RAILROADS.

LOCAL TIME TABLE.

TEXAS AND PACIFIC.

Arrive.	EASTBOUND.	Leave.
.....	No. 2 daily.....	7:25 a. m.
6:05 p. m.....	No. 4 daily.....	6:40 p. m.
.....	No. 6 daily.....	5:20 a. m.
.....	No. 8 daily.....	3:00 p. m.
10:30 a. m.....	No. 10 daily.....	10:35 a. m.
	WESTBOUND.	
7:50 p. m.....	No. 1 daily.....	
8:30 a. m.....	No. 3 daily.....	9:05 a. m
10:30 p. m.....	No. 5 daily.....	
11:35 a. m.....	No. 7 daily.....	
4:30 p. m.....	No. 9 daily.....	4:25 p. m

MISSOURI, KANSAS AND TEXAS.

Arrive.	NORTHBOUND	Leave.
6:40 a. m.....	No. 2 daily.....	7:00 a. m.
7:10 p. m.....	No. 4 daily.....	7:30 p. m.
	SOUTHBOUND.	
6:55 p. m.....	No. 1 daily.....	8:10 p. m
8:45 a. m.....	No. 3 daily.....	9:05 a. m

TRANSCONTINENTAL.

Arrive	NORTHBOUND.	Leave
.....	No. 32 daily.....	8:45 a. m
.....	No. 34 daily.....	3:25 a. m.
	SOUTHBOUND.	
7:05 p. m.....	No. 31 daily.....	
11:40 p. m.....	No. 33 daily.....	

Texas and Pacific trains Nos. 5 and 6 only stop at Texarkana, T. C. Junction, Atlanta, Jefferson, Marshall, Longview Junction, Big Sandy, Mineola, Wills Point, Terrell, East Dallas, Dallas and Fort Worth.

FORT WORTH AND DENVER.

Arrive.		Leave.
5:30 p. m.....	No. 1 daily.....	
.....	No. 2 daily.....	9:30 a. m.
11:20 a. m.....	No. 3 daily.....	
.....	No. 4 daily.....	4:40 p. m.

GULF, COLORADO AND SANTA FE.

Arrive.	NORTHBOUND.	Leave.
11:25 a. m.....	No. 10 daily.....	11:45 a m.
8:00 p. m.....	No. 2 daily.....	8:10 p m.
	SOUTHBOUND	
8:35 a. m.....	No. 1 daily.....	8:50 a. m.
3:55 p. m.....	No. 9 daily.....	3:05 p. m

FORT WORTH AND RIO GRANDE.

Arrive.		Leave.
12:00 m.....	Fort Worth.....	2:00 p. m.

FORT WORTH AND NEW ORLEANS.

Arrive.		Leave.
.....	No. 44, mail.....	5:40 p. m.
..	No. 48, accommodation..	9:15 a. m.
9:00 a. m.....	No. 43, mail.....	
7:00 p. m....	No. 47, accommodation..	

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

ST. LOUIS SOUTHWESTERN.

Arrive.		Leave.
7:10 p. m.....	Memphis Express.....	8:20 a. m.

WEATHERFORD, MINERAL WELLS AND NORTHWESTERN RAILWAY.

The trains of this line make direct connection with the Texas and Pacific railway trains Nos. 3, 4, 9 and 10 at Weatherford, leaving Fort Worth (via Texas and Pacific railway) and arriving at Mineral Wells as follows:

Arrive.		Leave.
10:20 a. m.	Fort Worth (T. & P. Ry.).	9:05 a. m.
6:05 p. m..	Fort Worth (T. & P. Ry.).	4:35 p. m.
12:55 p. m.....	Mineral Wells	7:30 a. m
7:37 p. m.....	Mineral Wells	3:00 p. m.

TABLE OF DISTANCES

The following table shows the distances from Fort Worth of some of the important points in as well as outside of Texas:

MISSOURI, KANSAS AND TEXAS.

North.

	Miles		Miles
Chicago via Hanl..	955	Chicago via St. L.	1000
St. L. via Sedalia..	717	Kansas City.....	507
Hannibal.....	672	Vinita	312
Wagoner.....	268	McAllister.....	103
Denison.....	96	Whitesboro.....	71
Pilot Point.....	53	Denton	35

South.

	Miles		Miles
Alvarado.....	27	Hillsboro.....	55
Waco	88	Temple.....	123
Belton.....	133	Taylor.....	162
Bastrop.....	197	West Point.....	221
La Grange.....	231	Austin.....	198
San Antonio.....	279	Laredo.....	432
Corpus Christi....	429	City of Mexico.....	1272

TEXAS AND PACIFIC.

Eastern Division.

