



RAILROADS.

LOCAL TIME TABLE.

MISSOURI PACIFIC

Table with columns for route, arrival, and departure times for Missouri Pacific.

TEXAS AND PACIFIC.

Table with columns for route, arrival, and departure times for Texas and Pacific.

TRANSCONTINENTAL.

Table with columns for route, arrival, and departure times for Transcontinental.

GULF, COLORADO AND SANTA FE.

Table with columns for route, arrival, and departure times for Gulf, Colorado and Santa Fe.

FORT WORTH AND DENVER.

Table with columns for route, arrival, and departure times for Fort Worth and Denver.

HOUSTON AND TEXAS CENTRAL.

Table with columns for route, arrival, and departure times for Houston and Texas Central.

THE RAILROADS.

The Fort Worth Iron Works Fully Organized and Railroad Cars to be Made Before Long.

Gulf, Colorado and Santa Fe Officials Going North—The St. Louis, Arkansas and Texas Meeting.

Home Notes.

In February THE GAZETTE made mention that several citizens were discussing the feasibility of establishing car works in this city.

THE STATE OF TEXAS, COUNTY OF TARRANT.

That we, the undersigned citizens of Tarrant county, and our associates, acting under the provisions of section 20 of the Revised Statutes of the state of Texas, have agreed to do hereby form ourselves into a voluntary association for the purpose hereinafter expressed, and do hereby subscribe to the following charter:

Article 1. This association shall be known as the Fort Worth Ironworks Company, by which name it shall contract and be contracted with, sue and be sued, and transact all of its business.

Art. 2. This association is formed for the purpose of manufacturing freight and passenger and palace sleeping cars, artesian well-drilling machinery, architectural iron work and a general line of foundry and machine work.

Art. 3. The place of business of this association shall be the city of Fort Worth, Tarrant county, Texas, where its principal office shall be located.

Art. 4. This association shall exist for the term of five years, and at the end of said term this charter may be continued by a majority vote of the stockholders.

Art. 5. The business of the association shall be transacted by eleven directors, who shall be elected by the stockholders annually on the second Tuesday in January. The following stockholders are hereby declared to be the directors for the first year, to wit: Oscar Lynch, John F. Moore, A. Ryan, C. B. Morgan, A. W. McArthur, W. M. Harrison, Samuel Furman, M. R. Riley, W. F. Lake, S. D. Rainey and E. J. Tatum.

Art. 6. The capital stock of this association shall be \$50,000, to be divided into 500 shares of \$100 each. Said capital stock may be increased by a majority vote of the stockholders.

Witness our hands at the city of Fort Worth, Tex., April 19, 1887.

[Signed] OSCAR LYNCH, SAM'L FURMAN, W. M. HARRISON.

The directors named above met and elected the following officers: President, Oscar Lynch; vice president, Samuel Furman; secretary, A. W. McArthur; treasurer, W. B. Harrison; superintendent, John F. Moore. After the election the directors awarded the contract for the buildings and the contractor stated he would begin work at once. The site for the works is 180x480 feet, corner of Lamar and North streets, immediately north of the Texas and Pacific tracks, and was purchased from the Texas and Pacific Railroad

Company. The building is to be 60x480 feet, 150 feet of the building to be two-stories high. It is to be of iron, and will be completed in sixty days. The new buildings with the present plant will have cost when completed \$31,000. The balance of the money is to be put into machinery and material. The works at present employ fifty hands, and as soon as the new buildings are completed 100 men will be put to work, and inside of twelve months this number will be increased to 200. The company has always done a heavy business with the railroad companies and will find a ready market for all railroad castings and cars, flat, box, stock, passenger and palace sleepers manufactured by it. It is now doing an immense business in the other lines mentioned in the charter. This institution has grown from a small beginning. In November, 1883, Oscar Lynch, John F. Moore, A. Ryan and G. W. Chollar, with less than \$500 a piece began operations as the Fort Worth Boiler and Machine Works. In three years they had a plant worth \$20,000. The only requisite to complete success was capital, and in February Mr. Oscar Lynch set about interesting our people in the enterprise and forming a stock company. By his persistent effort and unflagging energy he has in three months accomplished the purpose in view. In the old concern Mr. Lynch was manager, Mr. John F. Moore general superintendent, and Mr. A. Ryan superintendent of the machinery department. Mr. Chollar withdrew from the company some time ago to establish the Eagle Boiler and Machine Works, which venture has proved very successful. The railroad companies are all glad to know that there is an establishment in Texas where they can have work in their line done. Ground for the buildings will probably be broken to-day, and it will not be a great while until cars in trains passing over the eleven railroads from this city will bear the legend, "Manufactured at Fort Worth, Tex."

