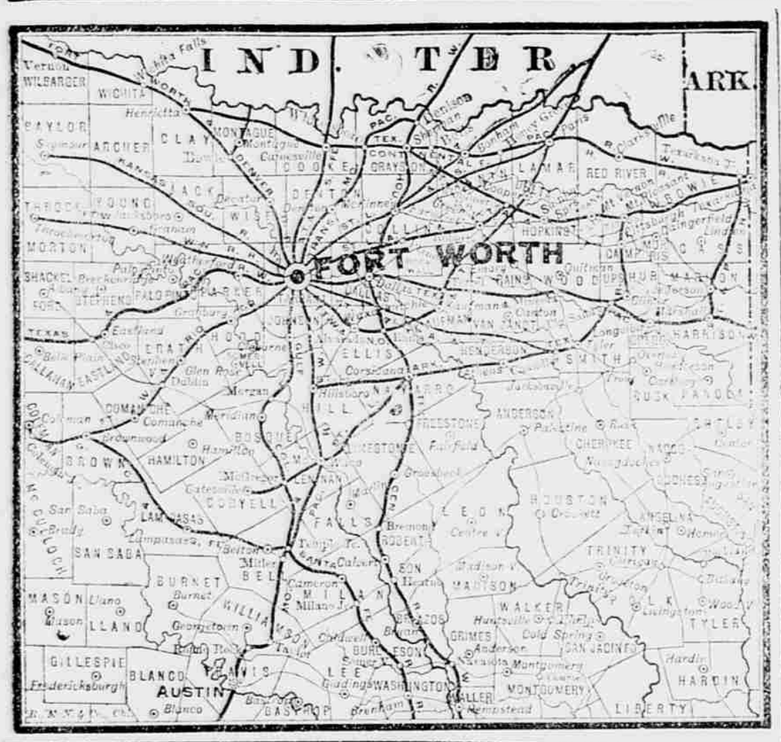

RAILROADS.

LOCAL TIME TABLE.

MISSOURI PACIFIC

NORTH BOUND.

	Arrive.	Leave.
Laredo and St. Louis	7:10 a m	7:45 a m
San Antonio and St. Louis	9:00 p m	9:20 p m

SOUTH BOUND.

St. Louis and Laredo	8:00 p m	8:20 p m
St. Louis and San Antonio	8:15 a m	8:40 a m

TEXAS AND PACIFIC.

EAST BOUND.

No. 2 daily		7:50 a m
No. 4 daily	8:05 p m	9:10 p m

WEST BOUND.

No. 1 daily	8:00 p m	
No. 3 daily	7:30 a m	8:40 a m

TRANSCONTINENTAL.

NORTH BOUND.

	Arrive.	Leave
Fort Worth, Whitesboro and Texarkana	7:10 a m	7:45 a m
Fort Worth, Sherman and Texarkana	9:00 p m	9:20 p m

SOUTH BOUND.

Texarkana, Whitesboro and Fort Worth	8:00 p m	8:20 p m
Texarkana, Sherman and Fort Worth	8:15 a m	8:40 a m

FORT WORTH AND DENVER.

North bound		8:55 a m
South bound	4:20 p m	

GULF, COLORADO AND SANTA FE.

NORTH BOUND.

	Arrive.	Leave.
No. 1	7:40 p m	8:00 p m
No. 3	10:25 a m	10:25 a m

SOUTH BOUND.

No. 2		9:30 a m
No. 4		4:30 p m

All the above from the Union Depot.
O. D. LUSK, Ticket Agent.

HOUSTON AND TEXAS CENTRAL.

	Leave.	Arrive.
Express trains	4:30 p m	10:45 a m
Express trains	5:10 a m	10:30 p m

P. A. MILLER, Ticket Agent.
Depot near corner of Jones street and Daggett avenue. City office 403 Main street.

THE RAILROADS.