	Miles		Miles
Dallas.....	32	Marshall.....	179
Terrell.....	64	Jefferson.....	164
Wills Point.....	79	Atlanta.....	222
Mineola	110	Shreveport.....	250
Big Sandy.....	132	New Orleans.....	543
Longview.....	156		

Rio Grande Division.

	Miles		Miles
Weatherford	31	Colorado City.....	250
Gordon	72	Big Springs.....	289
Cisco.....	115	Pecos	400
Baird.....	140	Sierra Blanca.....	594
Abilene.....	161	El Paso.....	615
Sweetwater	232		

Transcontinental Division.

	Miles		Miles
Denton.....	35	Paris.....	153
Whitesboro.....	71	Clarksville.....	173
Sherman.....	89	New Boston.....	222
Bonham	116	Texarkana	244
Honey Grove.....	132		

COTTON BELT ROUTE.

	Miles		Miles
Plano.....	45	Camden, Ark.....	215
Greenville.....	83	Pine Bluff.....	364
Commerce.....	97	Brinkley	435
Sulphur Springs...	115	Memphis.....	505
Mt. Vernon.....	178	Cairo.....	633
Mt. Pleasant.....	154	St. Louis.....	705
Texarkana.....	215		

GULF, COLORADO AND SANTA FE.

South.

	Miles		Miles
Cleburne.....	28	Cameron	158
Morgan	59	Caldwell.....	189
McGregor.....	163	Brenham	220
Temple.....	128	Galveston	346

North.

	Miles		Miles
Gainesville.....	65	Wichita, Kan.....	376
Ardmore.....	104	Kansas City.....	603
Purcell	171		

FORT WORTH AND DENVER CITY.

	Miles		Miles
Decatur.....	34	Childress.....	219
Sunset.....	59	Salisbury.....	246
Bellevue.....	79	Clarendon.....	277
Henrietta	95	Goodnight.....	296
Wichita Falls.....	114	Amarillo	336
Beaver	140	Hartley	402
Harrold	147	Texline.....	452
Vernon.....	163	Pueblo	679
Quanah.....	191	Denver	803

FORT WORTH AND RIO GRANDE.

	Miles		Miles
Granbury.....	40	Dublin.....	90
Stephenville.....	70	Comanche.....	112

HOUSTON AND TEXAS CENTRAL.

	Miles		Miles
Waxahachie	41	Calvert	158
Corsicana.....	76	Hearne.....	166
Mexia.....	106	Bryan.....	185
Groesbeeck	117	Navasota.....	214
Kosse	133	Hempstead.....	234
Bremond.....	144	Houston	285

STIRRING DENISON.

Messrs. Hurley and Parrott Looking After World's Fair Matters at Denison.

Special to the Gazette.

DENISON, GRAYSON COUNTY, TEX., June 17.—T. J. Hurley and R. B. Parrott were in Denison to-day stirring up an interest in this section in an exhibit at the World's fair commensurate with the resources of Texas. They were met with encouragement here, and a movement will be set on foot at once looking to Denison's contribution.

Collins & Armstrong Co. are the la[illegible] music house in the South[illegible] the largest line [illegible] instruments.

Cheap Rates to the Northern and Eastern Summer Resorts.

The Cotton Belt route now has on sale excursion tickets to all the [illegible] resorts of the Northeast. For information regarding routes, rates, etc., call at the ticket office, 401 Main street.

Plainview, Hale County, Tex.

Come to Amarillo and get your ticket[illegible] the "Hotel Amarillo" [illegible] daily stage line [illegible] Plainview, the county seat of the best county on the central plains.

Subscribe for the We[illegible] GAZETTE.

IT SUITS THE ALTON

And no Further Cutting of Local Rates Will Follow.

NEW PULLMAN EQUIPMENT.

It is Put on the Fort Worth and Memphis Run on the Cotton Belt—A Tariff on Bagging and Ties—The Monterey and Mexican Gulf, etc.

New Pullman Equipment.

A large increase in summer travel has obliged the Cotton Belt route to amplify its accommodations for passengers, and the result is that a line of elegant Pullman palace buffet sleepers are now running on their line between Fort Worth and Memphis, instead of the combination cars heretofore used. These cars are of ten sections each and are equal if not superior in point of finish and workmanship to any ever placed in service in Texas.

Railway Telegraph Superintendents.

CINCINNATI, O., June 17.—The tenth annual convention of the National Association of Railway Telegraph Superintendents began a three-day's session to-day. G. I. Williams of the Nickel Plate road was in the chair. The election of officers resulted in the choice of D. A. Jones of the Illinois Central as president, L. H. Korty of the Union Pacific as vice-president, P. W. Drew as secretary and treasurer. The next meeting will be held at Denver, June 9, 1892.