Colonel Webster Snyder, general manager and chief engineer of the Gulf, Colorado and Santa Fe, with a party of officials of the road, passed north yesterday at 3 o'clock in a special car.

To-day will be the "big day" at Texarkana. The various committees will be given a hearing by the directors of the St. Louis, Arkansas and Texas.

The forces on the Fort Worth and Denver grow larger and larger and the work progresses faster and faster. The track is now beyond Baylor creek.

Tracklaying was resumed on the Fort Worth and Rio Grande yesterday and a mile of steel went down.

General Passenger Agent. KANSAS CITY, Mo., May 4.—George T. Nicholson has been appointed general passenger and ticket agent of the Atchison, Topeka and Santa Fe system, vice W. F. White, promoted.

Teams from the Santa Fe. Correspondence of the Gazette.

QUANAH, TEX., May 3.—Twenty-five teams from off the Santa Fe in the Indian Territory, passed through here to-day en route to the front where they will go to work on the Fort Worth and Denver extension. More men and teams from the same source are expected at any time.

Atchison Extension. OMAHA, NEB., May 4.—President Strong of the Atchison, Topeka and Santa Fe was in town yesterday to confer with local capitalists in regard to extending his road from Atchison to Omaha. The scheme, it is said, will be carried out.

S. T. Smith, general superintendent of the Union Pacific, has resigned to take a similar position on the Denver and Rio Grande.

After the Cotton Belt. Special to the Gazette.

LONGVIEW, TEX., May 4.—George D. Harrison and C. W. Booth, members of the committee appointed at the railway meeting held here a couple of weeks since for the purpose, went to Texarkana this morning to interview the officers of the St. Louis, Arkansas and Texas in regard to the building of a branch of that road from some point on its line north of here this point.

Creates Opportunity. As will be seen by two paragraphs in this issue from THE GAZETTE, a project is on foot in Fort Worth to get a line of road from that place to Austin, to meet the Austin and Northwestern at Burnet. We don't know just what the scheme is, but Burnet needs a northern outlet and would as soon have it via Fort Worth as Dallas. The Fort's railroad-building propensity is unbounded, and its enterprise is of the kind that creates opportunities rather than waits for them to offer. Hence, it may be that the problem of northern connection for Burnet is nearer a solution than most people think. —[Burnet Hero.

A Proposition to Plano. Special to the Gazette.

PLANO, TEX., May 4.—A telegram was received this evening from the committee representing Plano at the Texarkana meeting stating we had secured the St. Louis, Arkansas and Texas Rail-

road, provided the right of way be guaranteed through Collin county in ten days, otherwise McKinney would get the road. The citizens are confident with the aid of other towns in the county which have been promised us, the proposition submitted by the company will be taken up before the allotted time.

Jacksonville Ready. Special to the Gazette.

JACKSONVILLE, TEX., May 4.—One of our merchants received a telegram yesterday from W. G. Morey, General Manager of the Texas Trunk Railway, saying he wishes to confer with persons from this place in regard to running the Trunk Road to this place. In conformity with such telegram a meeting was held at the opera hall last evening, and a committee of three, consisting of J. L. Douglass, W. R. Settles and W. A. Newton, was appointed to meet the office of the road at Dallas to-day. The committee left last night for Dallas. Jacksonville's railroad future is now an assured fact.

THE ATCHISON MEETING. WHAT AN ELABORATE MAP EXHIBITED AT TOPEKA WILL SHOW.

