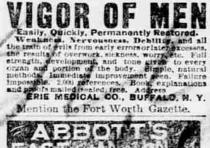
Highest of all in Leavening Power .- U. S. Gov't Report, Aug. 17, 1889

Baking ABSOLUTELY PURE

FRANK M. MULLINS. FORT WORTH, TEX SPECIALIST, EAR, NOSE AND THROAT. tion the Fort Worth Gazette

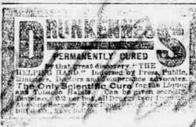
FOR TORPID LIVER. A torpid liver dranges the whole sys-

Sick Headache, Dyspepsia Costiveness, Rheumatism Sallow Skin and Piles. There is no better remely for these common diseases than Tutt's Liver Pills, as a trial will prove. Price, 25c. Sold Fverywhere.



Fort Worth Gazette.



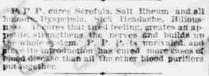


A LAW POINT.

Held, an Official Cannot be Indicted for Misapplying Bonds or Coupons-It Must be Genuine Money.

Special to the Gazette.

KOUNTZE, HARDIN COUNTY, TEX., Sept. 26 -J. G. McMilland, ex-county treasurer, been on trial charged with n ig funds to the amount of \$14,000. Judge lightower ordered the jury to acquit him charging that the legal definition of money is legal tender coin, and that bonds or coupouts are not money. Judge Hightower, who is recognized as one of the state's brightest jurists, holds that no official can be indicted for embezzlement under the present state law unless he steals actual cash. charging that the legal definition of money



Subriquets of Noted Men.

Salmon P. Chase was commonly called "Old Greenbacks" during the war, when he was secretary of the treasury, because he established our present system of national currency. Daniel W. Voorbees, the noted United States senator, is often called "The Tall Sycamore of the Wabash," be cause his tall figure and long limbs are strongly characteristic of the tall sycamore tree, which is common to his home on the Wabash. James G. Blaine is admiringly called "The Plumed Knight." Colone Ingersoll gave him the name in his creat speech in the Republican convention of 1876. Samuel J. Tilden, because of his talents, was styled "The Sage of Gray-William B. Allison, the noted nited States senator, was in his school days called "Big Fred Bill." Among the noted American authors are John G. Whittier, known as "The Bachelor Poet." John G. Saxe, sometimes sixled "The American Hood," because his productions resemble those of the great poet, Hood. Walt Whit man is known as "The Good Gray Po t." and the name is indeed very appropriate.

Mr. Randall Pope, the retired druggist of addson Fla. says (hed. 8, 1889) he regards P. P. Prickley Ann. Poke Root and Potassum as the best alteraftee on the market, and at he has seen, more beneficial results from a use of it than any other blood medicine.

The Air Ship Blown Away.

St. Louis, Mo., Sept. 28.—The Penning-ten air ship, which was under a test at the fair grounds in readiness, for the trial to be Saturday when the athletic sports be in progress, was caught up by a storm which passed over the city this afternoon and blown away. As no trace of the ship has been found, and as the trial has been abandoned, it is probable that the ship is festroyed. The trip has been abandoned. The ship cost \$20,000.

THE NAME "CRANK."

One Version of How This Much Abused

Term Originated. It is claimed by one authority that the first "crank" was Morse, the inventor of the telegraph. According to the popular story, when Morse made his first appearance in Washington and when congress met he was on hand to try and secure an appropriation of \$17,000 to build an experi-mental telegraph line from Washington to Baltimore. He brought along with him his wires, instruments and electrical gen-The former he stretched in and around the Capitol building, with instru-ments here and there, and the generator, which was operated with a crank, he placed in a convenient location and secured the services of a man to do the generating. The experiment created intense interest among the members of congress, and espe-

cially among the northern members of the senate. They became so absorbed in Mr. Morse and his experiment, and they neglected their business in the senate to such an extent, that that body was frequently without a quorum. The center of their interest was the crank machine turned by the man in his operation of generating the electric current for the wires. The interest but increased as Mr. Morse each day more clearly demonstrated the practicability of his invention, and the public's business in the senate suffered accordingly.
Finally, Senator Benton's patience be

came exhausted at the want of a quorum. and, rising in the senate one morning, he

"Mr. President, it is quite evident to my mind that we will never be able to proceed with business till this crank man and his bill is disposed of, and, with the object of and, with the object of suspension in the fold up his crank and get a way from the Capitol so we may have the attention of thesenators, I move that the bill appropriating \$17,000 to construct a line between this city and Baltimere he put

As soon as word went out that the bill had been called up, the northern senators flocked into the chamber, and in a few minutes Mr. Morse was made happy over the passage of his bill. But from that time on he was known as "Morse, the Crank."

