ST. JACOBS OIL
TRADE MARK
THE GREAT REMEDY FOR PAIN
For Stablemen and Stockmen.
CURES
Cuts, Swellings, Bruises, Sprains, Galls, Strains, Lameness, Stiffness, Cracked Heels, Scratches, Contractions, Flesh Wounds, Stringhalt, Sore-Throat, Distemper, Colic, Whitlow, Poll Evil, Fistula, Tumors, Splints, Ringbones and Spavin in their early Stages. Directions with each bottle.
AT DRUGGISTS AND DEALERS.
THE CHARLES A. VOGELER CO., Baltimore, Md.

RAILROADS.

LOCAL TIME TABLE.

Texas and Pacific.

EAST BOUND.

	Arrive.	Leave.
No. 2, daily		7:25 a. m.
No. 4, daily	6:05 p. m	6:40 p. m.
No. 8, daily		8:00 p. m.
No. 10, daily	10:20 a. m.	10:30 a. m.

WEST BOUND.

No. 1, daily	7:15 p. m.	
No. 3, daily	8:20 a. m.	9:05 a. m.
No. 7, daily	9:35 a. m.	
No. 9, daily	4:30 p. m.	4:35 p. m.

Missouri, Kansas and Texas.

NORTH BOUND.

	Arrive.	Leave.
No. 5, daily	6:00 a. m.	7:00 a. m.
No. 6, daily	6:00 p. m.	6:20 p. m.

SOUTH BOUND.

No. 1, daily	7:10 p. m.	7:40 p. m
No. 3, daily	9:45 a. m.	9:05 a. m.

Transcontinental

NORTH BOUND.

	Arrive.	Leave.
No. 12, daily		7:50 a. m.
No. 14, daily, Fort Worth to St. Louis		2:55 a. m

SOUTH BOUND.

No. 11, daily		6:15 p. m.
No. 13, daily, St. Louis to Fort Worth		12:10 a. m.

Fort Worth and Denver.

	Arrive.	Leave.
No. 1, daily	5:00 p. m.	
No. 2, daily		9:30 a. m.
No. 3, daily	11:00 a. m.	
No. 4, daily		4:40 p. m.

Gulf, Colorado and Santa Fe.

NORTH BOUND.

	Arrive.	Leave.
No. 10	5:40 p. m.	6:00 p. m.
No. 2	10:25 p. m.	10:35 p. m.

SOUTH BOUND.

No. 1	6:00 a. m.	6:20 a. m.
No. 9	11:20 a. m.	11:30 a. m

Fort Worth and Rio Grande.

	Leave.	Arrive.
Fort Worth	2:30 p. m.	11:30 a. m

Houston and Texas Central.

	Arrive.	Leave.
No. 41, mail		5:40 p. m.
No. 45, accommodation		9:15 a. m.
No. 11, mail	9:00 a. m.	
No. 47, accommodation	7:00 p. m.	

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

St. Louis, Arkansas and Texas.

	Leave.	Arrive.
Express and mail	9:00 a. m.	8:30 p. m.

FOR SALE,
36,000 ACRES
EVERY ACRE TILLABLE, THE CREAM OF THE LANDS NEAR WICHITA FALLS.
Also of said lands for sale. Most desirable and cheapest lands south of the Denver railroad. Lot of [illegible]. Two lots each about 17,000 acres, and several lots of from 3000 to 6000 acres. Several ranches of from 3000 to 4000 acres favorably situated and supplied with fresh water. For further information until May 1st call on me, Room No. 37, Mansion Hotel, Fort Worth.
E. S. GRAHAM, Graham, Tex.

RAILROAD EXCURSION TICKETS
BOUGHT, SOLD OR EXCHANGED BY
HIRSHFIELD & WILLIAMS,
WHOLESALE AND RETAIL CIGARS.
Opposite Pickwick Hotel.
The only members of the American Ticket Broker's Association in Fort Worth.
We employ no Street Drummers.

THE RAILROADS.

The Oft Recurring Visits of Railroad Magnates to Texas is Significant.

The Cotton Belt Promises Through Service to Memphis To-Morrow—General Railroad Items and Personals.