BOSTON, MASS., May 4.—The annual report of the Atchison, Topeka and Santa Fe Railroad, which will be ready for the stockholders Thursday, will be unusually interesting, containing much valuable information relative to the proposed extension of the system. The valuable feature will be an elaborate map which shows that the railway public has been wrong in regard to the Atchison extension. The Chicago, Santa Fe and California extension, as laid out on this map, runs from Kansas City to Fort Madison, Iowa. Crossing into Illinois the first important point tapped is Galesburg. Then it runs nearly due east to Streator, and from Streator northeast via Joliet to Chicago. From Streator a branch runs southwest to P. kin. Leaving Chicago and passing back to Kansas, the Atchison has laid out for itself extensive new fields for railroad construction towards the west and southwest. Leaving Ness, in the central part of Kansas, an extension is to be built across the prairies of Western Kansas and Eastern Colorado from 800 to 400 miles into Colorado Springs. This line parallels for some distance from the Atchison, Topeka and Santa Fe, running between the main line of that road. This prospective line, which is at least 600 miles long, will effect a saving of more than that distance in passing from Missouri river points to the Mexican frontier, and the building of it will bring El Paso 600 miles nearer the Missouri river and offset the advantages of distances claimed by the Atchison's formidable rival, the Mexican National. The construction of a short branch will thus give rise to a new independent line from Southern Kansas to a connection with the Atlantic and Pacific and another and by all odds the shortest transcontinental route.

TEXARKANA. MEETING OF THE ST. LOUIS, ARKANSAS AND TEXAS STOCKHOLDERS. Special to the Gazette.

TEXARKANA, TEX., May 4.—The stockholders of the St. Louis, Arkansas and Texas Railway in Texas held their annual meeting to-day and organized by electing the following board of directors for the ensuing year: S. W. Fordyce, R. C. Kerens, Thomas Randolph, W. H. Gallis, J. C. Rieff, C. M. Seley, George Clark, James Garriety and William Behan. After the election the stockholders remained in session till evening, transacting a large amount of business relative to proposed extensions to be built in the near future. The board will organize tomorrow and elect a president, vice-president and other officers, and also meet several committees who are now here from Fort Worth, McKinney, Plano and Wolfe City to see them in relation to the location of the new branch lines.

WACO AND BROWNWOOD. A MEETING OF COMMITTEES TO HAVE THIS ROAD BUILT. Special to the Gazette.

WACO, TEX., May 4.—A number of the railroad committee of fifteen were present at the McClelland hotel parlors last evening, the object of which was to meet the following named gentlemen and consult with them about the construction of the Waco, Hamilton, Comanche and Brownwood Railroad: Messrs. George F. Perry and C. K. Bell of Hamilton, T. C. Hill of Comanche, and Major John Y. Rankin, G. T. Woodwin and Brooke S. Smith of Brownwood. Waco was represented by Hon. E. A. Sturges, Ed. Rotan, William Cameron, W. D. Lacy, R. B. Parrott, Joseph Eikel, S. Sanger and J. L. Moore. The meeting was called to order by Mr. Ed. Rotan, and Mayor Sturges bade the visiting delegations a hearty welcome to Waco. The gentlemen from the towns named above stated that they wanted a road direct from Waco to their cities, and they had been instructed to be present at the stockholders meeting of the St. Louis, Arkansas and Texas Railway, which convened in Texarkana to-day, and offer them the right of way and depot grounds in their counties, and if this offer was accepted, it would be all right with them, but, if not, they would return to Waco and again consult with the citizens' committee, and all take the matter in hand themselves and raise the amount necessary to make a preliminary survey from Waco, through the towns named, to Brownwood, and employ a competent man to look after the right of way and depot grounds. The citizens felt very enthusiastic at the solid expressions of the visiting delegates, and from the feeling manifested the road will be built beyond a doubt. It was unanimously agreed that there should be no delay. This matter is very feasible. The citizens' committee of fifteen agreed that, if necessary, they would divert the subscriptions booked already for the Brenham and Brazos valley line and apply it to the Brownwood road. This would make the required stock, with what the other towns have taken, \$125,000; then with free right of way and depot grounds along the route, and a subsidy of \$50,000 from Waco and \$25,000 each from Hamilton, Comanche and Brownwood will make \$125,000 more. Then the new line can figure on \$50,000 from various other towns and sales of town lots along the line. This gives an available fund of \$300,000, or nearly \$300,000 per mile. With such a starter as this and the financial ability of such men Waco can rest assured that she can shake hands with Brownwood at an early day, either by the St. Louis, Arkansas and Texas or over the Waco and Brownwood.