Bagging and Ties.

The Gulf, Colorado and Santa Fe has issued joint through freight tariff No. 624-A, applying on bagging and ties in straight or mixed carloads, minimum weight 20,000 pounds. The rate applies from Galveston to stations in Texas on the Santa Fe, Houston, East and West Texas, Katy, Cotton Belt, Denver, Texas and Pacific, East Line and Red River, Fort Worth and Rio Grande, Aransas Pass, Pecos Valley, Houston and Texas Central and Southern Pacific.

The rate to Fort Worth and points taking the Fort Worth rate, is 54 cents per 100 pounds.

MR. DICKINSON'S AXE.

Superintendent Duncan's Envious Associates Say He Will Go Next.

Rumors of all sorts are rife in railroad circles at the present time, says the Denver Republican, and the latest is that Superintendent R. J. Duncan of the Gulf division of the Union Pacific will sever his connection with that road upon his return from his Southern trip. Whether or not the severance of connection is caused by the falling of the seemingly sharp and glistening axe of Assistant General Manager Dickinson, or of Mr. Duncan's own free will, is not stated.

The rumor, however, entirely lacks confirmation. Mr. Duncan is out of town, and if there are others here who could confirm or deny it, they fail to materialize. Mr. Duncan is a very popular official and a good railroad man, and the report may be started by those who are envious of him, alone.

Tail Lights.

G. McGown, roadmaster of the Fort Worth division of the Cotton Belt, is in the city.

C. P. Fegan, traveling passenger agent of the Texas and Pacific, was in the city yesterday.

General Superintendent Winter and Superintendent Good came in last night from an extended visit to the Panhandle country.

The division of the Cotton Belt between Tyler and Hillsboro has a new roadmaster, J. B. Van Dyne has resigned and is succeeded by D. Meskill, who will have his headquarters at Corsicana.

The Alton is Suited.

CHICAGO, ILL., June 17.—The conference of general passenger agents representing the Western and Southern roads was held to-day at Chairman Finlay's office to determine what course should be taken in consequence of the Chicago and Alton's action in lowering round trip excursion rates between Kansas City and Chicago to $20 and between Chicago and St. Louis to $13. The result was that Chairman Finley authorized the interstate lines to put in effect the same rates adopted by the Alton for tourists, the new rates to be in force on and after to-morrow. This decision of the chairman is eminently satisfactory to the Alton people, and if all roads abide by it there is not likely to be any further trouble. If the chairman had authorized a reduction of through rates to Eastern points, the Alton would have knocked another dollar off its local rates, and would have continued this as long as its opponents saw fit to strike back, but it does not object to the action that was taken to-day.

Springer All Right.

CHICAGO, ILL., June 17.—A rather foolish rumor has been set afloat to the effect that Vice-President Springer of the Santa Fe road may soon meet the fate that befell Traffic Manager Leeds of the Missouri Pacific. Springer's crime is in having disregarded an order of Commissioner J. W. Midgely to discontinue divisions of through rates from the Indiana, Illinois and Iowa road on traffic from the Missouri river to the seaboard. It should be remembered that the agreement of the Western traffic association does not empower the board of commissioners or the advisory board to demand the dismissal of a railroad officer unless he is convicted of cutting rates. Springer has done nothing worse than deny the authority of Commissioner Midgely to demand the cancellation of the through rate agreement which has been in existence for several years.

MONTEREY AND MEXICAN GULF.

Some Interesting Gossip From the Line of This Road.

MONTEREY, MEXICO, June 13, 1891.

Correspondence of the Gazette.

As the Monterey and Mexican Gulf railroad, popularly known as the "Tampico Route," nears completion at Tampico, General Manager Robertson is strengthening the organization by selecting the very best men that can be secured for the service. The older Mexican roads have discovered that the most successful officials are those who have had most experience on Mexican railways, and it is quite evident that the management of the Tampico Route proposes to take advantage of the experience of the other lines. Mr. J. C. Ray, who has been with the Mexican National railroad for nearly ten years in various responsible positions, has been appointed general agent of the Tampico Route at Tampico, and Mr. S. B. Burton, formerly superintendent of the Mexican Central railway, has been appointed superintendent of the Tampico division, with headquarters at Victoria. The organization throughout is composed of bright, brainy men, thoroughly familiar with the intricacies of railway operation in Mexico.

The record made by this company during 1891, in constructing more miles of standard gauge railroad than any other corporation in Mexico, the United States or Canada, was the surprise of the year in railway circles. This record is all the more remarkable when it is remembered that the road traverses a country populated by a people used to such scenes of excitement and activity. It is substantially built and equipped with strictly first-class rolling stock. All its permanent bridges and water tanks are constructed of iron and solid masonry. The station buildings are composed of cream-colored stone trimmed with black marble, and the general office in Monterey is the finest railroad building in Mexico. It has a greater percentage of straight track and less rise and fall than any other road in the republic.