THE LITTLE GERMAN PRINCES.

Their Favorite Amusement of Galloping on Donkeys Along the Sands. The donkeys of Felixstowe, England, so ncient guide books have it mavariably reate an impression" on newcoract to a place by reason of their attractive "personality." Their coats are smoother, their tails finer and their cars longer than is the case among the common breed, and they are in fact quite ideal asses.



DONKEY RIDING ON THE BEACH.

During their recent stay at this place, the little German princes, from the delicate looking crown prince down to sturdy little Prince Oskar, fell at once under the spell of the asses, and one of their chief pleas ures from the very day of their arrival was to capter gallantly along the sandy beach, as depicted in our illustration, or to gallop (as far as that is possible with such steeds) along the South cliff, where a wary donkey driver with a drove of five animals, the "fairest of the fair." made it his daily duty to be in attendance, even at the early hours when the young Hohenzollerus are accus omed to take their morning walk.

HORSFORD'S ACID PHOSPHATE "A Brais and Nerve Food, for lecturers, teachers, students, clergy lawyers, and brain-workers generally,

WANTS HER CHILDREN.

A Lady and Her Brother Come from Min nesota for Them Special to the Gazette.

Paris, Tex., Sept. 23.—For some time past there has been living at Red Wing, Minn, a family composed of E. W. White, his wife and three children. White was oing a prosperous business, and there emed to be no trouble in the family, nor, far as his wife knows, was there any. On the 15th of July last White proposed taking the three children for a visit to his mother at a neighboring town. He left with the children, and soon after his wife

discovered that he had transferred all his property at Red Wing and had collected all the money he could. Further inquiry also showed that he had not gone with the chidren to his mother's. Mrs. White was reluctantly forced to yield to the conviction that she had been robbed of her children and deserted by her husband. While and deserted by her husband. While grieving at his conduct she felt so cutraged at it that, had he gone alone, no pursuit would have plagued him; but the loss of her children was more than she would submit to, and she has succeeded in tracing him to Chicago, that to St. Louis theme here.

When the Peiers, thence here. hen the Frisco train came in yesterday, White and her brother, John S. Watklus, were aboard, passengers for this place but here they received a telegram from an authentic source that White and her children were in Dallas, and they hastened on there. While the mother has th to travel the hunt will continue. as Mr. Watkins expressed his determination to remain "on the read" until his sister had recovered the children

DEPRICE'S Geam Baking Powder.

Used in Millions of Homes—40 Years the Standard.

THE REFLEX ACTION.

That is What the Anti-Commission Men are After.

A LYING NEW YORK CIRCULAR.

The Sharp Practice on the Cotton Rate Fixed Up in St. Louis.

The Roads Say the Rate is Ruinous and They will Take Means Legal or Otherwise to Get Around It. Complaint Filed.