Texas appears to have more than the usual amount of attraction for railroad officials this year, and the frequent visits of the heads of systems to the state must indicate something of more than passing importance. The railroad presidents, railroad receivers, railroad owners and railroad men of high and important places have been thick in Texas recently; and before one crowd gets out of the state another crowd of another system comes rolling in.

In Fort Worth since the year set in there have been divers parties of railroad magnates. The Fort Worth and Denver and Union Pacific people have been here; the Missouri, Kansas and Texas people have been in and out several times; the Cotton Belt officials have paid two visits to the city; Jay Gould and his field marshals have been in Fort Worth four different times within a month, and now President Manvel of the Santa Fe system is in the state and will be in Fort Worth in a short time. These visits may mean nothing, but it is more likely that they mean a great deal. The railroad situation in Texas is a most interesting one to the student of railroad matters, and can better than anything else be compared to armies in the field of battle, each one maneuvering to gain some strategic point or point of advantage. Railroads, like nations, want territory and territory they must have in order to continue their existence; and they watch with a jealous eye any advance movement by a competing or rival line. There is a vast amount of territory in Texas today, the business of which at present would not justify the cost of building a line of railroad into it; but the rapid settling up of these sections will in the future make the business to be secured then worth getting. The Union Pacific and Denver consolidation has given the Gould system a chunk in the ribs that was no pleasant thing to receive, and Mr. Gould's visit to Texas may have been caused by this, in connection with other things. The Santa Fe has been building into territory which has in the past been drained by the Texas and Pacific (Gould's road), and the Aransas Pass road has been stretching its legs and arms in all directions over the state. The Missouri, Kansas and Texas, though in the hands of a receiver, has thrown the ivories and is extending from Denison to Dallas and from Waxahachie to Hillsboro, and will certainly extend from Whitesboro to Fort Worth. The Fort Worth and Albuquerque is building to the Northwest, the Denver is building to the Southwest, and in fact the vast territory which has been feeding the Gould roads so long is being invaded, and little by little its business is being diverted from the channels it used to pass through in a volume.

All of these things are enough to put Mr. Gould on the watch tower, and he has been taking in the situation in extenso. He will have to protect his property by building extensions of main lines, and feeders of main lines, and when he begins this dirt may be expected to fly on other systems. There is going to be fun in railroad circles in Texas this year, and the scene of the play is not going to be far from Fort Worth.

THROUGH TO MEMPHIS.

The Cotton Belt Will Inaugurate Their Through Service To-Morrow.

The heavy rains have interfered considerably with the Cotton Belt arrangements and compelled a postponement of through passenger service to Memphis from Fort Worth, which was to have been inaugurated last Saturday. Desiring to learn when the service would be put on a GAZETTE reporter called on General Agent John G. Harris yesterday and asked the status of things in this particular.

"You can inform the public through the columns of THE GAZETTE," said he, that the St. Louis, Arkansas and Texas (Cotton Belt) will have all damages occasioned by the recent heavy rainfall fully repaired by April 29, and that our Memphis through trains will leave the depot in North Fort Worth at 8 a. m. April 30, and run through to Memphis without change of cars.

"You can also state that there will be free chair cars on this train and that the time to Memphis will be twenty-five hours—quicker time than will be made by any other road leading out of Fort Worth."

THE "SCENIC LINE."

Marvelous Beauties to be Seen Along the Line of the Denver and Rio Grande.

The Denver and Rio Grande railroad is justly and universally known as "The Scenic Line of the World." From the car windows of its trains can be seen the grandest spectacles of nature's wonders presented by any railroad in the world. The Rio Grande is essentially the tourist's line, and over it the traveler secures equal comfort and speed, with the added pleasure of beholding sights and scenes unequalled for grandure, beauty and sublimity anywhere in the world. A trip from Denver to Ogden over the "Scenic Line" is a liberal education, and one can thus acquire a more thorough knowledge of the marvelous railway engineering and the wonders of the Rocky mountains than by any other means. Nothing but a lack of knowledge of these facts can excuse any one making a transcontinental journey for missing the wonderful scenery of the Denver and Rio Grande railroad. Should we attempt to give even the briefest list of the points of interest to be seen on this famous line we would require several columns to do so. Who is there that has not heard of the Royal Gorge, with its walls of granite, towering above the track in majestic grandure to a height of nearly half a mile? Who has not heard of the famous "Marshall Pass," crossed at an altitude of over two miles above the sea? Who has not read of the wonders of "The Black Canon," the great gorge of the Gunnison! Who has not heard about the marvelous "Castle Gate!" If any of our readers want to know more about these stupendous works of nature, write to S. K. Hooper, general passenger agent, Denver, Colorado, and he will send you, free of cost, elegantly illustrated books giving a full description of the marvels, of the "Scenic Line." But the best thing to dois to journey over the line itself, and by so doing you will hang such pictures on the walls of memory, that all the attempts of the most celebrated artists will seem weak and trivial in the presence of nature's majestic works among the snow-crowned peaks of the Rocky mountains.