General Phil Sheridan is making up a party of friends to take a long horseback ride down through the Shenandoah valley, the scene of his cavalry exploits.

BLOOD FOR BLOOD.

Joel Williams, the Murderer of Dock Blocker, Tracked to Anderson County by an Officer.

He Answers a Call to Surrender With a Pistol Shot, and is Promptly Filled With Bullets.

Special to the Gazette.

PALESTINE, TEX., May 4.—A most bloody and fatal tragedy occurred two and a half miles north of Palestine at 7:30 o'clock yesterday evening, resulting in the instant death of a cold blooded murderer and fugitive from justice, being none other than Joel Williams, who, a week ago, shot down and killed without cause Dock Blocker, a wealthy sheepman at Abbott, a small town in Hill county. As Mr. Ed Foster was going to his farm in company with one of his colored hands he heard several shots in quick succession ahead of him, and riding forward he was halted by a man standing by the side of the road, who told him to stop, as he was in trouble, having shot a man whom he was trying to arrest. Mr. Foster looked ahead and saw a man struggling by the side of the road with a pistol in his hand, whom Powell declared to be Joel Williams, the murderer of Blocker, and whom he, as deputy sheriff of Freestone county, had been tracking since Monday. Mr. Foster then offered to go forward and see if Williams would not give up his pistol, but Powell objected to this, fearing Williams might fire on him, supposing him to be the officer, and suggested that the colored boy go forward. This was done, but the wounded man did not reply when the boy spoke, but struggled to raise himself from the ground. The two then went forward, going around the man and telling him to give up his pistol and they would help him all they could. Getting no reply they went to his side and found him breathing his last, his pistol still grasped in his hand, but he was unable to speak. Deputy Powell, leaving Mr. Foster at the scene of the killing, immediately came into Palestine and related the circumstances to Sheriff Davis, who, with Justice Watts and a jury of inquest, went out and viewed the body, and brought the remains to the city, placing them in a vacant room of the jail, where they have been viewed by hundreds of men, boys and colored women to-day. The dead man is small of stature, sun-tanned, gray eyes, slight dark mustache, with front tooth missing, exactly suiting to the description of the slayer of Blocker. He was positively identified to-day as Joel Williams by John M. McDaniel of this county, who knew him in Louisiana and also in this county, where he worked at Sanders' saw mills several months during this year. He was also recognized here by others who had seen him hanging around saloons, and not long ago raised a difficulty with a cripple which came near being serious. Williams was shot five times, twice just above the heart, once below the ribs, once in the thigh, and once just above the right hip. At the inquest to-day Deputy Powell made the following statement: The Hill county officers arrived at Fairfield Monday morning, and traced Williams to near that place. There the chase was joined by Deputies Powell and A. W. Williams. Near Richland station the fugitive either abandoned his horse or could not catch him. The parties separated and the two Freestone deputies traced him by his foot-prints to within a mile or so of Cook's ferry on the Trinity river, where they separated, and Powell came to the Tennessee colony, this county, where he found that his man was only a few hours ahead of him. He pushed on and overtook him a short distance from the scene of the killing. He rode along by Williams for a hundred yards, and being certain of the identity of Williams with Blocker's murderer, made an excuse for getting off his horse, drawing his pistol, and demanding surrender. Williams shouted, "I'll be d—d if I surrender; I'll die first;" and drawing his pistol from his breast-pocket, it was discharged before he could present it. The officer then fired rapidly, backing down the road, at the fifth shot, and telling Williams if he would surrender he would fire no more. The dead man's vest at the breast pocket was badly powder burned and Mr. Foster, on examination of his pistol, found it had one chamber empty. Deputy Williams, hearing at the colony that Powell was on the trail, hurried on, but did not reach the scene until a half hour after the killing. On one of the dead man's fingers was a thin plated gold ring, and on the inside evidently cut with a knife was the name, Fred Roper. In an old fashioned pocket-book was 50 cents in silver, and written in ink the name, Lewis Bailey. There is a reward of \$800 for Williams by the citizens of Waco and Hill county. Williams' remains have been photographed, and if possible will be kept for further identification by Hill county officers who have been telegraphed for. He was about thirty-three years of age, and leaves a wife somewhere whom he married in Louisiana. Deputy Powell is only twenty-one years of age, and this is the second man he has killed in making arrests. He is regarded as a very intelligent and quiet man, and though young, a most excellent officer. The verdict of the jury of inquest was in accordance with the facts related by Deputy Powell, and declaring Blocker's murderer and deceased one and the same. Deputy Powell will remain here till the grand jury, which is in session, investigates the matter. It is not supposed he will be held.