Ring the Chestnut Bell, Special to the Gazette. Austin, Tex., Sept. 28.—The railroad commission of Texas is having the common experience of commissions in other states, which at the outset were denounced as the which at the outset were denomined as the enemies of progress, arresters of railroad building and the instruments of confiscation and oppression. The story is an old one, hoary with years and rank with the odor of the chestnut. There is, of course, the usual accompaniment of gross misrepresentation of its action, followstatements. the usual accompaniment of gross misrepresentation of its action, false-statements and deliberate lying about its rules and rates. These lies and misrepresentations are spread purposely where they are expected to do the most good, or evil—that is, in the money centers of the East, New York especially. The object of this is not so much to intimidate capital, for it rarely to recover succession. or never succeeds in that, capital knowing very well that it is the same old lie newly lstered, but by a reflex action the people at home sophisticated, may imagine, of them sometimes do, commission is terrorizing frightening the roads and pursuing a course that wil drive away money and investors, and play the demnition generally. The lies retailed in New York are meant to do service in Texas among people of timid natures who may be expected to protest, remonstrate and raise such a howl as will weaken the commission's backbone. This policy is, of course, a mark of cowardice, and a virtual confession of the weakness and rottenness of the cause sought to be so vindicated. No just cause defends itself by wholesale lying and wilful misrepresentation. If a railroad commission adopts a rate that is unfair and inremunerative, the roads have an instant remedy at law to have it set aside. The Texas commission law contains an express provision of that nature in their favor, and provision of that nature in their favor, and we all know that there is not a railroad in the state that, if it had the shadow of a chance to overthrow a rate or a ruling by the commission, but would go into the courts at once. If there is anything in this world that a railroad does enjoy, it is liti-gation. For that reason it employs the ablest legal talent in every city on its line, and pays well for it. And if there is one antagonist whom it would like more than any other to encounter in a legal battle, it is a railroad commission. There is not a road in Texas, nor perhaps a railroad attorroad in Texas, nor perhaps a railroad attorney, that is not fairly aching for an opportunity to get a whack at the commission in the courts. They all talk about the commission's rates being injurious, and unremunerative, not to say confiscatory, and all that, but not one of them dares go into any state of Federal court with that sort of a piea, if they tell the truth about damaging and unremunerative rates, they have a certain remedy at law, and they are imbecelles if they do not avail themselves of the rights guaranteed them. The commission is

rights guaranteed them. The commission is note mighty and imperious council whose runings are final and conclusive. Its ac-tion is fully as amenable to the law, as are the actions of individuals, or of the roads themselves. If it makes a rate that does not permit a fair profit on the money in-vested in a road, the road has only to go into court and show that fact, to have the rate set aside. How excessively stale and fatiguing, then, are the whinings and wailings and lying complaints heard on all sides against the action of the commission! Do the insti rators and blathering propagators of such falsehoods imagine that the people are numbskulls? That they can't see through and easily discover the motives that prompt the lies? A corporation that will descend to such a course of vain and futile deception and dishonorable bushwhacking, is not above suspicion in its daily dealings with pairons and shippers. No one understands this better than the commission, which has heard too many tales of woe not to under-

oads too often treat those unfortunate rough to incur their displeasure or to rest at their mercy. There is one thing that railroad mana and that is, they will never accomplish any thing of value by the questionable policy alluded to. If they are being unjustly treated by the commission let them go at once to the tribunals of law and show that fact. The courts have never been accused of unfairness to them. If they have no cause of complaint that they dare allege in ourt, then let them for the sake of comm decency and their own good name, if the bank much on that, stop the brawling com plaints of themselves and friends, and hold

stand thoroughly the manner in which the

their peace until they are hurt.

The above observations were induced by a lying circular received by the commission Saturday from a New York financier formerly a Texan, who sent it here as a sample of the stories circulated in Gotham by railroad magnates about the ruinous action of the commission in Texas. The circular, which is anonymous and therefore a cowardly document, stated that the commission having in commodity tariff No. 2 authorized the roads to add 10 cents per 100 founds for compressing to the rate fixed on cotton, now recalled that authority and impelled the roads to pay the charge for

compressing.

The result it was stated would be a further loss to the roads of two to three mil-lions of dollars, and so forth. The circular, it is needless to say, was a tissue of lies from first to last. The commission neve authorized the roads to exact the price of compressing from the shipper, and never rescinded a ruling it had not made. What it did do was to fix the rate on flat and con pressed cotton at the same figure. This was roads, which, through the general freight agents, had informed the commission of the practice common among them of having cotton compressed at their own cost, a privilege that they did not wish to have taken from them. The commission could make no ruling about compressing, for that is a business clearly beyond its province, as much so as the sawing of logs or the grind-ing of corn. The only thing it could do was to fix the rates on cotton so that the was to his the rates on cotton so that the roads, if they choose to do so, may have the cotton delivered to them, compressed at their own charge, or else haul it flat, the rate to the shipper being the same in each case. They claimed that compressing afforded such an economy of car space, they could well afford to stand the cost of it and with the claim. it, and with that clear understanding the rate was fixed and promulgated. Subsequently the general freight agents sub mitted several interrogatories August 26, to the commission relative to the proper construction of some portions of tariffs No 1 and 2. Among them was question No. 4, asking, "Is it the ruling of the commission that the rates on cotton established by schedule No. 2 must be net to the transpotation companies, or are the transportation companies at liberty to pay the cost of com-pressing out of the established rates?"