It crosses numerous beautiful streams and rivers and penetrates many hard wood timber districts, which afford an abundant supply of water and remarkably cheap fuel for its locomotives.

The resources of the country through which the road passes from Monterey to Tampico, the famous fruit and sugar belt of Mexico, a distance of 320 miles, are unequaled in variety and commercial value by any other section of the republic. It follows a southeastern direction through fertile and picturesque valleys skirting the base of the lofty Sierra Madre mountains. The mineral, agricultural and fruit growing districts tributary to it are attracting the attention of American, English and German investors, many of whom are already engaged in profitable enterprises in and about the cities of Monterey, Montemorelos, Linares, Victoria and Tampico.

Petroleum and deposits of excellent asphaltum have been discovered near the coast, and there are strong indications of coal in the same locality. The development of these promising fields offers golden opportunity for investment.

Since the completion of the first section of twenty-five miles the road has enjoyed a splendid local passenger and freight traffic. The Tampico terminus now has shipping facilities superior to those of any other point on the Gulf of Mexico, the Mexican government having expended over $3,000,000 within the last two years in harbor improvements at that port. Its proximity to the trade centers of the republic, supplemented by the building of the Monterey and Mexican Gulf railroad, will divert the tide of commerce from Vera Cruz.

Vast quantities of bullion, marble, cabinet woods, dye stuffs, ixtle, hides and skins, fruits, sugar and other agricultural products are exported through Tampico to the United States and Europe.

The importations consist of coal, coke, lumber, implement machinery and merchandise. Seven great steamship lines now call regularly a that port, and three additional lines are preparing ships for similar service. Arrangements have been perfected for the shipment of goods in bond to and from the United States through Tampico.

Monterey, the commercial metropolis of Northern Mexico and the headquarters of the road, is a picturesque city of 75,000 inhabitants, famous for its perfect climate and great natural resources. It is now the smelting center and the leading ore market of the republic; it possesses a larger number of diversified industrial enterprises than any other city in the country, and it is the principal distributing point of Mexico.

The great work already accomplished by the management of the road has been so satisfactory to the government that congress recently granted to the company a very valuable concession as an inducement to extend its road northwest to the city of Durango and the Pacific coast. Active preparations are now being made to carry out this grand project, which, besides opening up a magnificent country, will connect all the railway lines leading from the United States into Mexico.

Get One Free.

The Fort Worth and Denver City [illegible] connection with the Union P[illegible] railroad is first in the field [illegible] an elaborate illustrated W[illegible] resort book, free for those co[illegible]plating a summer trip. Call at city office, 401 Main street, and secure a cyclopedia of information regarding the numerous and cheap summer resorts reached by the Union Pacific railway.

$30 for the round trip to D[illegible], Pueblo and Colorado Spring[illegible] Fort Worth and Denver. [illegible] office, 401 Main street.

None but ten years' old Bo[illegible] Jefferson whisky served over [illegible] bar.

[illegible]member, in going East the Cotton Belt route has the only through sleeper to Memphis, thus making but one change to all the prominent Eastern points. They also make direct connections in depots of connecting lines and save you a disagreeable omnibus ride of two miles. Ticket office, 401 Main street.

Cheap Rates on the Texas and Pacific Railway on Account of Emancipation Day.

On July 18 and 19 the Texas and Pacific railway will sell round trip tickets at 4 cents per mile for the round trip to local points on the line within a distance of 200 miles. Tickets will be good until June 20 for return.

JOHN F. ZURN,
City Ticket Agent.

THE RAILWAY MAIL.

THE LATEST NEWS FROM THE SERVICE IN TEXAS.

The General Order Issued by Superintendent Weaver of this District.

The following excerpts from the last general order of Superintendent Weaver of the railway mail service will be of interest:

Notice—The following is a copy of a letter recently received by this office from the office of the honorable general superintendent, and is published for the information of all concerned:

POST OFFICE DEPARTMENT.
OFFICE OF GEN'L SUPT. R. M. S.,
WASHINGTON, D. C., June 11, 1891.

Mr. J. S. Weaver, Superintendent R. M. S., Fort Worth, Tex.:

SIR—The attention of the third assistant postmaster-general having been called to the fact that parties manufacturing postal clerk's supplies have been in the habit of forwarding the same under penalty envelopes, has ruled that, inasmuch as these supply depots are private enterprises managed for gain, they do not differ from any other business establishment, and that the use of the penalty envelope by them in transmitting their goods to purchasers is without authority in law. All such articles, therefore, as caps, badges, examination cases, examination cards, rubber stamps, etc., are subject to postage when forwarded in the mails. Exception is made in the case of schemes and maps, they being furnished by the department and considered as government property, can be forwarded for mounting from division superintendents' offices and returned to division superintendents' offices under a penalty slip.