An Unsolicited Advance.

Norman Beckley, general manager of the Cincinnati, Wabash and Michigan road, has decided to advance the pay of the employes of that road in several departments of the service. His circular reads as follows: "The man who locates and settles down to steady business always acquires competency. With the advance of wages you may be able, with prudence and economy, to provide a home and lay by for a rainy day. Railroad men should occupy a position in society and become citizens of influence and in no way can they do this as well as by establishing themselves in their own homes. The management wish to encourage men in making homes, and in order to do this will transport for them all building material at low rates. They wish, also, to assure men that they will be retained in the company's service provided they are local and industrious, and that vacancies shall be filled by promotion as fast as possible. Men who save money and build homes make the best employes, and will be given preference. Men who are never absent from duty, who lose no time, are preferable. Men who are prudent in their habits, do not drink nor use tobacco, nor profanity, will be appreciated and will be encouraged and promoted, knowing that the company's interests are safe with such men."

Managers Confer.

A conference of the general managers of the Iowa lines was held in Chicago recently to determine upon their course toward the joint rate bill passed by the last general assembly of that state. Immediately upon the approval of the act the Iowa railroad commissioners addressed a communication to the manager of the interstate lines asking for information as to their proposed course of action, and this meeting was the outcome of these inquiries. No conclusion was reached. It is understood that while some of the roads are in favor of carrying out the provisions of the law in good faith, others want to disregard it entirely.

Completing Consolidation.

General Manager Meek of the Fort Worth went to Omaha Wednesday night and Passenger Agent Ady went on last night to attend a meeting of Union Pacific officials, where the final work in the consolidation of the Fort Worth and Union Pacific will be done. The two lines have been run virtually as separate organizations up to the present time, but by the first of the coming month it is expected that the whole of matters connected with the consolidation will be completed.—[Denver Republican.

Station Names Changed.

The following circular announcing the change of station names on that line of road, has been issued by the Fort Worth and Rio Grande railroad.

FORT WORTH AND RIO GRANDE R'Y CO., Circular No. 115.

The following changes are made in the names of stations:

Squaw Creek, fifty miles from Fort Worth, changed to Tolar.

South Paluxy, sixty-six miles from Fort Worth, changed to Immermere.

Alarm, eighty-four miles from Fort Worth, changed to Harbin.

There are no agents at the stations and freight must be prepaid. RICHARD LORD, General Freight Agent.

Fort Worth, Tex., April 25, 1890.

General and Personal.

The Santa Fe has got the main line all right again, and the sale of tickets over it has been resumed.

Auditor B. H. Calef of the Fort Worth and Denver has gone up the country to be absent quite a while.

General Livestock Agent Sam Hunt, of the Missouri, Kansas and Texas, is back from a trip to South Texas.

John G. Taylor, general livestock agent of the 'Frisco line, was in the city yesterday, and under existing conditions is liable to be here this morning.

The Westinghouse air-brake company has made arrangements with the Vanderbilt railroad system to put its patent air-brake on every freight car on the entire system.

The new shops and roundhouse of the Texas and Pacific at this point are being pushed by Contractor Hughes as fast as men and money can do it, and they will be finished in about three weeks.

The rains and high water have put a stop to work on the Fort Worth and Denver bridge over the Trinity, and the completion of the structure will be set back several weeks by the damage done.

Mr. B. F. Darbyshire, the combination stenographer, telegrapher and livestock clerk of the Tay and Pay has just returned from El Paso, having succeeded in crossing high water in one of Tuley's shoes which he used as a canoe.

This is a very bad time to strike. The railroads are not making so much money that they can afford to be generous, and if the switchmen at Pittsburg strike they will have occasion to remember it for a long time. There are too many people waiting for a job.