To this the commission replied as follows To this the commission replied as follows:
"The same rate has been fixed on both compressed and flat cotton. Roads desiring for their own convenience to compress cotton, may, with consent of shipper, do so, paying the chage therefor out of the rate fixed on

cotton by the commission." That question and answer puts the whole case in a nutshell. The general freight agents asked if they were still at liberty to pay for compressing out of the rate established, and the commission replied that they were. Nothing more was heard on the subject, and the rate went into effect, the roads following the old practice. About the time the rate went into effect the general freight agents of the South. the general freight agents of the Southwest met at St. Louis to adjust through rates, as it was given out, to the com-mission's Texas rates. Immediately after its adjournment it was learned here that the roads were refusing to issue way-bills for any cotton to be shipped between points within the state, unless delivered to them compressed, the shipper, of course, standing the cost of compressing. This ruling of the agents made the cotton tariff higher to most shippers than it had been under the old rates, and brought the made correspondingly increased revenue.

the roads correspondingly increased revenue. The commission wired the general freight agents at once asking if the information it had received on that point was correct. Answers came back from most of them that it was, and that they supposed the practice was all right, perfectly agreeable to the provisions of the established cotton tariff. Some of them came here to con-fer with the commission, and affected great surprise at learning that their little dodge was wholly out of keeping with their for-mer statements and directly contrary to the intent and purpose of the commis-sion's cotton tariff. Their dissimulation and mock surprise at hearing this from the commission can be fully appreciated by the reader in the light of the question and answer given above. The commission had learned that the sly dodge was the result of the St. Louis meeting, where it had been under discussion, and finally decided on by a nearly unanimous vote, three votes only, and one of them a proxy, being cast against it. While the trick was being discussedthe wires to New York, it is said, were kept hot with messages of advice from headquarters. It is now known that the artful dodge was inspired from that city. The commission took prompt action and is-sued a tariff that enables the shipper to compress his cotton and deliver it to the

roads at the rate fixed on flat cotton. To show the unpardonable meanness of the roads, it should be stated that they have never refused to pay for compressing cotton delivered for shipment to St. Louis or New Orleans, or other points without the state. It is only on local shipments to Galveston or Houston, or points within the state, that they require the shipper to pay the cost of compressing. And not only that, but they have reduced the rates : cents on the 100 pounds on shipments to St. Louis and New Orleans, although they were already far below the established rates within the state.

The lying New York circular mentioned above concluded with the statement that in view of the commission's ruling on compressed cotton, the roads would be com-pelled in self-defense to resort to means "legal or otherwise" to avoid ruin. Means "legal or otherwise." What is meant by the term "otherwise," can only be guesser at. It may mean illegal, or such means as will ignore entirely the commission's rates and the carrying things with a high hand; or it may mean more artful dodging, more sharp practice, such as that concocted at St. Louis. But no one fears it It is a harm-less thunderbolt, mere sound and fury. So far as "legal" means go, the roads don't dare resort to them. They have not a leg to stand on in court and they know it, and they know, too, that the commission knows it. Honce the talk of means "otherwise" than legal. They mean if possible, to bulldoze the commission. Imagine their trying to intimidate John H. Reagan! A fox defy ing the lightning is not a circumstance to it The average of the commission's rate on the transportation of cotton within the state is a little above 5% cents per ton per mile. To be preci e, it is 5.54 cents. The rate on the Southern Pacific, Mr. Hunting ten's road, from Houston to New Orleans; a distance of 360 odd failes, is \$1 a bale, or

distance of 360 odd miles, is \$1 a bale, or 1.10 cents per ton per mile. Now here is a rate fixed by Mr. Huntington's traffic munagers on his own road that is scarcely one-fifth of the rate allowed him by the commission. Now wouldn't he cut pretty figure in court, should he go then with an allegation that the commission's rates were ruining his roads? The rates ked by the roads, or some of them, a shipment of cotton from Dallas to St. souis, a distance of 73s miles, is 2.17 cents per ton per mile, or less then half the commission's rate for half the distance within the state. Now if a rate of 1.1 cents per ton per mile is remunerative—and we all know that Mr.