Will you please see that this ruling of the honorable third assistant postmaster-general is communicated to any dealers in postal supplies in your division, and that its provisions are complied with by them. Very respectfully, ALEX. GRANT,
Acting General Superintendent.

General—Commencing June 21, trains 17 and 18 of the New Orleans and Houston line will be resumed. See schedule in this general order.

Trains of the Commerce and Sherman and New Lewisville and Shreveport lines, and trains 5 and 6 of the St. Louis and Jonesboro line, now run daily, except Sunday, instead of daily. Forward mails accordingly.

Reduction.—A clerk of class five, tenth division, to class four for careless distribution, lack of interest in the service and failure to do his full share of the work.

Suspensions.—A clerk of class 2, this division, five days, for willful violation of section 995 of the postal laws and regulations; for failure to send in trip reports promptly, and for general carelessness in the discharge of his duties. This clerk received a quantity of mail which was misent under slip addressed to his line, and, instead of properly reporting same, he returned the incorrect slip to the clerk who had made up the mail.

A clerk of class 3, Seventh division, one day, for losing a pouch of mail from his car and for reckless and inconsistent statements offered in explanation of the irregularity.

A clerk of class 3, Seventh division, one day, for failing to notify his chief clerk that he would not be on hand to take his run, and instead, arranging with the clerk running opposite to protect the same.

POUCH EXCHANGES ESTABLISHED.

Cairo and Texarkana, Northern division, trains 1 and 2, for St. Louis and Jonesborough, north, daily, except Sunday, instead of daily.

Coffeyville and Little Rock, train 231, for Mt. Nebo, Ark., from Russellville, by Russellville and Dardanelle line and star route, daily.

Commerce and Sherman, train 81, for Paris and Weatherford, Wolfe City north, daily, except Sunday, instead of daily.

Train 82 for Denison and Hillsboro, Whitewright north, and Texarkana and Fort Worth, Commerce east and west daily, except Sunday, instead of daily.

Denison and Hillsboro, train 11, for Commerce and Sherman, Whitewright west, except Sunday, instead of daily.

Greenville and Vicksburg, north bound, for Memphis and Rolling Fork, Greenville south, Sundays, Tuesdays and Fridays.

Memphis and Bald Knob, train 152, for Kansas City and Memphis, Garvey north, instead of Memphis north.

Memphis and Little Rock, train 4, for Memphis and Grenada, daily, empty.

Knobel and Helena, train south, for St. Louis and Jonesborough, Paragould north, daily, except Sunday, instead of daily.

Monett and Paris, train 3, for Coffeyville and Little Rock, Van Buren west, instead of Fort Smith, west.

Newton and Galveston, northern division, train 407, for Wichita and Mullinville, daily, empty.

Paris and Weatherford, train 75, for Commerce and Sherman, Wolfe City east, daily, except Sunday, instead of daily.

Texarkana and El Paso, eastern division, train 8, for Hillsboro, Tex., from Dallas, by train 13, Denison and Hillsboro line, daily.

Texarkana and Fort Worth, trains 3 and 4, for Commerce and Sherman, daily, except Sunday, instead of daily.

Fort Smith, Ark., for Hartshorne, I. T., by trains 3 and 2, Monett and Paris, and Wister and South McAlister lines, daily, closing at 1:30 p. m.

Hartshorne, I. T., for Fort Smith, Ark., by trains 1 and 4, Wister and South McAlister and Monett and Paris lines, daily.

Hillsboro, Tex., for Texarkana and El Paso, Dallas east, by train 14, Denison and Hillsboro line, daily.

Mount Nebo, Ark., for Coffeyville and Little Rock, Russellville east, by Star route and Russellville and Dardanelle line, daily.

Van Buren, Ark., for Fort Smith, Ark., by train 231, Coffeyville and Little Rock line, empty, instead of by train 233 with mail.

POUCH EXCHANGES DISCONTINUED.

Cairo and Texarkana, Southern Diuision, train 2, for Shreveport, La.

Memphis and Little Rock, train 3, for Shreveport, La.

Shreveport, La., for Cairo and Texarkana, New Lewisville south, and Memphis and Little Rock, Brinkley east.

SPORTING.

Slavin on Kilrain.

Special to the Gazette.

