 8:20 9:00 9:40, 10:20 and (11:00 Saturday nights only. Cars returning depart from Catawissa 20 simples from time as given above.

WM. TERWILLIGER,

ACKAWANNA Railroad.

BLOOMSBURG DIVISION. In Effect March 1st., 1901.

,	B/	161.		
u.	STATIONS.	A. M. [A. M.	P. M.	P. 3
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53 31 38	Willow Grove Briarcreek	7 46 10 57 7 57 11 05 7 57 11 05	12 50 12 58 2 58	ı
970	Beach Haven	8 05 (11 12 8 11 11 17 8 22 11 51 8 88 11 89	3 62 3 09 3 80 3 81	16 - 6 4 17 0
10	Avondale	8 38 11 44 8 41 11 47 8 45 11 52	3 38 3 42 3 47	7 1
1	Plymouth Junction	8 47 11 55 8 55 11 59 8 58 12 62	4 00	7 80
0	Forty Fort	9 00 19 04	4 03	
9 5	Wyoming	9 05 12 08	4 12	74
0	Susquehanna Ave	9 18 12 14	4.20	7 56
5	Pittston	9 19 12 17	4 24	H 01
	Duryea	9 28 19 20	4 29	8 66
-	Taylor	9 82 12 28 9 87 12 82 9 49 12 85	4 40 4 45 4 50	8 17 8 91 8 26

A. M. A. M. P. M. P. M.

W	EST.			
STATIONS.	A. M	1. м.	P. M.	P. 1
SCRANTON	6 3		1.55	16 4
Bellevue	6.3		1 59	6 4
Taylor	6.4	4 10 17	2 08	6 4
Lackawanna	6.5	0 10 24	2 10	6.5
Duryea	6.5	10 28	2 13	6 8
Pittston	6.5	8 10 33	2 17	7 0
Susquehanna Ave	7.0	1 10 37	2 19	7.0
West Pittston	7.0	5 10 41	2 23	7.0
	7.1	0 10 46	2 27	7.1
Wyoming	7.1		2 81	7.1
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Luzerne	7.9		2 40	7.5
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Avondale	7 3		2 54	-40
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Willow Grove	f8 8	6 12 05	f8 54	8 2
Lime Ridge	8 4	1 12 09	8 58	8 1
Rapy	5 4	6 12 15	4 06	- 8 1
Bloomsburg	8.5	8 19 22	4 12	8 4
Broomsburg	8.5	7 19 95	4 15	8 1
Rujert	9.0			8 (
Catawissa		5 12 44	4 38	9 1
Danville	9.9			9 1
Cameron		5 1 10		9 1
NORTHUMBERLAND	_	- 110	_	-
		. A. W.	4. W.	4. 1

t Runs daily. t Flag station.
E. M. RINE. T. W. LEE. Gen. Pass. Agt.

Bloomsburg & Sullivan Railroad.

Taking Effect May 1st 1904, 12:05 a. m.

NORTHWARD. Bloomsburg D I & W 9 00 2 37
Bloomsburg P & R 9 02 2 39
Bloomsburg P & R 9 02 2 39
Bloomsburg Main St 9 05 2 42
Paper Mill 9 15 2 52
Light Street 9 18 2 55
Orangeville 9 26 3 03
Forks 9 36 3 13
Zaners f 40 13 17
Stillwater 9 48 3 25
Benton 9 56 3 33
Edsons 10 09 13 37
Coles Creek 10 03 3 40
Laubachs 10 08 3 45
Central 10 15 3 52
Jamison City 10 18

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Trains No. 1, 2, 3, 4, 5, 6 and 8, Passenger, Let class.
W. C. SNYDER, Supt.



Scientific American.

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Rate for a double berth in a comfortable tourist sleeper from Chicago to San Francisco, Los Angeles, Santa Barbara, and many other points in California, only \$7. Through train service from Union Passenger Station, Chicago, via the

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This is the route of The Overland Limited, leaving Union Passenger Station, Chicago, 6.05 p. m., and The California Express at 10.25 p. m. The California Express carries tourist sleeping cars to California every day. Both trains carry through standard sleepers.

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