is remunerative-and we all know that Mr. Huntington would not haul for it if it was not-how can he or any other railroad magnate or man have the face to say that a rate more than five times as high is ruinous? Cannot a child see that if the roads are to get rid of the commission's rates it will not be by "legal" means, but "other-wise"—a wise for which they appear to have a rare fondness. But when they go about it there is going to be some fun, and don't you forget it.

Complaint of Tariff No. 6.

Mr. Gresham was before the commission and filed the following complaint: To the honorable railroad commission of Texas— Your petitioners of the Galveston freight bureau association of business men, having their domicile in the city of Galveston, respectfully file this their complaint against commodity tariff No. 6, and state first, that the differential rate of 7 cents per 100 pounds on cotton between Galveston and Houston is excessive and more than the service rendered by the railroad companies s reasonably worth and more than has heretofore been charged. That it is an un-just discrimination against parties desiring o ship cotton to this port and serves as an

inducement to this port and serves as an inducement to the railroad companies to haul cotton to points beyond the state.

2. That the distance via the Gulf, Colorado and Santa Fe railroad from all points in Texas to Galveston is nearly the same as in Texas to Galveston is nearly the same as to Houston, and that the necessary cost to said company in delivering cotton at Gal-veston is less than it is to deliver it at Houston. In consideration of these facts we respectfully ask your honorable body to so amend your commodity tariff No. 6 that the rates on cotton from all points in Texas to Houston shall be the rate to Galveston, less 5 cents per 100 pounds. With a view that you may have all the facts bear-ing upon these points before you, we ask that the Gulf, Colorado and Santa Fe railway company and the International and Great Northern railroad company, and such other parties as you may think necessary be summoned to appear before you at a da fixed and show cause if any there be why the rate asked for should not be granted. The commission will cite the parties to appear as soon as Commissioner McLean returns, probably next week

Lumber Rates.

Mr. Waldo, general freight agent of the Missouri, Kansas and Texas railway, called on the commission to-day, and during the talk let it out that the roads were hauling lumber into the state from Arkansas at lower rates than those current here. The commission will probably allow the Texas roads to meet the cut.

Corsant Extradition Case. Attorneys Street and Rhodes of Galveston, with a Tennessee sheriff, appeared be-fore the governor to-day in the Corsant extradition case at Galveston, accompanied by the prisoner, Corsant. It seems that Corsant had acquired title to some land in Tennessee under false pretenses. As al-leged since his arrest he has sought to compromise by returning the property and being allowed to go free. Under the statement of the case made the governor decided to suspend extradition until he can hear from the governor of Tennessee. sant is in the meantime under bond to ap-pear when called on.

M. K. & T. Injunction Case-

In the injunction case of the State against the Missouri, Kansas and Texas railway, the order by Judge Key is in language as follows: Ordered, adjudged and decreed that said injunction be, and the same is, hereby modified so as to permit the said S. H. Clark, Ira H. Evans, James A. Baker, Sr., F. A. Rice, D. S. H. Smith and A. R. Howard, as a company, to take possession of the property of said company, and to manage and control all of its affairs until otherwise ordered by this court; but said above named defendants are still restrained from calling or participating in any the Missouri, Kansas and Texas railway, strained from calling or participating in any meeting of the stockholders of said Inter-national and Great Northern railroad com-pany and from voting or transferring any of the stock mentioned in the plaintiff's original petition; and said directors and officers of said International and Great Northern railroad company are hereby enjoined from operating the railroad belonging to said company in the interest of or subservient to any railroad owned or operated by the Missouri Kansas and Northern

RUSSIA 25c. 50c. and REDDING& BOSTON,MA

to operate said International railroad as an independent and competing road.

Judge Twenty-sixth district, Tex. TOWN AND COUNTY.