NEW YORK, June 17.—Slavin was as happy as a big boy as soon as the decision in his favor was made known. To-day he said: "I never fought a gamer man in my life than Kilrain. He took more punishment than I ever dreamed the man was capable of. I am uninjured, save a slightly sprained shoulder. I wrenched or strained it in clinching in the third round. That is the only injury I received. Of course the skin on my back, shoulders and sides got badly scratched and rubbed in the clinches and against the ropes. Kilrain is not a hard hitter by any manner of means. I let him set the pace in the first two rounds, and I got his measure to perfection. I never had the slightest doubt of the result. I knew that I could whip him before the first round was half over. I admired his gameness and hated to punish him. I have known lots of men who have pretended to be knocked out with one-tenth of the drubbing I gave him. He is full of grit and proved to me that he would never give in as long as he was conscious, no matter how much the fight was going against him.

Chicago West Side Races.

Special to the Gazette.

CHICAGO, ILL., June 17.—First race, five-eighths of a mile, Racine first, Carus second, Ernest Race third. Time, .59½.

Second race, three-quarters of a mile, Meadow Brook first, Eli Kindig second, Highland third. Time, 1:16½.

Third race, one and one-eighth miles, Ethel won, Dickerson second, Rinfax third. Time, 2:05.

Fourth race, three-fourths of a mile, Bob Jacobs won, Tom Karl second, Graygoose third. Time, 1:17.

Fifth race, one mile, Burch won, Patrick second, Marie K. third. Time, 1:49.

Slavin Entitled to the Money.

NEW YORK, June 17.—Jere Dunn, referee in the Kilrain-Slavin glove contest last night, has finally concluded that Slavin is entitled to the lion's share of the Granite association's $10,000 purse.

St. Louis Races.

ST. LOUIS, MO., June 17.—First race, nine furlongs, Sight Draft won, Gen. Caldwell second, Antonio third. Time, 2:07.

Second race, six furlongs, Ceverton won, Greenwich second, Knickerbocker third. Time, 1:23¾.

Third race, one and one-eighth miles, Ida Pickwick won, Rorka second, Evalon third. No time.

Fourth race declared off.

Fifth race, one mile and 100 yards, Shibboleth won; Whitney second, Marchman third. Time, 1:57.

Sixth race, one and one-eighth miles, First Lap won, Bonnie Annie second, Consignee third. Time, 2:05.

Base Ball.

AMERICAN ASSOCIATION.

BOSTON, MASS., June 17. — Morning game—Boston—Runs, 11; hits, 12; errors, 0—Athletics—Runs, 13; hits, 16; errors, 6; Batteries—O'Brien and Murphy, Weyhing and Milligan; Umpire—Ferguson.

LEAGUE.

BOSTON, MASS., June 17. — Morning game—Brooklyn—Runs, 3; hits, 8; errors, 8; Boston—Runs, 6; hits, 6; errors, 3; Batteries—Lovett and Daly, Nichols and Ganzel; Umpire—None given.

CINCINNATI, OHIO, June 17.—Cincinnati-St. Louis game postponed on account of wet grounds.

LOUISVILLE, KY., June 17.—Louisville—Runs, 2; hits, 10; errors, 6. Columbus—Runs, 2; hits, 5; errors, 3. Batteries—Fitzgerald and Cahill, Dolan and O'Connor. Umpire—Davis. Ten innings.

PHILADELPHIA, PA., June 17.—Afternoon game—Athletics—Runs, 10; hits, 14; errors, 7. Boston—Runs, 2; hits, 9; errors, 15. Umpire—Ferguson.

WASHINGTON, June 17.—Washington—Runs, 20; hits, 18; errors, 9. Baltimore—Runs, 19; hits, 16; errors, 7. Umpire—Kerin.

CLEVELAND, OHIO, June 11.—League—Cleveland—Runs, 4; base hits, 11; errors, 1. Chicago—Runs, 2; base hits, 7; errors, 1. Batteries—Viau and Doyle, Hutchinson and Kittridge. Umpire—Lynch.

BOSTON, MASS, June 17.—Boston—Runs, 8; Brooklyn—Runs, 1. Hits and errors not given.

The Knabe, Hallet & Davis [illegible] Haines, Hazelton, Mobile [illegible] & Bach pianos at Collins & Armstrong Co's.

This is the Best Route.

The Fort Worth and Denver City railway, in connection with Union Pacific, is the only direct [illegible] to Denver, Salt Lake and San Francisco and all poins north and northwest. Ticket office 401 Main street and Union depot.

SUMMER DAYS.

Where Shall We Spend Them?—Half Rate Excursion to Minneapolis, Minn., and Return via the Cotton Belt Route.

Tickets will be [illegible] and 7th, good [illegible] August 27th, 1891. [illegible] further information furnished on application to any agent of the company or to W. H. WINFIELD,
General Passenger Agent, Texarkana, Tex.