The Fort Worth GAZETTE thinks Mr. Gould has his eye on the Aransas Pass. We hope so. We hope he will buy out the concern and run it right by Marlin. The Aransas Pass is at a standstill now because it hasn't got any money. Buy it and build it, Jay.—[Marlin Ball.

It is announced that the Baltimore and Ohio has solved successfully the question of burning coke on its engines in place of coal. Every town through which the Baltimore and Ohio runs is to be congratulated if this fuel is to be generally adopted by the road, doing away with the clouds of bituminous smoke from the locomotives.

Michael Lynch, the Erie track-walker at Canaseraga, claims that the 5th of last March he had been acting in this capacity almost continuously for thirty-three years, and that eighteen miles a day is a low average of the distance daily walked. His beat has ranged all the way from sixteen to thirty miles, and at present is twenty miles. Figured at eighteen miles it would make the total distance he has walked up to date 218,000 miles in round numbers, or about eight and three-fourths times around the earth.

A NEW SCHEME.

A Representative of a London Syndicate in Laredo—They Propose to Build a Road from the Pacific Coast.

Special to the Gazette.

LAREDO, TEX., April 28.—Capt. George F Walker of the City of Mexico, representing a London syndicate who own a steamer line from Mazatlan on the Pacific coast of the sister republic to Australia, arrived in Laredo yesterday. He is now en route home from a trip to London, where he has been to perfect arrangements for the construction of a railway from the point above mentioned to Laredo, via Durango, Fresnello and Monterey. A subsidy has already been secured from the Mexican government, and work on the line will begin within less than six months. The syndicate own large land tracts in the rich valleys adjacent to the Pacific coast and propose to colonize them with Swedes and Norwegian emmigrants. When completed they calculate that they can make the trip from Mazatlan to New York in five days, which, in connection with their Australian steam line, will be, indeed, a short route from this point. They can also secure deep water for English-bound freight at Aransas Pass, which will give them another advantage over all other lines, as their route to Australia from England will be by far the shortest.

Denton Favors It.

Special to the Gazette.

DENTON, TEX., April 28.—The citizens of this city are all heartily in accord with the suggestion made by the Sherman correspondent published in the GAZETTE of the 26th inst., suggesting that the Missouri, Kansas and Texas railway company would probably extend their main line from Sherman via Denton, there connecting with the Dallas branch of that road, and then branching off from that line near this city to Fort Worth. The board of trade here held a meeting last Saturday night and discussed the matter, and the scheme was unanimously pronounced to be the most practical, economical and important route that could be adopted. The enterprise will meet with a liberal support from the board of trade and the citizens of this city and county.

The Tennessee, Arkansas and Texas.

Special to the Gazette.

PARIS, TEX., April 28.—The committee to canvass for subscriptions for stock in the Tennessee, Arkansas and Texas railway have been at work to-day and between $60,000 and $70,000 were subscribed.

The Manvel Party.

Special to the Gazette.

GALVESTON, TEX., April 28.—President Manvel of the Atchison, Topeka and Santa Fe railway company and party of directors, after making a thorough inspection of the terminal facilities here, left to-day for a thorough inspection of the Gulf, Colorado and Santa Fe line.

Want to exchange for stock cattle [illegible] farm, as productive as any in [illegible] four dwelling houses on it. [illegible] south of Strawn, about 240 acres [illegible] cultivation, 200 now being put in cotton [illegible] in corn; title perfect, no incumbrance. Would take small payment in cattle [illegible] since ten year's time. W. W. Johnson, Strawn, Palo Pinto county, Tex.

HIS LAST SABBATH.

Kemmler, the Doomed, Passes a Quiet Sunday. The "Resuscitator" Arrives—The Day and Hour a Secret.

