"RAILROAD FACTS."

Speech by Manager Meek Before Chautauqua Assembly.

A Glimpse of the Wondrous Work Which Has Been Accomplished by Railways—The Future.

Important Economic Questions Which are to be Considered—Necessity of Ending Traffic Wars.

Denver Republican.

Mr. C. F. Meek, general manager of the Union Pacific, Denver and Gulf railroad, delivered the following address yesterday before the Chautauqua Assembly at Glen Park:

"It is not easy to say anything on the subject assigned me which the inquiring mind will recognize as being new. I shall not detain you with statistics as to the growth and extension of railway systems nor those which show that these have been the prime factors of our national growth. It is all the story of half a century, and the larger part of it comes within the actual experience of the younger men who are coming into control of business affairs at this time.

"The correct historian of this period, who seeks to arrive at the true extent of the power of railways as creators of national wealth and their influence in adding to the per capita wealth of this free people and who follow out the lines of general advancement for which they are directly and indirectly responsible, will be called upon to present almost incredible figures and statements of facts. We are too near to it all, at this time, to rejoice in the full comprehension and appreciation of this wondrous work, but the time will come when the progress of these few years, for which the railroad is largely responsible, will stand out as the most marvelous achievement of man. Speaking with reference to the United States, it may be said that they have been supplied as if by magic with railway systems throughout their length and breadth, touching every section of importance and making available every existing resource.

"The free conditions under which this great system of roads has been built, have made it possible to build it quickly and at this time there is little room, and much less actual necessity, for new railroad enterprises. We may say that the construction account is nearly closed, and that the present test lies in the support and proper maintenance of the nearly 200,000 miles of roads already built. The fact that many thousands of miles of this grand system of rail thoroughfares have been built far beyond the lines of actual settlement, and that in many cases the rail mileage in a given territory is far in excess of actual necessity makes this test one of serious consideration.

IMPORTANT ECONOMIC QUESTIONS.

"With this rapid building of a complete railway system there has been an equally rapid development of the material resources in the states, supplying in the most part every essential product far beyond the capacity of the population to dispose or consume. These two facts—the one of excessive railway building, the other of excessive production—present the two most important economic questions of the time. We are brought to face the necessity of adjusting ourselves to these advanced conditions to the end of wisely perpetuating these institutions for the good of the states, individually and collectively. At this moment the country and every railway interest are suffering for want of this adjustment. It touches all alike, and we are coming, perhaps too slowly, to a common ground of observation and action, admitting with each other the crudity of management of commercial and railway interests as they relate to each other in different sections of the country.

NECESSITY OF ENDING TRAFFIC WARS.

"It is the ambition, natural to Americans, of every producer, and of every industrial institution, to distribute their products throughout the entire country regardless on natural conditions, and with the present system of transportation it is being made possible for them to do so regardless of local conditions, which should prevail; so that the necessity for defining commercial territorial lines and a system of transportation charges that will put an end to the ceaseless and growing conflicts that are now eating at the heart of local and general prosperity of commercial institutions, and threatening the well-being of transportation companies, is becoming each day more and more apparent.

"Divided and individual management of the different railway systems extending long distances through the country, coming in contact with each other at points where in the nature of things their interests are diverse, results in forcing commercial lines beyond their proper boundary. Add to this the fact that these roads are controlled, in a greater or lesser degree, by varying statutory regulations in different sections of the country, making it impossible in many instances for roads to govern their actions, either on the line of self-protection or of preservation of the commercial interests of their territory, and it will be seen that the question of proper adjustment is one of serious import.

DANGERS FOR TRAFFIC COMPANIES.

"There are many dangers besetting transportation companies, as well as commercial institutions, as a result of the present systems of management, which makes it possible for a single individual to disorganize and disrupt natural commercial relations, and to destroy the value of capitalized property. A single act of bad faith, and bad faith is quite the rule, may result in a rate war causing injury to railway earnings and commercial values that is appalling. It often occurs that these great losses result from management that is shielded by the government having control of roads, for the moment released from obligations, the burden of which is still carried by roads in the same territory, and this is one of the unhappy features of the present state of affairs. Rate wars and unstable rates are the curse of the country and its railroads.

HOPES FOR THE FUTURE.