A Heavy Force Working on the Denver, Texas and Fort Worth from Trinidad, Col.

'Frisco Engineers in the State—St. Louis, Arkansas and Texas—Fort Worth and Rio Grande—Notes

Home Notes.

M. L. Hayden, commercial agent of the 'Frisco at Paris, was in Fort Worth yesterday.

* * *

The Missouri Pacific south and the Texas and Pacific east-bound trains were several hours late last night.

* * *

The Missouri Pacific is pushing its Taylor, Bastrop and Houston line, and hopes to have it completed by early winter.

* * *

The engineers of the St. Louis and San Francisco are again in Texas, and will visit the railroad center before they leave the state.

* * *

A business meeting of the signers to the St. Louis, Arkansas and Texas right of way bond was held last night, at which important matters were settled.

* * *

Over 300 teams are at work on the Denver, Texas and Fort Worth at Trinidad, Col., building toward a junction with the Fort Worth and Denver.

* * *

The first day of September will see the Fort Worth and Rio Grande open to Granbury and the trains of the Fort Worth and Denver running to Clarendon, in Donley county. Fort Worth's trade limits are expanding.

* * *

All eyes are turned to the Fort Worth Western and several citizens in a position to know assure THE GAZETTE that the people will see a movement in the direction of Springtown and Jacksboro before many moons wax and wane.

* * *

A Gulf, Colorado and Santa Fe official said yesterday that October would see a movement all along the line of the road on extensions in Texas, and that Fort Worth would be the objective point of two of the roads to be built.

* * *

Rock Island engineers are in the field, the Frisco engineers are in the state, and now comes word that the Chicago, Burlington and Quincy will before the end of August begin locating its line from Kansas to Texas. The last four months of 1887 are full of promise for Fort Worth.

* * *

A citizen of Dodd writes THE GAZETTE to know whether the Fort Worth and Rio Grande will pass through Rising Star in Eastland county. The officers of the road say the lines have not of course as yet been definitely located, but it is not probable that the road will pass through any part of Eastland county, but the near future will determine this.

* * *

The grade of the St. Louis, Arkansas and Texas is rapidly assuming proportions. A trip to the line of grade shows shows two and three miles completed in stretches at several points. A careful estimate places the completed grade between Fort Worth and the Dallas county line at thirteen miles. A considerable quantity of timber for the different openings is on the ground, and men are at work fashioning the same ready to be put in place. From present indications the line will be completed by November 10 at latest, unless bad weather should interrupt the work.

* * *

Chief Engineer Colton of the Fort Worth and Rio Grande went to Granbury yesterday and reports the track layers hard at work. The depot is finished and the track will be built to it by Saturday night. Mr. J. G. Williams well and favorably known in railroad circles in this city, has been appointed agent for the road at Granbury. Mr. Colton is very much pleased with the Brazos bridge, and says it is as smooth running over it as passing over a parlor floor. The work in the yards here knows no abatement.

Coleman and the Rio Grande.

Special to the Gazette.

COLEMAN, TEX., Aug. 18.—The Coleman committee are out now with the surveying corps of the Fort Worth and Rio Grande, and our people feel confident that Coleman will get the road.

Cotton Belt Business.

Special to the Gazette.

WINONA, TEX., Aug. 18.—The St. Louis, Arkansas and Texas Railway is doing a fine business. One hundred and fifteen cars went south yesterday all loaded and a number of trains of cattle went north this morning.

Cotton Belt Mortgage.

Special to the Gazette.

MCKINNEY, TEX., Aug. 18.—There was filed in the office of the clerk of county court Collin county, trust deeds for $15,000,000, favor of Central Trust and Mercantile Trust Companies of New York. The trust deeds are executed by St. Louis, Arkansas and Texas Railroad, and covers road bed, franchises and other property.

Pacific Mail Meeting.

