BEDDING'S Russia Salve
—FOR—
Head Colds
IT HAS
NO EQUAL.
Apply Into Each Nostril.
Price, 25c., 50c., $1 a box.

RAILROADS.

LOCAL TIME TABLES.

Texas and Pacific Railway.

EASTBOUND.	Arrive.	Depart.
Texas, Arkansas and Ft. Worth local	7:00 p. m.	7:05 a. m.
Fort Worth and New Orleans mail	8:30 a. m.	6:40 p. m.
St. Louis and Chicago Cannon Ball	10:30 p. m.	5:20 a. m.
Wills Point accommodation	11:35 a. m.	3:00 p. m.
Fort Worth and Dallas local	4:30 p. m.	10:35 a. m.
WESTBOUND.		
Fort Worth and El Paso mail	6:05 p. m.	9:05 a. m.
Fort Worth and Weatherford accommodation	10:20 a. m.	4:35 p. m.

Transcontinental Division.

	Arrive.	Depart.
Fort Worth and St. Louis Cannon Ball	11:40 p. m.	3:25 a. m.
Fort Worth and Texarkana local	7:20 a. m	8:45 a. m.

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

Missouri, Kansas and Texas.

NORTHBOUND.	Arrive.	Depart.
Chicago, St. Louis and Kansas City express	6:40 a. m.	7:00 a. m.
Chicago, St. Louis and Kansas City fast mail	7:10 p. m.	7:30 p. m.
SOUTHBOUND.		
Austin, San Antonio and Houston fast mail	8:45 a. m.	9:05 a. m.
Austin, San Antonio and Houston express	6:35 p. m.	8:10 p.m.

Fort Worth and Denver.

	Arrive	Depart
Trinidad and Denver Mail	5:30 p. m.	9:30 a. m.
Wichita Falls Express	11:00 p. m.	4:40 p. m.

Gulf, Colorado and Santa Fe.

NORTHBOUND.	Arrive	Depart
Oklahoma Express	11:25 a. m.	11:45 a. m.
Chicago and Kansas City Thunderbolt	8:00 p. m.	8:10 p. m.
SOUTHBOUND.		
Houston and Galveston Mail	8:35 a. m.	8:50 a. m.
Cleburne Accommodation	2:55 p. m.	3:05 p. m.

Fort Worth and New Orleans.

	Arrive	Depart
Houston and Galveston Mail	9:00 a. m.	5:40 p. m.
Local Accommodation	7:00 p. m.	9:15 a. m.

Fort Worth and Rio Grande.

	Arrive	Depart
Dublin, Comanche and Brownwood Mail	2:00 p. m.	3:00 p. m.

St. Louis Southwestern.

	Arrive	Depart
Memphis and St. Louis Express	7:10 p. m.	8:20 a. m.

Weatherford, Mineral Wells and Northwestern.

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

A HEAVY LOSS.

A BOILER EXPLODES IN LOUISVILLE, DOING GREAT DAMAGE.

A Fire Caused by It Which Destroys Something Like $500,000 of Property—The Courier-Journal Narrowly Escapes.

LOUISVILLE, KY., Oct. 26.—By a boiler explosion this afternoon one man was killed, several persons injured and near $500,000 worth of property destroyed.

At 5 o'clock W. M. R. Adams, a fireman at the electric light plant of the Louisville gas company, was throwing coal in the furnace when one of the nest of seven boilers let go. The shock to the vicinity was like an earthquake. Adams was thrown to the ground with terrific force and received such internal injuries that he will die. The shed in which the boilers were located was completely demolished, and pieces of iron and timbers and showers of red hot coals were thrown in every direction. A great mass of iron and a deluge of burning coals was thrown across the narrow alley into the rear of Kauffman & Strauss' big retail dry goods store, and the wall of the store was carried away. Half a dozen clerks were gathered about the bookkeeper at the back of the store. With Bookkeeper Solomon Dryfus they were caught in the wreckage, but it is believed all escaped alive. Dryfus was severely injured, but not dangerously. Carrie Dinkelspeil, Hattie Evans and Lena Sickles were slightly injured. In a moment apparently the whole building was in flames. The weather has been very dry for two weeks, and the wreckage and goods burned like tinder. An alarm was turned in from the automatic fire box in the Courier-Journal building and the department was quickly at work. The fire was at once beyond control. Attention was turned to saving the Courier-Journal building, two doors north, and the Polytechnic library building, two numbers south. The water tower was manned, and the hose in the Courier-Journal building was attached and turned through the side and rear of the building and fourteen fire engines put in position and set to playing upon the flames. With all this force it was half an hour before the flames gave way and an hour before they were under control. The fire caught and burned out the two upper floors of J. V. E. Scott & Sons, dealers in pictures, fine mirrors, wall paper, photographers' supplies, and the two lower floors were flooded with water till hardly anything was saved.