Yet we will not despair. The same genius and public spirit that created these institutions of commerce and of transportation will preserve them. The wisdom of the people will not fail. Let us say that we are not yet through the schooling period; that we are gathering experience for the final adjustment of these great questions, but let us hope that the time is near at hand when, out of the wisdom of many years' struggle and harpship, may come some universal and rational action that will place commercial and producing institutions beyond anything excepting natural strife under natural conditions, and that will save the billions of private capital of our people invested in these highways from self-destruction. The present conditions cannot be changed too quickly, but they cannot be successfully changed by diverse local legislation in the different states, nor by national legislation which does not comprehend the entire situation and which applies local applications to an organic trouble. Neither can they be changed by the present diversified systems of railway management. There are many theories proposed, but most of them are impracticable, to remedy these growing evils. I have not the inclination, much less the wisdom and assurance, to propose a remedy, but it is my belief that the first step lies in a legalized community of railway interests, making it possible, under consistent and reasonable regulations, for all to prosper in the proper degree, and to maintain such an attitude with relation to conflicting commercial interests as will confine them to natural territories beyond the lines of which destruction begins.

A COMMUNITY INTEREST.

"Railway securities are now so universally held among our own people as legitimate investments, that the question of the safe conduct of railway properties is a matter of solicitude in nearly every community of the country, sharing alike with commercial institutions importance as a factor of domestic and social prosperity. It is not a question for hostile treatment, nor one for hasty action, but demands immediate and careful attention; and presents a problem nearly as great as that which confronted the framers of our constitution, and must be dealt with as solemnly, to the end that every interest of every community may be completely and justly served, and that the fruits of the grandest achievements of man may be borne bountifully and in the fullness of perfection to all alike."

REPLIES TO QUESTIONS.

At the conclusion of Mr. Meek's address the president desired to propound some questions concerning the railroad situation, and to have the audience ask any that might occur to them, the replies to which would be of interest. A large number of gentlemen in the audience took advantage of this opportunity and the speaker replied to them substantially as follows:

"There is a growing good feeling between the railroads and the people, and in every way a better understanding, especially in the West, where there has been so much friction hitherto and where a feeling of hostility towards railroads has existed among the people. This understanding is the result of experience on the part of both. Railroads have committed many follies themselves, more from lack of experience than from lack of wisdom, and, seeing their errors, have endeavored to correct them. Many questions have arisen and had to be met by railway managers at the moment's notice of paramount importance to those which legislators deliberate days, weeks and months in adjusting, and it could scarcely be expected that error would not creep in and false ground be taken. It should be remembered that these representatives of railroads have been dealing also with economic questions, and that there must necessarily have arisen dissention and dissatisfaction between them and those controlling the destinies of the commercial world. In the older states there is less difficulty than in the new states of the West. It is the exception to find a legislature in the Eastern states proposing measures hostile to railways or seeking to exercise specific control, as in the West, although there is at present more restrictive legislation on the statute books of many Western states than will be found in the East. The trouble is, the West has been doing what is termed as "getting there" all at once, and the conditions under which Western roads have been obliged to work have been widely different from those under which roads are operated in the older states. People in the West have thought the same rates and the same general conduct of affairs should obtain as in the East, while Eastern roads have from fifty to seventy-five people to the square mile to draw their revenue from, and those in the West have only from five to twenty.

RAILROADS AND POLITICAL INFLUENCE.

"Yes, railroads have exercised political influence. I will not say that it has always been wisely directed. Whatever railroads have done in politics has been done from motives of self-protection. When it is considered how much of the legislation proposed in the different states originates, how little consideration is given important measures of control and how disastrous are the effects of many ill-considered measures, it is not strange that the representatives of these great properties, which are really owned by the people, or at least among the people, should take an interest in shaping it. Most railroad men to-day, however, recognize that some sort of legislation is necessary, and feel that it is no more than right that their experience should be availed of in shaping it. There is no reason why men experienced and interested in railway properties should be ostracised and regarded with suspicion when the question of shaping the work and dealing with the actual operations of their property is up for settlement.

THE LIFE OF A RAILROAD.