INDIAN TRADERSHIPS.

The Senate Investigating Committee En Route to the Territory. PITTSBURG, PA., May 4.—Several members of the United States Senate committee on Indian traderships passed through the city to-day en route to the Indian Territory to begin their work. The party consisted of Senator Platt of Connecticut, Chair. of Com., General U. P. Shaw, assistant chief of the Indian Bureau; Henry J. Osborne, his chief clerk; Arthur Burns, sergeant-at-arms of the Senate, and James L. Arden, stenographer of the committee. Senators Cullom of Illinois and Blackburn of Kentucky, the others members of the committee, will meet the party at St. Louis. They will then proceed to Arkansas City, where they will formally organize. This committee was appointed by the Senate to make a full investigation of the affairs of the Indian traderships. They will especially inquire into the causes for dissatisfaction in regard to the appointments in that department.

THE BOOK OF MORMON.

A New Story as to Its Origin—Where Spaulding Got His Material From. CLEVELAND, OHIO, April 28.—The recent conference of the Josephites, or monogamous Mormons, at Kirtland, Ohio, and the extended reports of their proceedings in the Globe-Democrat has renewed public interest in the peculiar faith to which members of this church subscribe. The origin of the Book of Mormon has never been clearly established. The Latter-Day Saints, of course, accepted the statements of Joe Smith and believe it to be an inspired work. The general public, however, are hardly as credulous, and regard the alleged bible as a fraud—the work of some clever romancer rather than as the translation of hieroglyphics on golden plates by a nineteenth century prophet. The Spaulding theory, with which every one at all acquainted with the subject is familiar, has the most advocates. They hold that Spaulding's manuscript, "found" fell into the hands of Joe Smith, Sidney Rigdon and others, and from that fanciful work was constructed the Book of Mormon. If this theory be true, it will astonish orthodox church people to learn that a congregational divine, one of the foremost of his time in New England, is responsible for the introduction of the "twin relic of barbarism"—as the Utah Church has been called—in this country.

Rev. Ethan Smith, who died at an advanced age early in the 'forties," was one of the lights in the Congregational Church in New England. A man of deep learning, he was at once a preacher, author and philosopher, holding to many ideas far in advance of his time. One of his pet hobbies was the belief that his North American Indians were descended from the lost tribes of Israel, who came over to this continent several hundred years before Christ, built great cities and reached a very high state of civilization. Rev. Dr. Smith wrote a work on the subject, which, after completion, he decided not to publish, fearing that it might injure his reputation as a theological writer. This book was an elaboration of the theory Dr. Smith had long maintained. Taking as its foundation the migration of the lost tribes of Israel to the Western Continent, it described the hebra from Palestine, the establishment of the Jews in what is now Central America and Mexico, the founding of a great empire and its gradual decline and fall. It told of magnificent cities inhabited by an enlightened and Christian people. The author claimed for them civilization equal to that of Egypt or Jerusalem. Hounded of years passed and the history of the eastern Jews was repeated on the western continent. Quarrels between the various tribes sprang up, bloody wars were waged and the process of disintegration began. Gradually the people were scattered, their cities destroyed, and all semblance to a nation was lost. Thousands perished by pestilence and the sword, and the remnants of a once mighty nation relapsed into a state of barbarism. From them their descendants, Dr. Smith claimed, were the Indians of North America and the Aztec of Mexico. This is almost exactly similar to the story told in the Book of Mormon.