AUBURN, N. Y., April 28.—Kemmler's last Sunday on earth was spent in much the same way as the previous days of his year's life—if life it can be called—in solitary confinement. He never sees a living soul outside of his two guards, his spiritual adviser and occasionally the warden's wife. He occupies his time between meals in studying his pictorial Bible and writing his autograph on cards of which he has disposed of a great many. Dr. Fell, the Buffalo scientist, with a patent recusitation apparatus, has arrived and is a guest of Warden Duston. He is here at the request of the warden to see that everything goes off smoothly. The doctor tried his patent on animals which were put to death by electricity at the prison in January last, when the machinery was first tested. It failed at that time to resuscitate the subjects, and went far toward convincing the electrical commission that death and not mere suspended animation was produced instantaneously. It is understood he will also try the apparatus on Kemmler after the latter has received 1000 volts. Warden Duston has yet to let fall the first inkling as to the precise day of Kemmler's taking off. It is generally believed Wednesday will be the day, but certainly no later than Thursday. It is also said the execution will take place at a very early hour in the morning, perhaps before daylight, but these are mere surmises. New York city newspaper men are here in great force. The warden is as unyielding as adamant in shutting out press representatives, but some of the doctors or guards at the execution may be prevailed upon to talk after it is all over.

Howard & Alton at Andrews' theater to-night in their great sketch, Youth vs. Age.

DENTON.

Cotton Will be Planted Where Small Grain is Washed Out.

Special to the Gazette.

DENTON, TEX., April 28.—The sunshine of to-day is in happy contrast with the damp days just passed, and though we had some fears as to results of the threatening floods we feel almost willing to say "'tis all forgotten now" except when reminded by reports from less favored localities than our own that there have been devastations truly distressing. Our city is high and dry and our citizens wear their accustomed smile and people, quite a crowd from the country seem to be in good spirits. They say that though small grain has been ruined in some localities there is a splendid opportunity just now for pitching a large acreage of cotton.

The locating of a cotton-seed oil mill at this place has been discussed and everybody says now is the time to consummate the plans for its erection. This will be done no doubt in the very near future as a meeting is appointed and the city and county are to unite in saying it must be.

The city council will meet in regular session next Wednesday to close the trade for the establishing of waterworks in this city.

A LIQUOR ORDER.

Boston Tipplers Can't Take It Over the Bar—How It is Done.

BOSTON, MASS., April 28.—An order was issued by the Boston police board that after May 1 next the sale of intoxicating liquors over the bars must be stopped. This order has been expected for some time, but it was hoped, not only by the police commissioners, but also by the saloon-keepers, that the law requiring liquors to be sold with food only would be repealed, but it was not. The bill for the repeal of the law was rejected in the senate a few days ago, and with the idea probably that there was no further hope for modification, the police commissioners have given notice to saloon keepers to remove their bars within twenty days. Enforcement of the law will work great injury to almost every saloon keeper in the city. Hotels can more readily adapt themselves to the new condition, having more income with which to set a table at the hotel, and saloon men protest, and the former are of the opinion that the law will work an injury to the hotel business.

Verdict of Not Guilty Ordered.

Special to the Gazette.

PARIS, TEX., April 28.—Jim Hickman, a negro, was placed on trial in the district court to-day for the murder of Clark and Mose Harrison, white men, near this city in December, 1887. The men were shot down in the woods about half a mile from home, and were not found for several hours. Suspicion rested on Hickman on account of some former trouble he had had with the Harrisons. After hearing the evidence for the state the jury was instructed to return a verdict of not guilty.

Drs. Aldridge and Mattison extract teeth without pain.

Negroes Shot in Cold Blood.

Special to the Gazette.

NAVASOTA, TEX., April 28.—News has reached here of a bloodthirsty murder at Millican, about ten miles north of here. On Saturday night John Bloodworth, a negro, was standing on the gallery of his house when a shotgun was suddenly fired at him out of the darkness and he received the full charge, dying from his wounds. No clew to the perpetrator has been obtained, but it is supposed that jealousy was at the bottom of the affair.

FORT WORTH, TEX., April [illegible]
Germ Exterminator Co.,
DEAR SIRS—My little girl had had a very severe case of eczema—being covered all over the head and face. After using different remedies and no benefit derived, I used your Chas. Alf's germ exterminator with grand result, the disease being gone, with no appearance of a relapse, and I certainly recommend it.
MRS. WM. FOLLARD,
St. Louis Hotel.

Read our offer to send Webster's Unabridged Dictionary to any one [illegible] two annual subscriptions to the Daily GAZETTE and $20 in cash.

Kicked in the Mouth.

Special to the Gazette.

WELLBORN, TEX., April 28.—Mr. Bill McCarquodale, while returning from his farm on the Brazos river, which is now one vast sea of water, was kicked in the mouth by his buggy horse, knocking out his front teeth and cutting his lip in a horrible manner.