NEW YORK, Aug. 18.—At the Pacific Mail directors meeting to-day the executive committee was ordered to take steps to reduce the capital stock one-half and when this is done payment of dividends will be resumed at once. Proposals are being received here for two steamers of 4000 tons to cost $400,000 or $500,000 each. No decisive step has been taken on the purchase of steamers, but this will be arranged at another meeting that may be held in a few days. A reduction of the capital stock will take place if the consent of two-thirds of the stockholders is obtained.

At Work around Carrollton.

Correspondence of the Gazette.

CARROLLTON, TEX., Aug. 16.—Captain J. T. Witt is still surveying around our station. The St. Louis, Arkansas and Texas is permanently located through Elm bottom. It crosses the Elm Fork of Trinity one mile west of Carrollton. Land has been secured for depot and switches near our station. Carrollton is on a boom. A nice village will in the near future spring up at the crossing of the Missouri Pacific and the St. Louis, Arkansas and Texas. A number of teams are grading near White Rock creek, east of us. From present appearances, the iron horse will soon be snorting through Elm bottom and on to Grapevine and on to Fort Worth. There will doubtless be one station between Carrollton and Plano. This road will pass through one of the richest bodies of land in the state.

A RAILROAD WAR.

THE GREAT LINES IN MINNESOTA CUTTING ON WHEAT RATES.

MINNEAPOLIS, MINN., Aug. 18.—There is fair prospects of a railroad war between the roads here. The bone of contention will be the rate on wheat shipped from Western Minnesota and Dakota points. Heretofore there has been a differential of 1½ on Minnesota and 3 cents on Dakota wheat in favor of Minneapolis and against Duluth. This differential the Manitoba Railway in its new tariff about to be issued has boldly done away with making the Duluth and Minneapolis rates the same. The Northern Pacific has agreed to follow the Manitoba's lead although the distance to Duluth is as in the case of the Manitoba longer than to Minneapolis. General W. D. Washburn, president of the Minneapolis and Pacific Railway built to protect Minneapolis interests in the wheat country, and the line which forced the granting to Minneapolis of a differential last year, is also the leading miller here. General Washburn says the outcome of this policy if adhered to by all the roads would be that not a spoonful of wheat would come to Minneapolis and the millers might as well shut up shop. He added that the Minneapolis and Pacific would at once reduce its rate 2½ cents on Minnesota and 3 cents on Dakota wheat, thus in effect maintaining a differential in favor of this city, and inaugurating a fight with the other lines. An interesting feature is found in the fact that the Manitoba has several southwestern extensions under construction to Aberdeen and other points reached by the Milwaukee and St. Paul and St. Louis and Northwestern roads, and thus these lines will also be drawn into the war. The Chicago railways are forced to bestir themselves or see all their wheat traffic diverted to Duluth.

The Fort Worth and Rio Grande.

Chief Engineer Colton, of the Fort Worth and Rio Grande, arrived in the city last Wednesday evening, and Thursday morning, in company with Messrs. T. R. Hill, G. A. Beeman, J. D. Campbell and W. O. Hamilton, went out to where the surveyors were at work, on Rush creek, about seven miles from town. The surveyors feared that they would have some trouble in getting out from Rush creek bottom, it being about 275 feet lower than Comanche, and they came into town Saturday and run a trial line to the point they had left. Mr. Colton, after seeing the profile and going over the trial line, reported favorable and adopted the line. The surveyors arrived in town yesterday morning and went out to Logan's Gap in the evening where they will establish their camp, when they will return this morning and finish the survey through town. Messrs. Colton and Lalar left yesterday evening for Brownwood and Coleman where they go to review the country the road is to traverse. The line is now located to the northwest corner of the graveyard, about a half mile northeast of town. The line will run, in all probability, from the northwest corner of the graveyard through the valley north of Mrs. Walcott's residence. From what we can learn it is the intention of the company to push this road right through as soon as the survey is completed to Coleman or San Angelo. Our people are jubilant over the prospects of the immediate completion of this road.—[Comanche Chief.