On the south, Levrone's confectionery and A. S. Porter's millinery store were slightly damaged. The losses are, as nearly as can now be learned, about as follows:

Kauffman, Straus & Co., retail dry goods, stock $300,000; nearly covered by insurance.

Hamberger, Bloom & Co., owners of building, $80,000; insured.

J. V. Scott & Sons, fine woodwork and supplies, $80,000; insured.

Polytechnic library building, books, etc., $10,000; partly insured.

Louisville gas company $7500, covered by insurance.

Levrone confectionery $500, insured.

W. M. Wilsher, the engineer of the electric light boilers, was with Curt Dawson, dynamo tender, in a room adjoining the boilers, and they barely escaped.

He says he had on only 100 pounds of steam, while he was allowed 120 pounds. He thinks some part of the boiler was displaced by the heavy work it was doing and the explosion resulted from it.

Plainview, Hale County, Texas.
Come to Amarillo and take your tickets at the "Hotel Amarillo" over the Clisbee daily stage line to Plainview, the county seat of Hale, the best county on the central plains.

Did it ever
Occur to you that
Maddox, Ellison & Co.
Sell the most
Artistic furniture in the state?
Prove it
By a visit to their
Furniture emporium.
Easy payments.

Subscribe for the Weekly GAZETTE.

IN RAILWAY CIRCLES.

THE KATY GENERAL OFFICE QUESTION A KNOTTY ONE.

The Case Reversed and Remanded—The Railroad Club Reception—Other Railroad News.

The Train to Weatherford.

The 8:15 p. m. train between this city and Weatherford will be continued until Thursday, October 29.

An Inspection Tour.

Sunday evening Gen. G. M. Dodge and General Superintendent R. J. Duncan of the Union Pacific, Denver and Gulf arrived in the city on a special. The gentlemen are on a tour of inspection, and paid particular attention to the terminal facilities here. The party left last night on a few days' visit to Velasco, and will return in the course of a week.

The Railroad Club.

Next Monday evening the Railroad Employes' club will open their new rooms with a reception. A musical programme of more than ordinary merit has been prepared, and short addresses by well-known speakers will also be a feature of interest. The elegantly appointed rooms will be ablaze with light and present a scene of rare beauty. They will be, by long odds, the finest club rooms in point of "equipment" in the South, and will be a very attractive place of resort for railroad employes.

Katy's Predicament.

Special to the Gazette.

ST. LOUIS, MO., Oct. 26.—The decision of Judge Caldwell, intended to settle the controversy between Sedalia, Mo., and Parsons, Kan., over the location of the general offices of the Missouri, Kansas and Texas railroad, is the reigning subject of discussion among railroad men here, and there has been considerable doubt as to just what the decision meant, and the controversy is apparently not yet at an end. A dispatch from Topeka says the order was shown to Attorney-General Ives, who said: "Kansas will be satisfied with nothing but the complete removal of all the offices from Sedalia. Our statutes are very plain, and must be complied with to the letter."

He cited section 1190, of the laws of Kansas, which reads as follows: "Every corporation created by or existing under the laws of this state shall have and keep general offices for the transaction of business and shall keep such general office situated on or near the main line of said road mentioned in the charter. At such office shall be kept the books and records of the corporation and also of the office of superintendent, general manager or director, secretary, auditor, treasurer, general freight agent and general ticket agent under whatever named duties usually pertaining to such offices may be transacted, together with all books of account appertaining to the business of such offices."

The governor and attorney-general will insist upon the complete compliance with the above statute and should there be any failure the attorney-general will at once bring suit to annul the charter of the road and place it in the hands of a receiver. The state officials will not construe the removal of a part of the offices from Sedalia to Parsons as a compliance with the Kansas statue.

A Railroad Row.