"The life of a railroad varies according to use and many causes, such as charter of alignment, grades, climate, etc. It is fair to assume that all the crossties, of which there are 3000 to the mile, must be renewed every eight years, rails every ten or twelve years, wooden bridges and structures about the same: rolling stock also. And this brings up a question of vital importance which is never considered by legislatures when they are fixing maximum rates. A large number of roads, especially in the West, are unable for the first five or eight years to earn more than interest on the property, so that when time for renewal comes they cannot make them, and of course go in to decay, become unsafe and struggle against great odds, going through every phase of poverty, receivership and reorganization, and finally by pocketing the old loss, and by new and doubtful investment being made, are kept running. Do not forget that this is being done every year, not by foreign capital, but by our own enterprising and plucky people, who can illy afford to carry the burden. The same is true of the older and stronger roads in many instances, and let me say that nearly every Western road has had its serious day of reckoning. Dividends have been paid by some of them when the money used for that purpose should have been laid aside for provident uses. The men who were responsible for this are probably now out of control, and the securities for these properties are in the hands of people who did not draw the dividends. Would it be fair to punish them? There is little of this thing now, and there will be still less from year to year. Competition in the way of superior equipments and in general service is calling for large and constantly increasing expenditures that were not provided for when the roads were capitalized and for which little provision has been made in the past.

MUST COME TO POOLING.

"I mean by a legalized community of railway interests a legalized system of pooling. It is useless to disguise the fact that we have got to come to that for the safety of every material interest of the country.

"I do not mean to say, however, that pooling should be permitted without restraint—there should be such statutory regulations as would prevent the pool being used as a means of exacting hard conditions from shippers. It is easy enough to regulate railways under the pooling system so that they will not use it as a means of raising rates—the only reason for the existence of the pool is to secure stability of rates. The present law is an utter failure so far as bringing about stability of rates is concerned."

Many other questions were cheerfully answered by Mr. Meek, who seemed to believe that the people were entitled to frankness, and the gentleman was particular to emphasize his belief that the only way out of the present difficulty was for the owners of railway property to work cordially with the people.

A CASE OF FRAUD.

An Empty Coffin Supposed to Have Been Buried to Throw the Officers Off the Track.

Special to the Gazette.

WACO, TEX., Aug. 3.—Petty Robinson, a negro who was under indictment here and under bond, was reported dead some months ago and the case was stricken from the docket. Yesterday Constable Lee Jenkins and Deputy Sheriff Burke found Petty near Bremond and brought him in, a sure enough live negro, just as vigorous as ever. It is a fact, however, that Petty Robinson's bondsmen, Petty Johnson and Joel Robinson, did report him dead, after offering $100 reward for him, supposing him to have skipped. It is believed that a coffin was buried without a corpse and the report circulated that it was Petty Robinson's funeral, this means being adopted to prevent a search being made for him. He languishes in jail and the officers will demand the reward.

LIST OF LETTERS

Remaining in the postoffice at Fort Worth, Tex., Monday, Aug. 4, 1890. To obtain any of these letters the applicant must call for "advertised letters" and give the date of the list. Also, all letters advertised shall be charged with 1 cent in addition to the regular postage, to be accounted for as part of the postal revenue, as per section 530, page 348, United States postal laws.

Ladies' List.

Beal, Mrs Mollie	Misenheimer, Mrs M H
Burns, Annie	Manns, Minnie
Berry, Mrs Eliza	Mafine, Mrs Chellie
Chapman, Pearl	McCarty, L
Cox, Mrs J W	O'Leary, Mrs E B
Cox, Mary	Phillips, Ollie
Cross, Mrs Lou	Perry, Sallie
Cromer V E	Roan, Mrs Clara
Dayton, Ella	Richardson, Laura
Davis, Augusta	Richardson, Mrs Hattie
Digges, Mrs W A	Reynolds, Mrs Lizzie
Decora, Bessie	Robinson, Mrs J M
Deen, Jessie	Stewart, Mrs J
Foreman, Ophelia	Stewley, Mrs May
Freeman, Mrs Emily	Stamper, Mrs M K
Gordon, Clara	Smith, Caddie
Gray, Mrs Mattie	Smith, Mattie
Gunn, Maggie	Smith, Mrs 1614 Throckmorton street
Hart, Mrs Lola	
Hoffman, Mrs Rosie	Snow, Mrs Emma
Hutchings, Miss	Sneed, Mrs E D
Hunter, Jessie	Shelby, Mrs D M
Holland, Daisy	Sherman, Kittie
Harmon, Mrs Jane	Thomas, Mrs Alice
Hall, Amanda	Taylor, Mrs Sarah J
Haworth, May (2)	Vaughn, Winnie
Irwin, Mrs Sadie	Wells, Mrs Mat
Jewell, Mrs M C	Wright, Lettie
Johnson, Mrs A S	Wood, Mrs S A
Kitchens, Mrs Nannie	Wilson, Mrs W C
King, R	Wilson, Fannie Britton
Long, Mrs Tilley	Wilson, Mrs W B (2)
Laston, Mrs Fannie	Williams, Mrs
Lofton, Fannie	Wilkins, Mrs Georgie
Lindsey, Eva	Warren, Mary J
Murphy, Mrs Maggie	Walker, Caledonia (2)
Morgan, Mrs Jane	Washington, Madie
Miller, Willie R (2)	Wagner, Mrs F B
Mason, Mrs J C	Zachary, Sallie