Before purchasing your excursion tickets to your favorite summer resort, [illegible] agent of the Cotton Belt [illegible] Main street, and [illegible] information as to the cheapest and pleasantest way to make your trip

ALL IS NOW SERENE.

The Allegations of Controversy in the School Board.

NO ONE KNOWS OF A COMBINE

The School Board People Decidedly Non-Committal—Had Heard of a Combine but None Knew It to be a Fact. What They Say.

Apropos of the interest that seems to be manifested in the appointment of the superintendent of the public schools, and also of the rumors of combines, agreements, etc., relative thereto that are afloat, a GAZETTE reporter started out yesterday in quest of reliable information regarding the matter, and in so doing went directly to the parties most interested and who are in a position to give information. Several of the members of the school board were called upon and asked concerning it; also one of the members of the committee from the city council, which committee consults with the school board on questions that concern the school.

The reporter found, after interviewing these gentlemen, that a mountain had been made of a mole hill and that nothing disrupting or sensational had occurred in the school board to mar the harmony of that body. An in all elections of the kind, a rivalry is, of course, going on, each candidate having his friends who are endeavoring to secure the position for him. But as to any bitterness of feeling, none exists.

Col. R. M. Wynne was first seen, and asked about the controversy and whom he would vote for. Col. Wynne said: "I know of no controversy or combination; in fact, know nothing of the rumors that are afloat. No, I don't care to state my choice, but will vote my honest convictions as to who is the best man for the position when the time comes."

Max Elser was seen at the City national bank, and also asked concerning the school question. Mr. Elser replied: "There is no controversy at all, and no hard feeling. As far as I know there are only two candidates in the field, Professors White and Carlyle, and of these I don't know the strength of either, as there has been no discussion of the matter in the school board. As for the report of some of the teachers looking for other positions, I am not aware that such is the case, and think it a mistake. Mr. Carlyle has given entire satisfaction during his incumbency, and as far as the combination that is spoken of between the friends of Professor Hogg and White is concerned, I know nothing of it. If such were the case I should not be a party to it. There is no discord in the board and matters with us are exceptionally harmonious."

Mr. Spencer was called upon at the Fort Worth grocery company and the following conversation ensued:

"What do you know Mr. Spencer of the alleged controversy in the school board over the election of a superintendent of schools?"

"There is no bitter controversy between the members of the board. Each of the three candidates has friends on the board, who are desirous of electing their favorite to the position of superintendent. The result is a lively canvass of votes."

"Is there any sort of combination that has been formed?"

"It is reported that the friends of Professors White and Hogg have agreed to support Professor White for superintendent and Professor Hogg for principal of the high school. Can't say how this is. There has, however, been no open discussion of the matter in the board."

"How about the report that teachers are leaving on account of this alleged combination?"

"Have heard such was the case. I know of no such move on the part of any teacher."

"Do you object to stating who you favor for superintendent?"

I do not. I favor Professor Carlisle. 1. Because I know him to be thoroughly competent. 2. The almost perfect harmony prevailing during his administration is convincing proof of his superior executive ability. 3. If he has made a success, he should be rewarded with a re-election, for the interests of our schools are not best subserved by making these annual changes. It seems to me, however, that the standing of the other two gentlemen is such that no patron of the schools need worry about the probable outcome of this lively contest.

George W. Armstrong, one of the members of the committee from the council, was met on the street, and said:

"Yes, I have heard some talk of the interest that is being taken in the election of the school superintendent, but am hardly in a position to speak knowingly on the subject. I am on the committee from the council, and we through courtesy are recognized, you might say as attaches of the school board. Yes, I have heard it said that Professor Carlyle is probably beaten, and that Professor White will succeed him. Also that the friends of Professors Hogg and White made a trade whereby the latter was made superintendent and the former principal of the high school. My understanding was not, however, that any hard feelings existed over the matter. No, I don't mind stating my choice for the position. In view of the excellent work done by Professor Carlyle last year I rather favor him, and see no reason in changing every year, as that time is required for a man to get thoroughly acquainted with the duties of the office. I'm in favor of a man having two or three years, providing, of course, he fills the position in a responsible manner and gives satisfaction. Don't understand me, though, as objecting to the other gentlemen; both are experienced educators and will fill the position well should they be elected to it."

HE LOST HIS HAT.

An Amusing Trick Played on a Practical Joker.

A leading business man who lives in one of the progressive cities of Texas enjoys a joke better than a square meal when he is hungry, and recently he played a few jokes on some of the boys of the place, and one evening at an entertainment he had occasion to leave his seat for a few moments, when one of the boys in his absence hid his hat. On his return he had quite a time bowing and peering under the seats for his hat, and a lady who sat next to him thought he was suffering from the intense heat and offered him a fan, but he shook his head dismally and continued the search till he espied his hat in possession of one of the boys, and now he is laying for the boys to get even, and in case he slips up and sells his suit, if he will leave it at Gaston Bros.' steaming house he can have it put in first-class shape.