The District Court.

In the Seventeenth judicial court yesterday R. J. Lewis was arraigned for forger on two counts. There was an error in the first indictment and it was quasticd by the court. In the other case Lewis was adcourt. In the other case Lewis was as-judged not guilty by the jury. He was held in custody to await the action of the grand jury, which may return in a proper manner the indictment that was quashed.

Bedford's Budget.

The cotton gin had to shut down last donday on accout of a leakage in the boiler. Dr. Joel Bobo came in from Wise county last Sunday to visit his people here a few

M. H. Trimble has gone to Huntsville to attend the normal school the coming sea-

The North Tarrant singing association met at Euless last Saturday. The atter ance was good, and a marked improvement The attend in the singing was noticeable. The Estelle Hall class from Dallas county were present and rendered some good songs. Addresses were made by Elder B. F. Hall of Bedford and Hon. B. G. Johnson of Fort Worth, which were entertaining and instructive. J. E. Valentine and other members of the Bedford class sang a quartette, "Come Where the Lilies Bloom," which was highly appreciated. An excellent dinner was served under the arbor near the hall.

The Tarrant county teachers' association will meet at the Belknap street school building on Saturday October 3 at 9:30 a.m. The following progrumme has been ar ranged:

AFTERNOON SESSION.

Our Summer Normal.

Miss Mattie Warren, City
Physical Geography . D. Meitae, Keller
Civil Government . D. J. Lifes, Bedford
Educational Benefits to be Derived from the
World's Fair. General discussion,
30 minutes.

Teaching Permanship in Country Schools...

"O" W. Ware, City
Miscellaneous Business.
Adjournment.

The ast county examination for this year will be held October 8 and 9, 1891. Be present, if you desire to teach. COUNTY SUPERINTENDENT

Charley Hargis had his hand and arm The ring finger has been amoutated and the whole arm may have to be taken off.

A five-year-old son of Mr. Deason, living at Hurst lake, fell out of a wagon, causing a deep flesh wound on his head.

Our new paper, the Arlington Herald, came out this morning. It is an eightpage six-column paper, and is a gem.

J. W. Hammack is convalescent. Saturday was Arlington's red-letter day in the cotton trade, and buyers and sellers in the cotton trade, and buyers and sellers were both pleased, and it is thought there will be more sold here to-day than there was Saturday.

The many friends of Mr. Scott Boyd and Miss Emma Dobkins will be glad to hear of their marriage some days ago.

Miss Larue Robinson, who is one of the congressional amounters to the Hanterille.

congressional appointees to the Huntsville school, left for that city Saturday. Ed Trigg of Euliss has bought the old L

M. Cowan farm of Mr. Ed Keith for \$4100. Professor T. B. Matlock, who has been suffering greatly with two cancers, one on his neck and another in front of his ear, is

greatly improved.

With ten passenger trains a day passing through Arington from Dalias to Fort Worth what is to hinder this place from Worth what is to ininder this place from becoming a place of residence for both Fort Worth and Dallas citizens who would like a quiet healthy home? We have all the advantages of country life with the essential advantages of city life. Excellent physicians are staying here mainly because they like to have their families in a healthy place splendid water. place, splendid water, a good academy, a high, well-drained location one mile from the prairie, which insures a constant breeze. Our citizens are intelligent and progressive and are disposed to warmly welcome strangers of a like class.

NO MONEY FOR TEXAS,

The Alien Land Law Proyes a Black Eye to Her Interests. Yesterday H. W. Tallant returned from an extended visit through the East. A Ga-zette reporter met him yesterday and said:

"Mr. Tallant, how is money in the East? "The situation is much easier in Boston and New York, and even in Chicago the tightness of money is easing up. Prespects are much brighter for cheap money all through the West."

'Then I suppose we will soon have better times in Texas?"

"I didn't say so."
"What's the matter with Texas!"
"Well, she has been locked up tight and the keys lost." do Eastern people talk about Texas investments?