Sherman-Fort Worth.

The Fort Worth GAZETTE of Thursday, last week, contained the following item. In this age of rapid changes it may seem old, and other developments may since have changed the aspect somewhat and even by this time the surveyors may be in the field. Be that as it may, we give the item and take the chances on other developments:

A well-known railroad man living in Sherman, said to THE GAZETTE reporter that he and parties interested with him would in a short time begin securing right of way for the Sherman-Fort Worth Air Line. This certainly takes the road out of the range of probabilities and places it in the list of certainties. There is a mighty fine country, at present unoccupied, through which the Air Line will pass. On to Sherman.

That sounds right, even if it should never materialize. We have for a few months past been hearing of a contemplated air-line road connecting Fort Worth and Sherman, but confess that we have been regarding it more in the light of newspaper talk than meaning serious business. But THE GAZETTE'S frequent allusion to it, beginning with an obscure hint that such a line was in contemplation, and that too by men of known prominence in railroad matters, and finally ending up with the foregoing statement, given with such apparent confidence leads us to the conclusion that there is really meaning in it, and that that meaning will ere long be made manifest. The enterprise has been so quietly managed as scarcely to elicit comment, but we are now inclined to the opinion that it has reached a point where it can no longer be treated as a matter of levity. THE GAZETTE rightly says: "There is a mighty fine country, at present unoccupied, through which the Air Line will pass." No finer country lies out doors, and it is hard to realize just how fine it is until personally inspected. We know so little about the causes that influence the construction of railroads that we would not attempt to depict the advantages to the builders of such a line. But fully realizing the great advantage it would be to Sherman in advancing and building up her material interests we join in the shout, "On to Fort Worth." Build the Air Line. Sherman will not be behind in material encouragement to the enterprise.—[Sherman Herald.

WAELDER.

Anti Prohibition Barbecue—Rumors of Train Robbers.

Special to the Gazette.

WAELDER, TEX., Aug. 18.—The anti barbecue given at this place to-day was attended by about 800 people. The negroes turned out generally, composing three-fourths of the crowd. A very few pros were present, but several dwellings had white flags floating. An address was delivered by J. P. Bridges of the Luling Signal. A brass band was expected, which would have added greatly to the enjoyment of the day, but they were unsuccessful in their attempt to secure one. Everything passed off quietly and pleasantly—only a few imbibed too freely. It wound up with a ball at the residence of Mr. N. F. Miller, chairman of the anti-prohibition committee at this place.

The Flatonia train robbers were reported as being in this vicinity last night and all the officers armed to the teeth went out in pursuit but failed to find any trace of them. Some one took advantage of the officers' absence and raised the town about midnight with their six-shooters.

There have been shipped from this place 160 bales of cotton this season.

Denton.

Special to the Gazette.

DENTON, TEX., Aug. 18.—Mr. Hamon, state contractor for conveying convicts, took the following persons to the penitentiary to-day: W. M. Burtis, theft of horse, five years; John Vaughn, theft of horse and saddle, ten years; Joe Evans (colored), theft of horse, five years; Bob McWhorter, ten years in this county and fifty in others; Anderson Burkhard, theft of a piece of bread, two years; Maynard Thurman, burglery, two years.

The artesian well at the mill of the Denton Mill and Elevator Company has reached a depth of 200 feet.

Waco.

Special to the Gazette.

WACO, TEX., Aug. 18.—The two negro women arrested for subornation of perjury, in inducing the negro girl to charge Alderman Wood with raping her, were to have had an examining trial to-day. They have failed to secure counsel and the case was postponed until to-morrow.

There is considerable anxiety here to learn the decision of the Farmers' Alliance committee, as to the location of the exchange and headquarters, but no news, encouraging or otherwise, has been received to-day.

A Fruit Panic.