Gents' List.

Armstrong, W O	Light, Will
Allen, W B	Lewis, J A
Anderson, W W	Langdon, Forest E
Ayers, E B	Layton J F, M D
Babcock, Will Henry	Laughlin, Joe
Badstrom, Charley	Larmon, E N
Beaman, William	Murphy, Tom
Bell, A G	Muller, J P
Biskel, Frank	Mundt, Richard
Boyd, S J	Morris, Lewis
Bynum, Andrew L	Morris, J W
Bynum, A L	Morris, Oliver P (2)
Brown, Arthur N	Moody, H P
Buchanan, R G	Morse, S F (2)
Carver, Edgar M	Meynardie, C W
Casey, J H	Mitchell, J N
Cavin, S O	Mitchell, Morris
Campbell, W C	Mann, J M
Campbell, G R	Mathers, Edgar
Camper, Tom	Maloney, Patrick
Campbell, George	Maddox, Gus
Correll, Henry	Munger, Joe L
Carson, Willie	Matheson, Arnold
Chapman, Bennett	Murrell, Jepe
Cheeseman, H	McLarty, Julius (col)
Charbauneau, F C	McCain, W D
Clark, J M	McDonald, J
Clark, O L	McDonald, J S
Clark, William	McGlasse, W C
Corzelius Mr (2)	McGrew, G T
Corrales Jose	McConner, M C
Coleman, J N	McCarthy, John
Cole, J W (trombone soloist)	McCullak, Mr
Crofts, L H	McAfee, H P
Crump, Phil	Nolan, M J
Craig, James	Nowell, R
Davidson, James	Norvell, Willie
Dewees, Charles B	Nichols, Charles
Dedien, C	Nixon, John
Downly, John	Neill, B O
Dooley, I J	Oliver, Bud
Dunn, A J	O'Connor, J P
Etter, C H	Phillips, R S
Edgington, Charles	Pennington, W D
Eusey, S	Peterson, P E
Funk, J T	Peterson, Charles
Fasscott, J A	Pardy, John
Ferre, George	Ryels, Church (colored)
Ford, M J	Rollins, W G
Fock, Andrew	Rowland, Richard
Goldschmidt, Albert	Ross, S P (W F Adams Machine Co)
Gordon, Thos E	Rigions, J W
Goode, J N	Ridgeway, S E
Gooden, E	Reynolds, J L
Gibbs, William	Randall, Wm R
Girard, John	Ramsay, W S
Geary, John	Ragsdale, George
Garrison, John	Raley, R L
Galvan, Pat	Rutherford, Henry
Glover, W W	Sutton, J A
Graves, Dr	Storey, Quincy A
Green, Dr R M	Sievens, Jeptha
Greer, Chas A	Stephenson Wm
Hennessy, J P	Stillwagon, W
Huff, John C	Sprenger, Arthur
Hyatt, John W	Spray, Amos
Hunter, Col R W	Sprague, James
Howell, Clem	Smith, Lewis
Hollis, W R	Smith, E M
Holmes, A S	Smith, Mart
Hornsby, J L	Snow, J H
Hobbs, John	Siusker, J M
Hilliard, W E	Slade, W J
Hick, Al	Shaw, C R
Hix, G B	Sharp, Finis R
Higdon, Lee	Shears, John W
Hinton, Wm P	Sheldon, John W
Herring, Robt Lee	Schruder, C G
Harris, William	Saunders, S S
Hardy, Wm H	Sawyer, F M
Harden, Stephen L	Starrett, Talbot
Hargrave, Ed	Shop, Walker
Hartsfield, W M	Trainor, James
Hansbry, Jack	Tomer, R E
Hatson, Jose	Tennery, Ed
Hancock, Clarence G	Tapscott, John
Halle, Andy	Thompson, Wm D
Hall, H J	Vanhess, Harry
Haynes, Z L	Veits, H (Bridge gang)
Haynes, William	Wilson, Albert
Jacobs, Ed	Wilson, W B (2)
Jackson, S H	White, Tom
Jones, John W	White, J M
Kelly, J T	Williams, Johnnie G (2)
Keeler, James	Winthrop, L R
Kaboe, Taylor	Wegman, John
Knox, Errin	Walker, J L
Lytle, Wes	Walsh, Martin
Lee, J E S	Wilson, Tom H
Lee, Tommie	Young, M J
Lillard, John S	Yarborough, John