"They won't talk, If they would and give a man a chance to advance reasons and ar-guments there might be a faint hope of conguments there might be a faint hope of con-vincing them to the contrary. They are ready for investments at the ready for investments at the ready for investments at the ready will listen to the plans of any enterprise that has the appearance of solidity, but they won't even look at gilt-edged Texas in-vestments. I understand B. B. Paddock once said you could build a stone wall around Texas and she would still exist. The stone wall has practically been con-structed and Texus must now depend on perself. There is nothing left now but for Texans to exist upon Texans. I have no hope of anything better as long as the allen land law law exists. There is some talk of modification, but I think it ought to be repealed, though anyone advocating such procedure is liable to be styled an extremist. There s liable to be styled an extremist. There are better times ahead all through the East, North and West, and Texas will doubtless share some of the overflow of this prosperity, but the prospects for material advancement are very dark. A few months ago there were abundant opportunities in Texas for young and energetic men with a limited capital, but now there is nothing. Foreign money means cheap money; the alien land law means home money and whatever interest the owner may feel disposed to ask. Instead of keeping pace in the progress of her sister states, she will lar behind in the procession and be a quarter of a century in the rear of the rest of the world."

Mr. Tailant is greatly improved by his trin and is approach to solve the world.

trip, and is apparently enjoying much bet-ter health than for some time past. He is still of and for Texas, though considerable discouraged by the outlook discouraged by the outlook.

Brown's Hands Sitters Rebuilds t'a

28th YEAR

FOREPAUGH SHOWS.

The oldest, largest, richest combination of Menagerie, Museum, Triple Circus, Huge Hippo drome, Realistic Wild West Show. Trained Animais, and Famous Special Feature the world has ever looked upon, will exhibit Afternoon, and Nignt at usual hours and prices.

FORT WORTH, TUESDAY, OCTOBER 13 Abilene, Oct. 12. Denison, Oct. 14. Greenville, Oct. 15. Waco, Oct. 17. San Antonio, Oct. 19. Austin, Oct. 20. Brenham, Oct. Galveston, Oct. 22. Houston, Oct. 23. Dallas, Oct. 16. Brenham, Oct. Palestine, Oct.

ALL LET LOOSE.



200 ACTORS.

\$3,000,000 INVESTED IN THIS GREAT SHOW

MAGNIFICENT PARIS HIPPODROME 50 CARS, 4 TRAINS, OWNED BY THE SHOW.

200 WILD BEASTS MENAGERIES.

DAILY EXPENSES, \$5,500, RAIN OR SHINE.

REALISTIC WILD WEST EXHIBITION.

Seats for 10.000.

HANLON-VOLTERS.

20 TRAINED ELEPHANTS

mais and birds in the universe. Lofty headed straites, Polar Bears, Rhindeeros, Reppo-ortanus, Manmooth Mandrit. Outrones, et Lione, Huge Boa Constrictors, Kanga-cos, Figers, Leopards, Bears, ad an avery omposed of nearly all the rate of them full and softhe whole world. Too Jained Ani-

GHOST DANCE

14 Water Proof Tents. SEE THE STUPENDOUS, GOLD-GLEAMING, GORGEOUS PARADE, The magnificent array of superb chariots, statue-ornamented dons, beautified with historical scenes, and the wild West famous features, mounted savages, plains men stories trappers, U.S. soldiers, etc., and the two great herds of marching elephants, and all the hards one horses, pones, and wide opened lairs of wild beasts. Knights, chevaliers, and perfects pageantly deplays, Italia Rookin's departure from Delhi and Cleopatra journeying to ment Marc Angony. For full description of this mammoth and sublime spectacular display see other publications.

Reserved numbered chairs on the grand stand extra. For the accommodation offul who desire to avoid the growds at the show ground, reserved numbered seats at regular prices) and admission tickets, at usual slight advance, can be obtained at Howe & Barrsow's Orag Store, 514 Main Street, on the day of exhibition. Two performances every week day, at Janks p. m. Pavilions open at 1 and 7. Cheap round-trip excursion tickets on all lines of travel. Only Great show coming.

J. E. COOPER, Sole Owner.

C.H. EDWARDS



IANOS

A few bargains in Pianos and Organs slightly damaged by removal at fire, can still be had by calling or writing at once. All the late Sheet Music. Special rates to teachers on music and books.

C. H. EDWARDS.

265 & 267 Main Street, - - - -