CHICAGO, ILL., Aug. 18.—The Tribune this morning says the fruit dealers of the United States have been placed in an unprecedented position. Except in California the fruit crops throughout the country virtually have failed. In Chicago as elsewhere stocks of dried and preserved goods are almost exhausted and owing to the scarcity of labor on the Pacific coast cannot be replaced although wholesale prices have risen from 10 to 15 per cent. Canned goods, especially fruits, are apparently going to retail in the winter at fully 50 per cent. above the prices the year previous. According to the Tribune an increase of 25 per cent. to California's last year's pick will not be sufficient to prevent a threatened canned fruit famine in the east.

GLORIOUS RAINS.

At Pittsburg.

Special to the Gazette.

PITTSBURG, TEX., Aug. 18.—Local rains fell here to-day.

Rain at Wills Point.

Special to the Gazette.

WILLS POINT, TEX., Aug. 18.—Some rain has fallen and indications good for more.

Rain at McKinney.

Special to the Gazette.

MCKINNEY, TEX., Aug. 18.—Another fine rain, which seems to be general, fell this morning.

At Denton.

Special to the Gazette.

DENTON, TEX., Aug. 18.—Farmers are jubilant over the rain, and a good cotton crop is assured.

At Duffan.

Correspondence of the Gazette.

DUFFAN, TEX., Aug. 16.—There have been fine rains here to-day, that will greatly help cotton.

At Cleburne.

Special to the Gazette.

CLEBURNE, TEX., Aug. 18.—A glorious rain fell yesterday evening giving the ground a thorough soaking.

At Decatur.

Special to the Gazette.

DECATUR, TEX., Aug. 18.—Another fine rain fell last night, and bright prospects are upon us for a "quantum suffisit."

At Corsicana.

Special to the Gazette.

CORSICANA, TEX., Aug. 18.—Fine rains fell throughout the county yesterday and to-day, and farmers are looking cheerful once more.

At Henrietta.

Special to the Gazette.

HENRIETTA, TEX., Aug. 18.—It commenced to rain early this morning continuing several hours. The chances are good for a general rain.

At Carrollton.

Correspondence of the Gazette.

CARROLLTON, TEX., Aug. 16.—On Monday last we had a nice shower of rain. It was the first in four weeks. It will help out the cotton crop and start anew a fine crop of grass.

Rain at Winona.

Special to the Gazette.

WINONA, TEX., Aug. 18.—A fine rain fell at this place yesterday, which was coveted very much, as the prospects for cotton had become alarming. The farmers are wearing a cheerful countenance again.

At Waco.

Special to the Gazette.

WACO, TEX., Aug. 18.—Rains have fallen in several neighborhoods in this county to-day, and the prospect is good for more. In a great many sections, however, the drouth still exists and is intense.

At Pecos City.

Correspondence of the Gazette.

PECOS CITY, TEX., Aug. 17.—A light rain fell in town yesterday and reports indicate a heavy rain over the adjacent country. Heavy clouds hang over the country, giving forth generous showers every day.

At Big Sandy.

Correspondence of the Gazette.

BIG SANDY, TEX., Aug 17.—At 3 o'clock this evening a heavy rain fell at this place and fell in such torrents that the streets become very soon ponds of water. It lasted nearly two hours and was a great benefit to the unmatured cotton which promises to be fair.

At Greenville.

Special to the Gazette.

GREENVILLE, TEX., Aug. 18.—Three rains have fallen here and around during the last twenty-four hours, the first in the early afternoon Wednesday, the second last night and the last rain, a hard one of an hour or more, this afternoon. The rains have been general, and east of here, where most need, the country has received the full benefit.

THE FIRE RECORD.

Drug House Burned.

Special to the Gazette.

BURNETT, TEX., Aug 18.—The drug house of Whitney & Holman, this city, was destroyed by fire last night. Loss, $10,000. The building adjoining and occupied by Gibbert & Co., was damaged $1200. Gibbert & Co. succeeded in saving all their stock with but little damage.