CHICAGO, ILL., Oct. 26.—A rupture in the Central traffic association is one of the probabilities of the near future. The Chicago and Grand Trunk people have grown tired of the losing business through the irregular practices of competing lines and have resolved upon a course of action that will no doubt precipitate a row. To-morrow the road will repudiate the Chicago switching tariff and will notify shippers that it will hereafter receive freight at all points without making any charge for switching. This will be equivalent to a very large reduction in rates. It is claimed by the Grand Trunk officials that other lines have been securing more than their share of the business by secretly abolishing switching charges and they have determined to do openly what they insist is being done clandestinely by their competitors. Moreover there is reason to believe that this action of the Grand Trunk is simply preliminary to something more startling that is to follow. As early as Wednesday perhaps that company will make an announcement that is calculated to create genuine consternation among the roads in the Central traffic association.

Just what this announcement will be is known only to the higher officials of the company and they are not ready to give it out as yet. Supposition is that it will be no less than a withdrawal of the Chicago Grand Trunk from the association.

The Present Locomotive to Go.

CHICAGO, ILL., Oct. 26.—"In the course of a few years the locomotive of to-day will be but rarely seen," said General Superintendent Collins of the Chicago, Milwaukee and St. Paul in speaking of Inventor Edison's latest project in the electric motive line. "The companies will be quick enough to take it up for their own use, as every one is on the alert for progression, and will gladly welcome anything new and practical as they think this motor is."

Assistant General Manager Wood of the Chicago and Alton road thought the invention would revolutionize traffic, but the cost it would save would be needed to keep the road-bed in repair. "The higher the rate of speed at which an engine travels," he said, "the heavier and more firm must the road-bed be. The expenses of constantly attending to the road-bed, ballast, rails and ties will about eat up all that could be saved by lessening the running expenses. Mr. Edison has a great invention, and the railroads of the country will eventually take it up, but I think it will be some time before they do so. There are so many engines in use, and they represent such an amount of money that the railroads will not be in any hurry to set them aside. But as the old ones wear out the new motors will take their places."

Aransas Pass Completed to Waco.

Special to the Gazette.

WACO, TEX., Oct. 26.—The last spike was driven at 5:35 this afternoon at Lott, twenty-eight miles from Waco, on the San Antonio and Aransas Pass, which connects that road and opens up to Waco a through route to the coast over 700 miles of the Mission route system. A special train left Waco at 5 o'clock this afternoon, having on board President U. Lott, Receiver Yoakum, D. B. Robinson, one of the reorganization committe, and THE GAZETTE correspondent. On arrival at Lott the officials were informed that the road was now complete from Waco to the coast, and the announcement was greeted with cheers by the committee of citizens which met the party. Anvils were fired and a general jollification meeting was held to celebrate the event. This completes the system of the Mission route and opens to Waco the finest territory in the state. It has been eagerly waited for, and now the connection is made there is cause for rejoicing. A through train service will be put on at once.

O'Day Denies It.

ST. LOUIS, MO., Oct. 26.—Col. John O'Day, late general attorney for the St. Louis and San Francisco railroad, denies in toto that he refused to surrender to the company lands alleged to be purchased by him, or that he refuses to surrender the title to the Laclede and Fort Scott roads.

'Frisco Lands.

ST. LOUIS, MO., Oct. 26.—Mr. Ed Kenna, general attorney for the 'Frisco road, this afternoon stated to a reporter that the statement of Col. John O'Day charging that part of the purchase money for lands bought for the company had improperly found its way into the hands of certain parties interested in the sale was entirely incorrect. Mr. Kenna displayed a deposition from one John Sideway showing that he, Sideway, had purchased lands for his own use, and that he had afterwards sold them to a Scotch syndicate; that no other parties were concerned in the lands, and that the transaction was a perfectly legitimate one. Mr. Kenna says, further, that the matter will be settled in the courts at an early date.

The Decision Reversed.

WASHINGTON, Oct. 26.—Justice Harlan of the United States supreme court to-day reversed the decision of the circuit court in the case of the United States vs. the Missouri, Kansas and Texas railway, brought by the government to secure the cancelation of land patents alleged to have been issued to the company without legal authority. As to the indemnity limit the court holds that settlers who occupied the land before the selections were granted to railway companies have a right prior to and superior to the company.

The First Passengers.

Special to the Gazette.