Foreign List.

Robert, R F	Wakon, Andrew A B
Schnorfeel, Paul	Warren, Bert

Miscellaneous.

Com Agt M K & T Ry	No 912 Texas street
Fort Worth Canning Co	Fort Worth Stove Co
Francis Smith & Co	Griffin & McIntosh
Owen Bros	The Mo Pac Ry Co
W A T No 510 Burnet street	Haliday & Stone Mfg Co

BELLE M. BURGESS, P. M.

BELL COUNTY POLITICS.

Statement of the Party Situation—Justice Done to Hon. George C. Pendleton and the County Democracy.

SALADO, TEX., July 31, 1890.

Editor Gazette.

The following article was written for the San Antonio Express and mailed to that paper on the 21st inst. with the request that if it was declined to return it to the writer at Salado, Tex. Postage was inclosed to pay return mail or a copy of the paper if it was published. Up to this date I have heard nothing from it, and have determined to ask space in THE GAZETTE for its insertion, trusting in its well established reputation for fairness for its publication.

W. P. HANCOCK.

Hon. G. C. Pendleton and the Democracy of Bell County Defended.

Editor Express:

An article in the Express of recent date from Holland, Tex., over the signature of "Bell County Democrats" deserves notice, and as it is the habit of newspapers to give both sides of a disputed question, I ask space in your widely read paper to reply. There is at the present time in our county a very marked difference of opinion among Democrats as to who are in line with the party, and how far it is bound by the action of the county convention. There are no anti-convention Democrats in the county, nor are there any who oppose the action of the late county convention so far as it was legitimate and according to party usage. Briefly stated, the situation is this: There were three candidates for the legislature, King, Robertson and Bush, the former of Belton, the two latter of Salado. Mr. Robertson, as was believed, was the candidate of the bosses, put forward for services said to have been rendered the party. This intensified opposition to him, besides he was weak and unpopular with the rank and file of the party, and especially in his home precinct. As the canvass advanced it became apparent to his most hopeful friends that, left to the choice of the party, his defeat was inevitable. Then it was that methods not sanctioned by Democratic usage began to be entertained and discussed in certain circles by which his nomination might be effected, and the Barry West & Co. project of insubordination to lawfully constituted party authority came in for a full share of attention. Soon it was discovered that the county was swarming with Union Laborites, Knights of Labor and other secret and hostile elements, ready to mass their forces and capture the Democratic party. And as the day for the primaries approached the plot thickened. Unusual and extraordinary tests of Democracy were suggested and bolts threateningly hinted at until party feeling was well worked up. I will here remark, the county has ninety-three votes in convention, distributed as follows: Beat No. 1, Belton, 19; No. 2, Salado, 8; No. 3, Holland, 8; No. 4, Heidenheimer, 12; No. 5, Temple, 29; No. 6, Moffatt, 5; No. 7, Nolanville, 8, and No. 8, Youngsport, 4. When the primary conventions were held Mr. Robertson carried three, Nos. 5, 6 and 8, 38 votes. The attendance at these meetings was respectively 100, 44 and about 45. Mr. Robertson's majorities were 10, 4 and 14. Judge King carried four beats, Nos. 1, 3, 4 and 7, as first choice, 49 votes, and No. 2 as second choice, 8 votes, Mr. Bush getting first choice. The attendance at these meetings as near as can be ascertained by data at hand, is as follows: No. 1, 400; No. 2, 325; No. 3, 80; No. 4, 90, and No. 7, 44. Judge King's majorities were, No. 1, 200; No. 2, 130; No. 3, 50; No. 4, 67, and No. 7, 8. At all the beats the iron-clad tests were introduced except Belton, and were adopted at all places except Salado and Temple, Nos. 2 and 5. At Salado it was evident Mr. Robertson was in the minority 100 or 125 votes. To escape the result of a fairly expressed choice of the party he bolted the primary with something over ninety with him, this after the convention was organized. At Holland, No. 3, the primary organized, adopted the test of Democracy, and proceeded to make nominations and endorsements, from governor down to and including floater representative, but when it came to local representative a division was called for and the King men were found to be so overwhelmingly in the majority, the Robertson men, not