At Ballinger.

Special to the Gazette.

BALLINGER, TEX., Aug. 18.—The Gay hotel took fire this evening, but was soon extinguished. The loss is about $100, covered by insurance.

Live Stock Cars Collide.

CHICAGO, ILL., Aug. 18.—Near Naperville, Ill., two Chicago, Burlington and Quincy live stock trains collided in a fog this morning, making a fearful wreck. One of the engines plowed through three cars loaded with fat steers for Chicago, and the huge beasts were scattered, mangled and bleeding, along the track or pitched down a twenty foot embankment. The hog car on the other train was completely telescoped by the tender, and a great number of big porkers were crushed to jelly. One of the engineers, known as Yankee Robinson, was seriously but not fatally injured.

Yellow Fever Record.

KEY WEST, FLA., Aug. 18.—The Board of Health report two new cases of fever to-day and no deaths.

At Bad Axe, Mich., the other day, a hawk sailed over a base ball field. He was struck by a ball and instantly killed

Children Starving to Death

On account of their inability to digest food will find a most marvellous food and remedy in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. Very palatable and easily digested. D. S. W. Cowen of Waco, Tex., says: "I have used your Emulsion for Infants wasting with good results. It not only restores wasted tissue but gives strength and increases the appetite. I am glad to use such a remedy as yours."

THE REUNION.

Continued from First Page.

Daniel Webster: "When my eyes turn to behold for the last time the sun shining in heaven, may they not see him shining upon states torn and disordered, etc. * * * Liberty and union, now and forever, one and inseperable."

Colonel Sinclair of Galveston exhibited a blood-stained and bullet riddled sash, captured by Sergeant T. M. Daniels, of Sanders' Battalion, Armstrong's brigade of Cavalry, at Corinth. Also a pair silver spurs which, with the sash, were presented to Post No. 6, Grand Army of the Republic. The mementoes were received by Colonel W. D. Wylie in behalf of the Grand Army. Colonel Wylie said: With gratitude I accept these relics. When I realize that we are here as a reunion of American soldiers I am proud of the occasion. We are gathered, as it were, around our fathers, hearthstone, in peace and plenty, after a fratricidal strife which won from history a glorious record for

THE BLUE AND THE GRAY.

Why, I can almost feel the rustle of angels' wings—the spirits of the departed fathers, who smile upon us to-day. We have sprung from the ashes of desolation to almost the acme of national greatness. Notwithstanding the fact that some of the Grand Army have shown disrespect to the chief magistrate of this country, I am here as an ex-federal soldier to tell you that the loyalty of such men is suspicious. As I take my friend Major Ewing by the hand, I can feel the angel's wings rustling around as they praise God to see brothers reunited. The speaker clasped the hand of Major Ewing, and presented a living picture of the fraternal sentiment which has characterized this meeting.

Major Hu Ewing presented to the Tennesseans a beautiful flag wrought by Mrs. Frank Cheatham, wife of General Cheatham of Tennessee. Major Ewing said: I was with Cheatham, and I can say to you that a braver man or a truer soldier never lived. No man can remember when Frank Cheatham's command was behind time. Mrs. Cheatham sends this flag, made from the remnants of her gallant husband's

BATTLE FLAG.

The great leader is gone. His wife and children live in Tennessee. As long as there is a hair in this head, this heart will beat responsive to their wants. As the speaker referred to the death of General Cheatham and his lonely widow, tears came to his eyes and with difficulty he controlled his feelings sufficiently to proceed.

The chairman announced that this would close the day's proceedings. At the signal of three guns the various organizations assembled at their respective headquarters and marched in column around Machinery Hall.