WACO, TEX., Oct. 26.—Mayor B. I. Arnold, Maj. E. M. Bean, treasurer of Milam county; W. F. Crawford of the Milam county bank, Dr. T. A. Pope, all of Cameron, and Hugh Witcher of Rockdale were the first passengers from the south on the San Antonio and Aransas Pass railway, arriving here at 9 p. m. They are en route to Dallas to attend a meeting of the Republican state executive committee, which Hon. Lock McDaniel will convene in that city to-morrow.

Gen. Dodge For President.

CHICAGO, Oct. 26.—Rumor is current here that Gen. Dodge, formerly president of the Denver and Fort Worth road, is to be president of the Union Pacific system. The story cannot be traced to any authentic source. Should it prove to be true there is not much doubt that the management of the road will be placed in the hands of A. B. Meek, who made a great reputation as general manager of the Denver and Fort Worth.

A SHERIFF'S INSTRUCTIONS.

Leaves a Note for His Deputy to Go Ahead and Hang Lee Hughes Next Friday.

Special to the Gazette.

BRENHAM, WASHINGTON COUNTY, TEX., Oct. 26.—Sheriff Teague left for Fort Worth yesterday on business, and, not knowing when he would return, left a note for Deputy W. L. Salus, telling him if he did not get back by Friday to go ahead and hang Lee Hughes.

You all want
Good furniture cheap.
Maddox, Ellison & Co.
Are the people.
Easy payments.

You make a
Serious mistake if you
Buy furniture
Without seeing
Maddox, Ellison & Co.
Easy payments.

More people buy furniture
And are better pleased
Through buying at Maddox, Ellison & Co.'s
Than from any other house
In the state.
Easy payments.

An Old Quarrel.

NASHVILLE, TENN., Oct. 26.—Ex-Postmaster E. S. Kinson of Russellville, Ala., was shot twice at that place by E. A. Richardson, a former clerk, to-day. His injuries are fatal. They had been discussing an old trouble, Richardson being charged with shortage in his accounts during Mr. Kinson's term of office.

Nobody can duplicate
Maddox, Ellison & Co.
On furniture and prices.
Easy payments.

Gin Burned Near Brenham.

Special to the Gazette.

BRENHAM, WASHINGTON COUNTY, TEX., Oct. 26.—The old Walker gin, four miles east of here, owned by William Morgan, which has been lately remodeled and new machinery put in, was burned Saturday night, with a large quantity of cotton and cotton seed. No insurance.

Maddox, Ellison & Co.
Are on top
In the furniture line
And on the bottom
For low prices.
Easy payments.

A Coupling Pin's Work.

In the wrecking crew's boarding car, on the sidetrack near the Joseph H. Brown building, is a negro named Will Jones that is in a precarious condition. A few nights since he and another negro became involved in a difficulty and Jones was struck on the head with an iron coupling-pin, and from the effects of this wound he is likely to die. The negro who struck him made his escape, and his name could not be learned. Jones was cook for the crew.

The Burlington Route.

Most people know what The Burlington Route is—some people, perhaps, do not know that it is the Model Railroad of the West. The Burlington Route is the name of a first-class railroad from Chicago, Peoria and St. Louis to and between the principal cities and towns of Illinois, Iowa, Missouri, Wisconsin, Minnesota, Nebraska and Colorado. The 7000 miles of this great road pass into and through the best farming regions of these great states, reach Deadwood, So. Dakota, and the new mining country of the Black Hills. Along the lines of the Burlington Route are the best opportunities in the West, Northwest, Southwest, for the farmer, the manufacturer, the merchant, the miller, the miner and the pleasure seeker.

The Burlington Route runs through passenger trains every day in the year between St. Louis, Chicago and Peoria, Kansas City, Atchison, St. Joseph, Council Bluffs, Omaha, Lincoln, Denver, St. Paul and Minneapolis, making connections at these points with all Eastern and Western roads, and giving the traveling public unequaled facilities.

For speed, safety, comfort, character of equipment and track, and efficient service for passengers and freight, it is unexcelled.

Send ten cents in postage stamps to the General Passenger Agent and get a handsome wall map of the United States and a descriptive folder of the train service.

For further information, tickets, rates, maps, etc., call on your nearest railroad agent, or address A. C. DAWES, G. P. & T. A., St. Louis, Mo.
W. C. BROWN, General manager, St. Joseph, Mo.

From the Columbia (S. C.) Record, June 9th, 1890.

COTTOLENE.