over a baker's dozen, on some frivolous pretext about the verbage of the test resolution walked out and held, or pretendingly held another primary. When the county convention was held, by methods unknown in party practice, these bolting delegations were seated, and Mr. Robertson declared to be the nominee of the party for the legislature. The committee on credentials, six in number, one from each uncontested beat, was composed of four avowed Robertson men, and one said to be doubtful, and one King man. The committee adopted very arbitrary rules, set with closed doors, as a secret inquisition, and what was said or done in that little star chamber is yet a sealed book to the world. The committee submitted its work, recommending the seating the bolting delegations, with a majority and a minority report on the Holland case, giving no reason for its action, hurrying the matter through with evident intent to avoid debate, the King delegates, who were Robertson partisans, including the entire delegation from Beat No. 7, and instructed to use their best efforts to secure his (King's) nomination, voting to seat the bolting delegations. The act of the convention in declaring Mr. Robertson the nominee was so apparently fraudulent and subversive of the will and mandate of the party as expressed through the primaries, that the Democracy determined not to respect it or abide by it. And when I say the Democracy, I mean at least three-fourths of the Democats of the county. They are convention Democrats and are in favor of nominations, and do not oppose the convention only in this particular and outrageous act. That is as fair a statement of the party situation here as can be so briefly made.

The open secret about Mr. Pendleton is that he, in common with all true, fair-minded and justice-loving Democrats, condemns the outrage and proposes to wipe out the stain upon the party's fair name by withholding his sanction of the act. Mr. Pendleton is not the power behind the throne, but the people. The Democrats are the power setting on the throne, clothed with a terrible majesty that is aroused by an invasion of their sovereign right, and Mr. Pendleton simply poses as one of these, to whom he bows and attributes all power. He is one of the people, with them and for them, and at all times and places has given his best efforts to advance their interest; and any man or set of men, who undertakes to assert that Mr. Pendleton is capable of declaring himself beyond the reach or independent of the will of the people, is either wholy unacquainted with the man or purposely intends to do him a gross injustice. If the writer, or writers of said article had any confidence in the charges made against Mr. P., it ought to have had their proper names to it; if they didn't, it ought not to have been written even over a nom de plume. I suppose Mr. Pendleton's offense lies principally in failing to go before the people and use the popularity and influence he had gotten from them in advocacy of what he knew to be wrong and even fraudulent. The people, and especially his party, will honor him for not doing it, and he is to-day stronger at home than ever before. At least 4000 Democrats in Bell county will stand by him to the bitter end. The woods are full of them. They may be found at the forks of the creek, down the branch, on the hills, in the valleys, across the prairie holding the plow, pushing the plane, wielding the yardstick, and in fact in every position, avocation and pursuit where the sturdy Democracy acts in the great hive of humanity and any open or covert attack made upon him here or in the state convention, will only sink deeper and more lasting in defeat the Robertson following and the "seven county combine" faction of this county at the November election. A very noticeable feature of the present disturbed condition of the party in this county, is that it has rallied to the true blue (?) or Robertson faction of the party, quite a number of the political odds and ends that have heretofore opposed Democracy. These consist of Greenbackers, Prohibitionists, Union Laborites, Ben Butlerites and Republicans, all shouting their lungs hoarse and bolting in the interest of a pure Democracy, and one of these, a personal enemy of Mr. Pendleton, is believed to be the author of the article in question in your daily of the 18th inst. Then in justice to Mr. Pendleton, his thousands of Democratic friends and to the good name of the party here, I earnestly request the publication of this.