During the afternoon while the reporters were busy trying to catch the words that burn and thoughts that breathe, a gray-haired granger appreached the table and leaning over said in a stage whisper, that made the hair curl, froze the blood in one's veins: "While you fellows air a tellin' about what the old soldier done, I don't want you to forgit that I'm in the punkin business. This year I raised sixty punkins on two vines. How's that for high?"

Your correspondent merely had time to murmur "Pretty good for Texas," and then turned to catch the last notes of "Dixie" floating off on the tail of

"YANKEE DOODLE."

The members of the press and other friends responded to an invitation from Texas Farm and Ranch, the great agricultural and stock paper, to partake of a feast of "gumbo," prepared by the veteran barbecuist and gumboist, George Vaugn, from Waxahachie. The man who has never tasted 'gumbo' ought to turn round and go back to life's first milestone, for he has missed a great item of enjoyment in this earthly career.

Hon. C. B. Kilgore of Wills Point was at the reunion to-day but could not remain until to-morrow, when he is expected to speak.

Judge Gustave Cook, who was expected to-day did not put in his appearance. Many other distinguished men are absent but the occasion is none the less enjoyable.

Syrup of Figs

Manufactured only by the California Fig Syrup Company, San Francisco, Cal., is nature's own true laxative. It is the most easily taken and the most pleasantly effective remedy known to cleanse the system when bilious or costive; to dispel headaches, colds and fevers; to cure habitual constipation, indigestion, etc. For sale in 50 cents and $1 bottles by Milton King, druggist, Fort Worth.

Cleburne.

Special to the Gazette.

CLEBURNE, TEX., Aug. 18.—S. D. Mabley's little daughter, Zebbie, died this morning.

The Santa Fe company have put in a large pump at Anderson's well, and we will shortly know if water can be had for railroad use.

You Wont Miss It.

The dollar necessary to pay for a years subscription to the Weekly GAZETTE. If you take the Daily, send the Weekly to your friends in the old states, and help advertise Texas.

Left His Debts.

CHICAGO, ILL., Aug. 18.—Leon C. Riggs, manager of a Cork street restaurant, disappeared, leaving behind debts, it is said, to the amount of several thousand dollars. Riggs is the man who caused a local sensation in St. Louis by running away in a somewhat similar manner from Hursts, taking with him a lady cashier.

Greatly Improved and Reduced in Price.

The Weekly GAZETTE is now only $1.00 a year; and will in future contain besides the latest news from all parts of the world, Talmage's sermon, a fashion and household department, most reliable market report. Thrilling serial stories by the most popular authors will be a weekly feature.

WAITING FOR A WILL.

Maurice Rosenfield May Gain His Feet Again.

CHICAGO, ILL., Aug. 18.—Levi Rosenfield died last night, aged seventy-two, leaving an estate of $3,000,000. Deceased was the father of Maurice Rosenfield, the young broker, whose failure resulting from the Mershaw deal is yet fresh in the public mind. Another son survives. It is expected Rosenfield will inherit a share of the estate, and creditors of Rosenfield are anxious to know which father has made of known, certainly, until is one, is admitted to

The labor strikes July involved directly increase of 6,000 over last year, which was July of the previous year.

A week ago Sunday Island, Ga., enjoyed tacle of six big waves ously running along

The only reason elephants are not each year is because are now made of

In a letter to the Fursch-Madi places American and National at 150,000 francs.

The Very Best

News and family paper the WEEKLY GAZETTE price $1 a year.

The Finest Razors in the World

At Anderson's gun store.

RAILROADS.

THE

MISSOURI PACIFIC RAILWAY

The Great

"North and South Trunk Line"

Is the Thoroughfare of Travel

Central and Southwest Texas to All Points North, East and West.

Double daily service of Pullman Buffet and Sleeping Cars between and Kansas City and St. Louis.
Don't be deceived, but ask for tickets via the Missouri Pacific Railway.
For any desired information, maps, folders, etc., call on
Ticket Agent, Union Depot, Fort Worth.
JAKE ZURN, Ticket Agent, City Office, Main and Third streets.
J. H. MILLER, Travelling Passenger Agent, Dallas.
B. W. MCCULLOUGH, General Passenger Ticket agent, Dallas, Tex.
JNO. A. GRANT, General manager.