"Southern house-keepers should give this product a careful trial. It directly concerns the prosperity of an important industry in the South. The cotton seed oil industry is one peculiar to the South and one that directly or indirectly benefits our farmers and through them all classes of citizens.

Then here is a product—the general use of which will enhance the value of that chief of crops, cotton—offered to the trade, and it rests with house-keepers to say whether or not it will be used. They are not asked to use it simply because its use will benefit the South, but because it will supply the place of hog's lard, and for many uses it is superior.

For eatables that require a small amount of heat to be cooked it is better, as its frying point is much sooner reached than is that of lard. It is more healthy than lard in that it is anti-dyspeptic, and it is cheaper than lard, as three-fourths the quantity of it will go as far as a pound of lard, and is sells for slightly less.

Our housekeepers will not be hurt by giving it a trial, and then they will probably discard lard."

COTTOLENE.

TRADE MARK

For sale by all first-class Grocers.
Manufactured only by
N. K. FAIRBANK & CO.
ST. LOUIS.

HE TALKS BACK.

M. RIBOT ANSWERS MINISTERY'S INTERPELLATORS.

Disastrous Collision Between two British Vessels—The Work of the Gales. Vessel Wrecked—Lives Lost.

A Terrible Collision.

LONDON, Oct. 26.—The British steamer Boston, from Cardiff for London, has arrived at Falmouth after having been in a collision with the British bark Charlewood, 759 tons, Capt. Salmon, from Antwerp for Valparaiso. The Charlewood foundered almost immediately after the collision with a loss of sixteen lives. Three men were killed on board the Boston at the time of the collision, and the steamer's bows were badly stove in. The captain of the Charlewood, his wife, son and governess and stewardess, together with all the bark's officers and six of the seamen, a total of sixteen persons, were drowned in spite of the desperate efforts made by the lifeboats of vessels which happened to be near the scene of the collision to rescue them. The efforts of the would-be life-savers were greatly hampered by darkness, which prevailed at the time the accident took place, 4:45 in the morning. The spot where the two vessels collided was not far from Eddystone Rocks, fourteen miles from Plymouth. Only an apprentice and the captain's daughter were saved.

Those Gales.

MARSEILLES, Oct. 26.—The gales which have recently been causing damage to shipping in the Mediterranean by their violence along the northern shores, still continue. Several wrecks have been reported.

The Questions Answered.

PARIS, Oct. 26.—In the chamber of deputies to-day M. Deloroude interpellated the ministers, asking them to explain their policy toward Egypt, the position they had taken on the questions at issue with Morocco in the matter of the Louat cases and the alleged intrigues on the Tonquin frontier. M. D. Felassona demanded that the ministry make explanations in regard to the relations between France and Italy. He found fault with the government for partaking in the recent Garibaldi fetes at Nice, and also for not affording protection to the French pilgrims to Rome and for the needless and annoying prosecution of the archbishop of Aix. M. Ribot, minister of foreign affairs, in reply informed the deputies that the government of Morocco had been informed that France would not tolerate any interference at Louat, as the district was plainly within the zone of French influence. In regard to Egypt, he declared that France had not abandoned any of her former rights and recent events were tending to increase French influence there. The approachment between Russia and France astonished nobody. It was simply in consequence of old sympathies. The minister justified the nations partaking in the festivities at Nice, declaring that it was the celebration of the memory of a man who had fought for France.

Regarding the troubles which accompanied the French religious pilgrimages to Rome, he said that the agitation provoked in Italy by these pilgrim incidents was altogether out of proportion to any offense that the pilgrims committed during their presence in Italy. The incidents having an international bearing, the minister said the government felt bound to issue a circular to the bishops of the country to stop these pilgrimages, and the pope himself had declared that the government was justified in so doing. "Nobody would surely deny," he continued, "that bishops owed this deference to government, besides this government had not hidden from Italy its displeasure. That anti-pilgrim manifestation had been followed by attacks against France, whereupon Italy had expressed her regrets." These ministerial statements were greeted by applause, particularly by the members of the Left.

Continuing, M. Ribot said that France had a right to be proud of the sympathy which had been extended to her on all sides. She deserved it, too, for her energy had enabled her to regain her position after disaster. Replying to the interpellation of Comte Mun, the well-known representative of Catholic socialism, M. Ribot denied having charged the French ambassador at Rome to thank the Italian government for the protection the latter had afforded the French pilgrims.