Manufactories Are the Second Growth of Cities!

THE LONE STAR NOVELTY WORKS,
ARE COMPLETED
THE GRANITIC ROOFING COMPANY
Will commence the erection of their two-story brick buildings in 30 days, and
A Furniture Factory
WILL LOCATE IN
MANCHESTER
The manufacturing suburb of Fort Worth on the line of the Texas and Pacific Railway. Homes will be needed for hundreds of factory hands. All who purchase now will save and make money.
Lots and blocks for sale at low prices and easy terms. For particulars apply to
THE CHAMBERLIN INVESTMENT CO.,
CORNER FOURTH AND RUSK STREETS,

SSS
HEALTH AND BEAUTY.
Swift's Specific has cured my little niece of white swelling of the worst type. More than twenty pieces of bone came out of her leg. She was not able to walk for eight months, and was on crutches a year. The doctors advised amputation, but I refused, and put her on S. S. S. She is now as well and playful as any child.
MRS. ANNIE GERSLING, Columbus, Ga.
Treatise on Blood and Skin Diseases mailed free.
SWIFT SPECIFIC CO., DRAWER 3, Atlanta, Ga.

DRUNKENNESS OR LIQUOR HABIT.
IN ALL THE WORLD THERE IS BUT ONE CURE
DR. HAINES' GOLDEN SPECIFIC.
It may be given in a cup of coffee or tea, or in articles of food, without the knowledge of the patient; it is tasteless, odorless, and will effect a permanent and speedy cure whether the patient is a moderate drinker or an habitual drunkard. Over [illegible] have been cured who have taken Golden Specific in their coffee without their knowledge, and to-day believe they quit drinking of their own free will. 48 page Book of Particulars Free.
H. W. WILLIAMS & CO., 430 Houston St.,
TERRELL & LYNE, 502 Main St.,
FT. WORTH, TEX.

FOR MEN ONLY!
[illegible] FAILING MANHOOD; General and Nervous Debility; Weakness of Body and Mind; Effects of Errors or Excess in Young or Middle Aged Men. [illegible] Robust, Noble Manhood Fully Restored. Lost Vigor and Strength Developed. Impotency, Nightly Emissions, Premature Decay, Wasting Diseases and All Those Secret Habits of Youth. Absolutely unfailing HOME TREATMENT. Benefits in a day. Men testify from 47 States, Territories, and Foreign Countries. You can write them. Book, full explanation and proofs (sealed) free. Address ERIE MEDICAL CO., BUFFALO, N. Y.

TO WEAK MEN
Suffering from the effects of youthful errors, early decay, wasting weakness, lost manhood, etc., I will send a valuable treatise (sealed) containing full particulars for home cure, FREE of charge. A splendid medical work; should be read by every man who is nervous and debilitated. Address, Prof. F. C. FOWLER, Moodus, Conn.

THE ONLY COMPLEXION
Powder in the world that is without vulgarity or without injury to the user, and without doubt the beautifier, is Pozzoni's.

Lottery of the Beneficencia Publica.
THE
Semi-Annual - Extraordinary
DRAWING
Will be Held in the City of Mexico on
MAY 5th, 1890.
Capital Prize, $120,000.
50,000 Tickets at $8--$640,000.
Price of Tickets, American Currency, Whole, $8; Halves, $4; Quarters, $2; Eighths, $1.
LIST OF PRIZES.

1 Capital Prize of $120,000 is		[illegible]
1 Capital Prize of 40,000 is		40,000
1 Capital Prize of 20,000		20,000
1 Grand Prize of [illegible]		8,000
2 Prizes of [illegible]	are	4,000
5 Prizes of [illegible]	1,000 are	5,000
20 Prizes of [illegible]	500 are	10,000
100 Prizes of [illegible]	200 are	20,000
[illegible] Prizes of [illegible]	100 are	20,000
125 Prizes of [illegible]	40 are	21,100

APPROXIMATION PRIZES.