Texas and Pacific Railway

The Great Popular Route between

THE EAST AND THE WEST

Short Line to New Orleans and All Points in Louisiana, New Mexico, Arizona and California.

Favorite Line to the North, East and Southeast.

Double daily line of Pullman Palace Cars through to St. Louis via the

Iron Mountain Route

See that your tickets read via Texas and Pacific Railway. For maps, time tables, rates and all required information, address

Ticket Agent, Union Depot, Fort Worth.
JAKE ZURN, Ticket Agent City Office, Main and Third streets.
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JNO. A. GRANT, General manager.

Houston and Texas Central

THE ONLY ALL-STEEL LINE IN THE STATE.

Double daily trains each way between St. Louis and Houston. Sleepers between St. Louis and Galveston on Trains 1 and 2, and between Denison and Galveston on Trains 3 and 4, via Denison and Sedalia. Sleeper between Houston and Austin. Through tickets to the Quickest route to New Orleans and all points in the Southeast. Choice of routes via Houston and St. Louis, or Houston and New Orleans. Steamship tickets to or from all points in Europe.

TIME CARD.

Going South. Leave. No. 4 DAILY.	Leave. No. 2 DAILY.		Going North. Arrive. No. 1 DAILY.
3:00 p.m	4:05 a.m	Denison	11:00 a.m
3:23 p.m	4:25 a.m	Sherman	10:40 a.m
4:45 p.m	5:32 a.m	M'Kinney	9:40 a.m
6:30 p.m	7:05 a.m	Dallas	8:15 a.m
4:30 p.m	5:10 a.m	Ft. Worth	9:10 a.m
7:43 p.m	8:10 a.m	Garrett	6:40 a.m
8:55 p.m	9:40 a.m	Corsicana	5:15 a.m
3:50 p.m	.....	Morgan	.....
8:30 p.m	10:00 a.m	Waco	4:00 a.m
1:05 a.m	12:50 p.m	Hearne	1:15 a.m
8:35 p.m	10:25 a.m	Austin	2:45 a.m
2:35 a.m	2:07 p.m	Brenham	10:15 p.m
5:50 a.m	5:05 p.m	Houston	7:30 p.m
8:20 p.m	7:35 p.m	Galveston	5:00 p.m
9:05 p.m	8:05 a.m	N. Orleans	6:45 a.m
Arrive	Arrive		

P. A. MILLER, Ticket Agent, Fort Worth.
R. R. ROBINS, T. P. A., Fort Worth.
A. FAULKNER, Gen. Pass. Agent.

Gulf, Colorado and Santa Fe RAILROAD.

More Miles of Steel Rails than any other line in the State.

Through sleepers on trains between Galveston and Kansas City. No change of any class. Quickest route to Galveston.

SOUTHWARD. TIME CARD. In effect Aug. 14, 1887.

No. 4.	No. 2.		No. 1.
.....	9:00 a.m	Kan City	6:00 p.m
.....	2:30 a.m	Purcell	1:30 p.m
2:00 p.m	7:10 a.m	Gainesville	12:40 a.m
4:30 p.m	9:30 a.m	Ft Worth	10:00 p.m
10:00 p.m	2:55 p.m	Temple	5:30 a.m
2:02 a.m	6:28 p.m	Brenham	1:40 a.m
8:00 a.m	11:20 p.m	Houston	8:40 p.m
6:55 a.m	1:40 p.m	Galveston	8:40 p.m

JAMES S. CARK, Gen'l Pass. Agent, Galveston.
J. J. MULLANE, Ticket Agent, City Office.
W. H. WILLIAMS, Ticket Agent, Depot, Fort Worth.