M. Pichou declared that nobody in Europe dreamt of restoring the power of the pope. The misunderstanding was between the French and Italian governments, but he attributed it to the Empire party, which desired to maintain the papacy, still he hoped that Italy would eventually be our ally. The chamber then proceeded to the discussion of foreign estimates. M. Hubbard immediately brought forward a proposition to suppress the embassy at the Vatican, on the ground that it was useless and that it fostered the idea in Italy that France admitted the possibility of the pope's ultimately retaking Rome.

M. Ribot in a vigorous speech combated this proposal and refuted the reasons which M. Hubbard advanced. A vote was then taken, and M. Hubbard's proposal was thrown out amid cheers by 284 against 210.

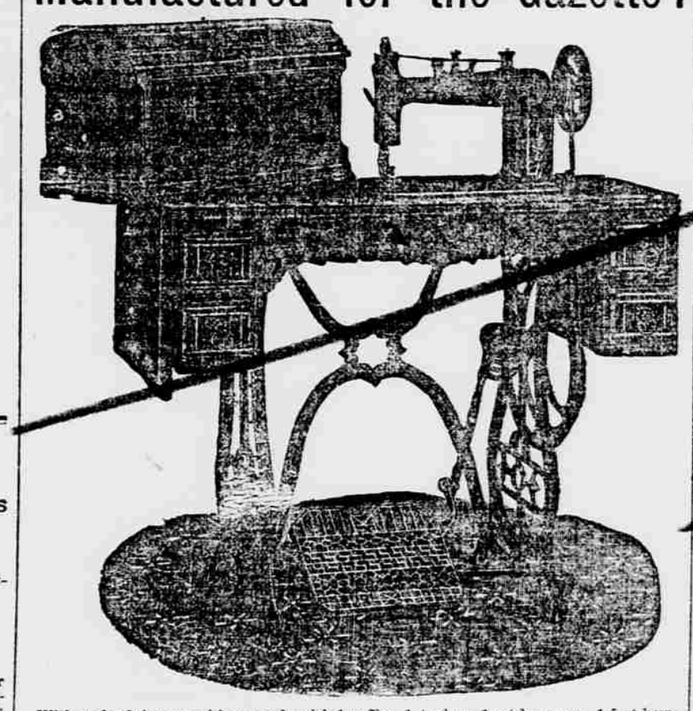
The English Gale.

LONDON, Oct. 26.—Midnight—A downpour of rain has been incessant throughout England since Sunday afternoon. The heavy gale on the east coast continues. There were many exciting scenes near Yarmouth and Alborough. Many vessels were driven to shore there and there were several gallant rescues by means of life boats and rocket apparatus.

HIGH-ARM IMPROVED
GAZETTE SEWING MACHINES
At One-Half Price!

High-Arm Gazette, the Finest and Best Made Machine of the Pattern in the Market.

Manufactured for the Gazette!



With each of these machines we furnish 1 ruffler, 1 tucker, 1 set hemmers, 1 foot hemmer, 1 screw driver, 1 oil can and oil, 1 gauge, 1 gauge thumb screw, 1 extra throat plate, 1 extra check spring, 1 paper needles, 6 bobbins and one instruction book. These articles are all included in the price named.

The New and Greatly Improved!

Bear in Mind that These Machines are Thoroughly Made and of First-Class Workmanship.

$61 FOR ONLY $24!

$70 FOR ONLY $33!

OUR OFFER: To every mail subscriber of THE SUNDAY GAZETTE we will send the High-Arm Improved Machine and one paper one year for $25, and to every mail subscriber of the DAILY GAZETTE we will send the High-Arm Improved Machine and paper one year for $33; or, Daily six months and the machine for $28.50—purchasers pay freight. Weekly GAZETTE one year and machine, $24.

Every machine warranted for five years. Address all orders and remittances t

GAZETTE, Fort Worth, Texas.

Dynamiters in Dublin.