100 Prizes of $120 app. to $120,000 Prize		28,000
100 Prizes of 100 app. to 40,000 Prize		18,000
100 Prizes of 60 app. to 20,000 Prize		9,000
720 Terminals of $40 decided by [illegible]	$120,000 Prize	21,960
2,289 Prizes amounting to		$257,120

All prizes sold in the United States paid in full in United States currency. By terms of contract the company must deposit the sum of all prizes included in the scheme before selling a single ticket, and receive the following official permit: CERTIFICATE—I hereby certify that the Bank of London and Mexico has on special deposit the necessary funds to guarantee the payment of all prizes drawn by the Loteria de la Beneficencia Publica.
A. CASTILLO, Interventor.
Further, the company is required to distribute 80 per cent. of the value of all the tickets in prizes, a larger proportion than is given by any other lottery. Finally, the number of tickets is limited to 50,000—20,000 less than are sold by other lotteries using the same scheme.
U. BASSETTI, Manager, City of Mexico.
Address all communications to
SPENCER HUTCHINS,
State Agent, Houston, Tex.

Consent Cases.

Special to the Gazette.

AUSTIN, TEX., April 28.—Consent cases affirmed: City of Sherman vs. Laughan, from Grayson. Bexar county vs. D. H. and M. M. Terrell, from Bexar.

—THE—
Texas Express Company
—OFFICE—
401 Main Street,
"STEIN'S TEMPLE PLACE."
Open Again for Business.
Freight Received and Forwarded:
ALL POINTS.
North, East and South Connections
Adams, Southern and American Express Companies.
Low and Uniform Rates on Freight and Money.
ALSO AGENT FOR
Baldwin Bros' European Express Company to all Points in Europe.
We solicit a share of the public patronage. For Rates, etc., call at office.
401 Main Street,
Corner Third.
S. B. GETTS,
AGENT.
Fort Worth, Texas

THE MKT
MISSOURI, KANSAS & TEXAS RAILWAY.
TO ALL POINTS
NORTH AND EAST,
THROUGH TRAINS CARRY
PULLMAN SLEEPERS
Between points in Texas and
CHICAGO, ST. LOUIS,
—AND—
KANSAS CITY.
Close connections in all of the above cities with fast trains of Eastern and Northern lines, make the M., K. & T. R'y the best line to
New York, Boston, Montreal and St. Paul
J. E. SMITH, City Ticket Agent, corner Fourth and Houston streets.
C. D. LUSK, Ticket Agent, Union Depot.
W. D. LAWSON, Texas Traveling Passenger Agent.
GEO. A. EDDY, H. C. CROSS, Receivers.
J. J. FREY, Gen. Supt., Sedalia, Mo.
J. WALDO, General Traffic Manager, Sedalia, Mo.
H. P. HUGHES, Ass't Gen. Pass. Ag't, Fort Worth, Tex.
GASTON MESLIER, Gen. Pass. and Tick. Ag't, Sedalia, Mo.

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 Sleeping Cars through to St. Louis via
IRON MOUNTAIN ROUTE
See that your ticket reads via the Texas and Pacific Railway. For maps, time tables, tickets, rates and all required information, call on
C. D. LUSK,
Ticket Agent, Union Depot, Forth Worth.
JAKE ZUBN,
Ticket Ag't, city office cor. Main and Third sts.
C. P. PEGAN,
Traveling Passenger Agent, Dallas, Tex.
B. W. McCULLOUGH,
Gen. Pass. and Ticket Agent, Dallas, Tex.
JNO. A. GRANT,
General Manager.

Fort Worth and Denver City R'y.
(Denver, Texas & Fort Worth R. R.)
TEXAS PANHANDLE ROUTE!
Shortest line, quickest time from the Gulf of Mexico, Fort Worth and all principal points in Texas to Rocky Mountain resorts and Pacific coast, including Trinidad, Pueblo, Manitou, Colorado Springs, Denver, Col., Salt Lake, Utah, Portland, Oregon, Tacoma, Seattle and Port Townsend. Daily trains leaving Fort Worth 9 a. m., comprising new and elegantly equipped Pullman Palace Sleeping Cars through to Denver, connecting at Colorado Junction points with A., T. & S. F. R. R., D. & R. G. R. R., Colorado Midland Railway and Union Pacific Railway, having through cars for San Francisco, Los Angeles and Portland, Oregon.
RATES OF FARE FROM FORT WORTH.
To Trinidad, $12.00; to Pueblo, $22.00; to Colorado Springs, $23.00; to Denver, $24.00.
Tickets on sale via Texas Panhandle Route at all connecting points in Texas and Louisiana.
TEXAS PANHANDLE is now being rapidly settled and is known as the Great Wheat Belt. Railroad and School Lands are on the market at low prices per acre and on long time, and as an inducement to Settlers or Prospectors, we sell tickets from Fort Worth to all points on the line at very low rates. Descriptive books, maps and any information desired will be furnished by applying to
W. V. NEWLIN,
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GEO. ADY,
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HOUSTON & TEXAS CENTRAL R'Y
The All-Steel Rail Line.
Double Daily Trains Each Way.
No. 2 fast mail, Denison to Houston. Through Buffet Sleepers between Galveston and St. Louis and Houston and Chicago via Dallas, Denison and Sedalia. Between Denver and New Orleans via Houston and Fort Worth. Pullman Sleeping and Drawing-room cars between Houston and Austin. Steamship tickets to or from any point in Europe.
Local Time Card, in Effect November 28, 1889.