A HEATED QUESTION.

Where Shall We Go For Health and Pleasure?

Nowhere on the globe is there to be found a variety of climate, scenery and health resorts to equal that tributary to the Union Pacific Route.

Ticket office 401 Main street and Union depot

Account of Emancipation Day, June 19, the Cotton Belt will put into effect round trip rate of 4 cents per mile from all stations 200 miles in each direction. Date of sale June 18 and 19, good to return June 20.

On the 4th of July they will put into effect from all stations on their lines in Texas and also in Arkansas, for distance of 200 miles in either direction, rate of one fare for the round trip. Date of sale July 3 and 4, good to return July 5.

HOTEL ARRIVALS.

MANSION.

Miss Mittie Menefee, Floyd City; D B Gardner, Dickens county; H M Henderson, Abilene; T H Bowman, Big Springs; J W Spruill, Archer; J W Egloff, Granbury; James U Vincent, Stephenville Empire; S L Neblett, Richmond, Va; W T Royster, Waco; J L Heath, Granbury; W R Crockett, Iowa Park; I E Bailey, Cisco; J A Morse, Chicago; R Lakenon, Clifton, A T; C P Sites, Dallas; W C O'Bryan, McGregor; J H Turner, Jr, Mt Vernon; O J Snead and wife, McKenzie, Tenn; John Ryan, Rock Island, Ill; Ed Flippin and boy, Vernon; C E Swink, Dallas; T M Gillespie, Archer; W O Flynt, Stephenville; L B McClanahan, Bluffdale; S W Lovelady, Cleburne; H McGiliney, Austin; D Latakin, Dallas; J Moroney, New Orleans, La; T M Hall, Amorilla; W J DeBowdellbean, Amarillo; J W Lynch, New Mexico; C I Coffin, Itasca; L W Jones, Longview; A W Irvin, St Louis; W L Johnson, Philadelphia; A J Butt, Mifspi; Lee Riddle, Granbury; Miss Lula Goff, Goliad; C J Menefee, Floyd City; Jas L Carlin, Dallas; Mrs Dela Turner, Aurorn; Miss Ida Goff, Goliad; Miss Menefee, Floyd City; Miss Jennie Bobo, Aurorn.

PICKWICK.

W W Lannon, Waco; L Haswell, Comanche; H P Markham and wife, McKinney; E E Voorhees, Stuttgart, Ark; C T Meisner, St Louis; S J Hillsman, Virginia; Jake H Harrison, Corsicana; W W Johnson, New York; Thomas Parks, Tennessee; S Barnard, Chicago; J H Dillard, St Louis; B C Cowardin, Nashville, Tenn; W E Styles, New York; Louis B May, New York; D L Countryman, South Bend, Ind; Thomas B Trice, Cincinnati; C L Ritchie, Kopperl; S E Morse, Morgan; W G Hodge, Dallas; J W Golledge and wife, Houston; O R Menifee, Denison; F C Porter, Boston, Mass; J H White, Commerce; Geo Slaughter, Dallas; B F Bridges, Vernon; Geo W Duncan, St Joe, Mo; H W Pettebone, St Louis; Jos Somers, Cincinnati; Hugh H Hazard, New York; W P Martin, Cincinnati; J H Whittle, Greenville; Paul Bradley, Chicago; [illegible] Fenton, Kansas City; Thos H Holmes, Richmond; George W Turnbull, Waco; T D Smith, Boston; Harrison Kelley, Burlington; Thos Baff, Thomasboro; S C Fox, Urbana; J F Kohler, Sherman; M L Loventhal, Vermont; Mrs J Long and son, Sherman.

EXCURSION

—TO—

PORTLAND, TEXAS,

—ON—

JUNE 24 and 25

SALE

June 26 and 27.

Portland is the nea[illegible] seaport to the commerce of South[illegible] Texas; the entrepot for Alabama [illegible] giving the new city the cheapest [illegible] and heaviest commerce of any point on the Texas coast, Galveston excepted.

Portland has deepest water and most beautiful situation on the famous bluff, 30 feet high, fronting Corpus Christi bay and occupies the base of a peninsula, through which all railroads must build. (Examine the United States coast chart.)

Adjoining and back of Portland is an immense scope of very finest agricultural country, rapidly filling up with farmers.

The climate is very fine, as Portland is both a summer and winter resort.

S. A. & A. P. R. R. are now erecting an elegant station and making other important improvements.

Portland off