DUBLIN, Oct. 26.—Great excitement was caused in this city this evening by an apparent attempt to blow up the office of the National Press, the organ of the McCarthyites. Members of the staff of the paper were just on the point of beginning the night's work when a bomb fell in the area in front of the windows on Abbey street, where the editor's rooms are situated. The bomb exploded with a tremendous report, but fortunately there was no one in these rooms at the time and consequently no one was hurt. If the missile had been intended to injure anybody in the room, there is no doubt the effort would have been pre-eminently successful, for the window panes were broken, casing shattered and the furniture in the room badly damaged. The presses in the basement were also damaged, and, indeed, windows in all adjacent houses were broken. The wildest rumors were spread and an enormous crowd quickly collected. For a time there was much excitement. Notwithstanding that every effort was made to search out the miscreant the authorities thus far are without any clew whatever. It was noted at the time of the explosion by those who were present that the fumes arising from the exploded bomb had a very offensive odor.

The Countess Gets a Divorce.

KANSAS CITY, MO., Oct 26.—In 1886 James B. Stearns, a New York broker, while sojourning in Paris, became smitten with the charms of Countess Alvira Monthilong. The countess married him and she moved with him to New York city. There they lived happily for awhile but Stearns soon tired of his foreign wife and finally deserted her. She moved to Kansas City and this morning she received a decree of divorce for this cause in Judge Slover's court. In her petition she asked the court to allow her to resume her maiden name. This was granted.

Will Probably Recover.

Special to the Gazette.

EAGLE PASS, COLORADO COUNTY, TEX., Oct. 26.—Robert Elliott, as is learned from Dr. J. K. Davidson, is in a fair way to recovery. The wound is not, as was stated, near the right nipple, but two and a half or three inches above and to the right. Mr. Higginbotham, who did the shooting, has surrendered to the officers.

Go every place else
And look at furniture
And get prices,
But to do well
You will trade
Maddox, Ellison & Co.'s
Every time.
Easy payments.

Garcia in Court.

NEW ORLEANS, LA., Oct. 26.—Mr. Eugene T. Garcia, ex-paying teller of the Louisiana national bank, appeared before United States Commissioner Wright to-day to answer the charge of embezzlement under the United States revised statutes. He is prosecuted by President R. W. Walmsby. Garcia pleaded not guilty, waived examination and was released on bond of $25,000. The case will come up shortly in the United States circuit court.

AUSTIN'S ALLIANCE.

Resolutions Deprecating the Capricious and Unjust Criticisms of Governor Hogg and Judge Terrell.

Special to the Gazette.

AUSTIN, TEX., Oct. 26.—The proceedings of Saturday night's meeting of the local Alliance leaked out to-day. Resolutions were adopted deprecating the "capricious and unjust criticisms" of Governor Hogg's policy, and also the "false and unjust comments" made upon the legislative action of Judge Terrell. Governor Hogg's administration was fully indorsed and faith was expressed in him as "a patriotic, intelligent, just and honest man and governor, whose hands should be upheld in his battle against law-breaking."

The Quintana canal and dock company filed its charter for approval by the secretary of state. It is for the building of a canal from a point on the Brazos at the mouth of West Union bayou to Bernard river and Matagorda bay.

The comptroller purchased $16,000 Knox county and $5000 Colorado county courthouse and jail bonds.

THE SINKING LAND.

The Trouble Caused at New Orleans by the Water's Work.

Special to the Gazette.

NEW ORLEANS, LA., Oct. 26.—The Louisville and Nashville railroad has ceased running its trains over the sinking lands at the French market, and stop about a mile and a half from the regular depot. The Southern Pacific is still running its trains over the dangerous spot, but at the slow rate of two miles an hour, so as to cause no jarring, and will continue to do so as long as possible. The sinking of the land continued to-day and it has now reached the level of the water in the river. A conference of the state and city engineers and railroad superintendents took place to-day to devise or suggest means to meet the present emergency. The oyster boats and dealers are heavy sufferers, as the caving in of the oyster landing leaves them without any regular landing, and they can find no other convenient place at which to unload their cargoes.

Baby Murderers.

ST. LOUIS, MO., Oct. 26.—A special to the Republic from Milan, Mo., says: In a well, on a farm about twelve miles northeast of here, recently occupied by W. M. Hutchinson, there was found to-day the body of a well-developed infant, with the skull crushed in. Warrants were issued for, and officers are in search of Hutchinson, his wife, daughter and son, who have fled. This is the fourth baby alleged to have been murdered by this family.

THE MKT
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Almost a Blaze.

Sunday night during the progress of the fire on West Second street there came very near being a conflagration in the block of shanties on the east side of Main between Eighth and Ninth streets. The wall became ignited from a burning lump in a room over a negro restaurant, and was making good headway when discovered and extinguished.