THE COTTON CONGRESS.

One Hundred Delegates in Attendance at Waco. Special to the Gazette.

WACO, TEX., May 4.—About 100 delegates were present at the opening of the cotton congress in this city this morning. The delegates are composed of representative farmers from their respective counties and convene here with a determined effort to accomplish something in the way of the object for which they met. Their intention is to establish several cotton mills and cotton seed oil mills over the state and locate them in the towns they think best suited for the manufacturing. The meeting was called to order this morning at 10 o'clock by Dr. G. Malcolm of Henderson county. On motion B. F. Butler was then made temporary chairman and C. M. Wilcox temporary secretary. A committee on credentials was appointed composed of the following gentlemen: D. J. Edleman of Denton, R. A. Binford, G. B. Hickett, S. P. Burnes and Joseph Smetzer. While the committee were preparing their report speeches

were made by C. M. McCune and Mayor Sturges, the latter gentleman delivering the welcoming address. He was responded to by B. F. Butler of Dallas, vice-president of the Farmers' State Alliance, who spoke in behalf of the delegates. Mr. Evan Jones of Erath county, president of the Farmers' State Alliance, Mr. Collins of Lamar county and G. Malcolm of Henderson county, made short and earnest talks. The committee on credentials reported and about 100 delegates were seated, all from Texas. The convention then went into permanent organization, and John Collins of Lamar county was elected chairman, W. R. Lamb of Montague, chairman pro tem, and B. E. Rogers of Anderson, secretary. On motion the convention adjourned till 2 p. m.

The convention was called to order at 2 p. m. and opened with prayer. On motion a committee of eleven was appointed, one from each Congressional district of the state, whose duty it shall be to examine all plans submitted to the committee and select from them the best plan of operation, this committee to report at the earliest opportunity. The convention then adjourned.

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Going South. Leave Arrive. LOCAL TIME CARD. No. 4. No. 2. DAILY. DAILY. No. 1. DAILY. DAILY.

3:00 p.m. 4:05 a.m. Denison 12:40 a.m. 12:10 p.m. 3:30 p.m. 4:25 a.m. Sherman 12:18 a.m. 11:48 a.m. 4:47 p.m. 5:35 a.m. McKinney 10:58 p.m. 10:33 a.m. 6:30 p.m. 7:05 a.m. Dallas 9:20 p.m. 9:15 a.m. 5:00 p.m. 2:50 a.m. Ft. Worth 12:55 a.m. 10:45 a.m. 7:48 p.m. 8:30 a.m. Barrett 8:05 a.m. 7:50 a.m. 8:35 p.m. 9:20 a.m. Corsicana 6:50 p.m. 6:40 a.m. 3:50 p.m. 3:45 a.m. Morgan 10:30 p.m. 10:20 a.m. 8:30 p.m. 9:45 a.m. Waco 6:05 p.m. 6:40 a.m. 1:05 a.m. 12:50 p.m. Hearne 6:10 p.m. 3:10 a.m. 4:35 p.m. 10:25 a.m. Austin 5:28 p.m. 7:30 a.m. 2:30 a.m. 2:10 p.m. Brenham 10:40 p.m. 1:40 a.m. 5:30 a.m. 5:05 p.m. Houston 10:00 a.m. 10:00 p.m. 8:20 a.m. 7:35 p.m. Galveston 7:25 a.m. 7:35 p.m. 8:35 p.m. 8:05 a.m. Orleans 8:20 p.m. 7:35 a.m. Arrive Leave

P. A. MILLER, Ticket Agent, Fort Worth.

R. R. BOBBS, T. P. A. Fort Worth.

A. FAULKNER, Gen. Pass. Agent, Houston