W. P. HANCOCK.

Salado, Tex., July 21, 1890.

The Merry Wives of Windsor are credited by Shakespeare with wonderful doings; it remained, however, for the present age to give suffering women that sterling remedy, Creole Female Tonic, the great invigorator and regulator.

OF GOOD FAMILY.

A Young Lady of Sherman Arrested at Waco on Two Charges of Theft.

Special to the Gazette.

SHERMAN, TEX., Aug. 3.—The sheriff and marshal arrived to-day from Waco with Miss Mecka Southern, who is wanted on two charges for going into houses of residents of East Sherman and taking articles belonging to the inmates. The young lady's parents, brothers and sisters who have lived here for many years have the sympathy of the community in their trouble. Articles of clothing belonging to several neighbors were found by officers and have been identified, although the lady has disposed of them. They consisted of dresses, principally articles belonging to the family of Capt. Wharton, whose house was mysteriously burned several months ago during their absence. Evidence has been found pointing to the young lady very suspiciously as a participant in that conflagration. She was greatly overcome when arrested, and after reaching the city was placed under a special guard until preliminary proceedings are held.

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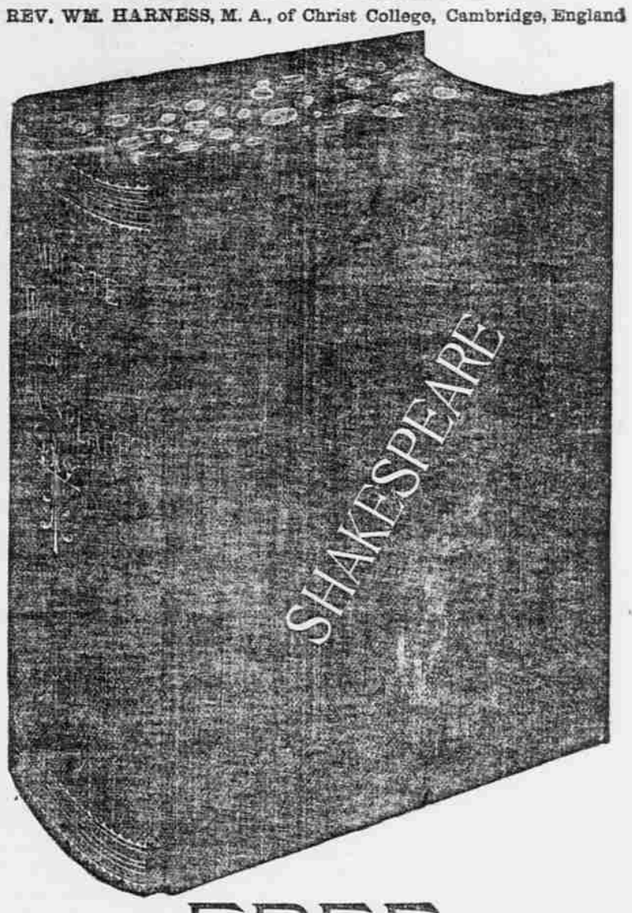

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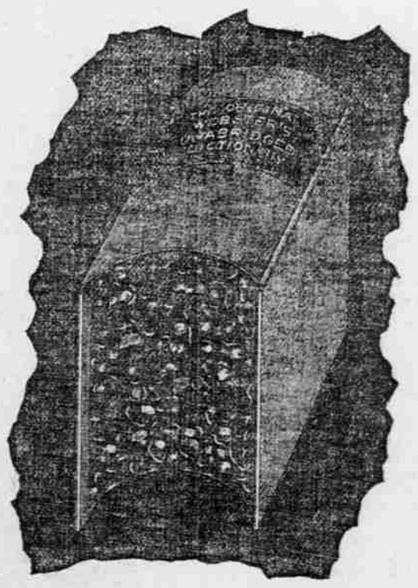

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