GOING SOUTH DAILY. Leave. No. 1.	No. 3.	STATIONS.	GOING NORTH DAILY. Leave. No. 2.	No. 4.
8:00 pm	4:15 am	Galveston	10:40 pm	11:30 am
3:25 pm	4:35 am	Houston	10:25 pm	11:04 am
4:50 pm	[illegible]	McKinney	8:00 pm	9:20 am
6:40 pm	[illegible]	Dallas	7:30 pm	8:20 am
5:40 pm	[illegible]	Fort Worth	.....	9:00 am
9:35 pm	8:50 am	Garrett	6:15 pm	6:35 am
9:20 pm	9:50 am	Corsicana	5:20 pm	5:40 am
6:10 pm	.....	Morgan	.....	9:20 am
8:35 pm	10:40 am	Waco	4:20 pm	6:40 am
2:40 am	1:30 pm	Hearne	1:50 pm	2:25 am
9:07 pm	10:30 am	Austin	4:00 pm	6:45 am
1:55 am	3:55 pm	Brenham	12:07 pm	1:05 am
5:30 am	5:35 pm	Houston	9:25 am	9:40 pm
8:35 am	8:15 pm	Galveston	6:45 am	6:35 pm
7:45 pm	8:15 am	New Orleans	3:25 pm	7:30 am

A. PAULKNES, Gen. Pass. Agent, Houston.
C. D. LUSK, Depot Ticket Agent, Fort Worth.

SANTA FE ROUTE.

NORTH BOUND. Daily. No. 10.	Daily. No. 1.	STATIONS.	SOUTH BOUND. Daily. No. 1.	Daily. No. 9.
.....	6:15 am	Galveston	10:35 pm	.....
.....	4:25 am	Houston	10:10 pm	.....
.....	4:00 pm	Temple	.....	.....
.....	4:40 am	Temple	12:15 am	.....
.....	.....	San Angelo	.....	.....
No. 10.	6:35 pm	Cleburne	7:45 pm	No. 11.
4:35 pm	9:00 pm	Cleburne	7:18 pm	10:25 pm
5:40 pm	10:26 pm	Ft Worth	6:20 pm	11:20 am
6:00 pm	10:40 pm	Ft Worth	6:00 am	11:20 am
8:35 pm	1:45 am	G'nerville	3:00 am	.....
8:40 pm	1:50 am	G'nerville	2:50 am	.....
12:50 am	7:00 am	Purcell	[illegible]	[illegible]
3:00 pm	8:00 am	Kansas City	[illegible]	[illegible]
8:20 am	7:25 am	Chicago	[illegible] pm	6:00 pm
No. 74.	No. 76.		No. 75.	No. 73.
12:30 pm	[illegible]	Cleburne	4:35 pm	7:35 am
8:00 pm	[illegible]	Dallas	2:05 pm	9:05 am
.....	No. 76.		No. 75.	.....
.....	12:05 pm	Dallas	2:24 pm	.....
.....	5:40 pm	Paris	9:00 am	.....
.....	8:30 pm	St. Louis	8:25 am	.....

Pullman Palace Buffet Sleeping Cars between Galveston and Kansas City on trains Nos 1 & 2.
All classes of European steamship tickets (outward or prepaid) sold at lowest rates, and all information furnished on application.
JAMES S. CARK,
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