

new day coaches, smoking cars, drawing-room cars, palatial sleeping cars, and last and best, the famous dining cars. These dining cars have done more toward making the journey from Chicago to New York and Boston comfortable and enjoyable than any other modern invention. The Michigan Central was the first line to run dining cars from Chicago to the East, and by excellent fare, courteous attention and extensive advertising, popularized the movement with the public to such an extent that a great many roads have since adopted it. The dining cars now in use on the line are of new build and pattern, luxuriously fitted up and constructed without regard to cost, seven constituting the necessary equipment. The latest delicacies of the

season and well prepared dishes, under direction of a master of the culinary art, are served up to tempt the most fastidious epicures; the old gaunt spectre of dyspepsia, so often made an intimate acquaintance, through over-hasty eating and irregular hours, is chased away.



For seventy-five cents per meal, the dining cars furnish a *menu* equal to that of the best hotels in the country, and it is quietly discussed while flying along at a speed of forty miles an hour. This triumph of modern luxury on wheels has relegated to its primitive barbarism the dining station with its unpalatable concomitants of dirty table cloths, its hasty plate of rancid soup, its sodden biscuits, tough steaks and pies indigestible as flint, with only about five square inches of time available for gobbling the food. With ample time to enjoy all the delicacies and luxuries as well as substantials, cooked in the best gastronomic style and served in the most

