"WORTH A GUINEA A BOX."

BEECHAM'S PILLS

WILL CURE

Scurvy and Scorbutic Affections, Pimples and Blotches on the Skin, Bad Legs, Ulcers, Wounds, etc.

The cause of all these complaints is floating in the blood a long time before they break out on the body. This class of diseases requires that the blood be powerfully and preservingly acted upon, in order to cleanse it from all the morbid humors. It is of no use to heal the sore by outward applications.

Beecham's Pills will Cure these Afflictions.

Of all druggists. Price 25 cents a box. New York Depot, 365 Canal St. 4

RAILROADS.

LOCAL TIME TABLES.

Texas and Pacific Railway.

	Arrive.	Depart.
Texas, Arkansas and Ft. Worth local	7:50 p. m.	7:25 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.	5:30 a. m.
Wills Point accommodation	11:25 a. m.	3:00 p. m.
Fort Worth and Dallas local	4:30 p. m.	10:35 a. m.
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.	5:45 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	6:55 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.	6:10 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.	3:45 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.
10:20 a. m.	Fort Worth (T. & P. Ry.)	9:05 a. m.
6:05 p. m.	Fort Worth (T. & P. Ry.)	4:35 p. m.
12:22 p. m.	Mineral Wells	7:20 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 Hall	955	Chicago via St. L.	1009
St. L. via Sedalia	717	Kansas City	507
Hannibal	672	Vinita	318
Wagoner	253	McAlister	192
Denison	96	Whitesboro	71
Pilot Point	53	Denton	35
South	Miles		Miles
Alvarado	27	Hillsboro	55
Waco	88	Temple	123
Belton	103	Taylor	152
Bastrop	187	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	229
Mineola	116	Shreveport	259
Big Sandy	132	New Orleans	543
Longview	156		
Rio Grande Division.	Miles		Miles
Weatherford	31	Colorado City	250
Gordon	72	Big Springs	299
Cisco	115	Pecos	400
Baird	140	Sierra Blanco	524
Abilene	161	El Paso	615
Sweetwater	202		
Transcontinental Division.	Miles		Miles
Denton	35	Paris	133
Whitesboro	71	Clarksville	173
Sherman	89	New Boston	222
Bonham	116	Texarkana	244
Honey Grove	152		

COTTON BELT ROUTE.	Miles		Miles
Plano	40	Camden, Ark	315
Greenville	83	Pine Bluff	264
Commerce	97	Brinkley	433
Sulphur Springs	115	Memphis	506
Mt. Vernon	138	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	103	Brenham	223
Temple	128	Galveston	346
North.	Miles		Miles
Gainesville	63	Wichita, Kan	316
Ardmore	104	Kansas City	603
Purcell	171		

FORT WORTH AND DENVER CITY.	Miles		Miles
Decatur	34	Childress	219
Sunset	59	Salisbury	248
Bellevue	79	Clarendon	277
Henrietta	95	Goodnight	298
Wichita Falls	114	Amarillo	336
Iowa Park	125	Hartley	402
Beaver	140	Texline	452
Harrold	147	Pueblo	679
Vernon	163	Denver	803
Quanah	191		

FORT WORTH AND RIO GRANDE.	Miles		Miles
Granbury	40	Comanche	112
Stephenville	76	Blanket	125
Dublin	90	Brownwood	142

HOUSTON AND TEXAS CENTRAL	Miles		Miles
Waxahachie	41	Calvert	158
Corsicana	76	Hearne	166
Mexia	109	Bryan	185
Groesbeck	115	Navasota	214
Kosse	133	Hempstead	234
Bremond	144	Houston	265

Come and lunch with the young people this evening at C. H. Edwards' old stand, Houston, between Third and Fourth. Oysters in any style, sandwiches, coffee, chocolate and cake, etc. Supper ready at 5:30.

Buy your cranberries of Turner & Dingee.

Subscribe for the Weekly GAZETTE

STOCKMEN'S PLEA.

Railroads Petitioned to Give Them Special Low Rates.

SUPT. WINTER IS RELIEVED.

The Fort Worth and Denver Appeals to the Commission for a Hearing—Union Pacific Officials Coming—Duncan's and Winter's Successors.

Col. J. P. Moore, general livestock agent of the Texas and Pacific road, returned yesterday morning from Deming, N. M., where he attended, on the 20th instant, the joint convention of the livestock associations of Arizona and Southern New Mexico. In answer to questions put by a GAZETTE reporter as to the condition of the livestock industry as connected with the railroads in that territory, he merely referred to the following communication, addressed to the railroads named, which he said was a full exposition of the situation, which he would favorably recommend to the line he represented:

To the General Freight Agents of the Atchison, Topeka and Santa Fe, Southern Pacific, Texas and Pacific, and Union Pacific railroads.

GENTLEMEN—By the direction of the Livestock association of Southern New Mexico and Arizona, in joint convention at Deming, N. M., this 20th day of November, 1891, we beg the honor to submit for your consideration the following report:

The depressed condition of the cattle business throughout the West is so well known to the transportation companies that we deem any reference to it here unnecessary, but we beg to respectfully submit the deplorable results of the drouth which has prevailed in the Southern Pacific portion of our respective territories during the past spring and summer.

The most conservative cattle-growers here now estimate that not less than 50 or 60 per cent of all the cattle upon the ranges in the entire southern portion of the two territories will perish for want of grass and water between now and the next rainy season. The condition of fully one-half of the ranges is so distressing that whole herds will be swept away unless provision is made by the railroads for the removal of all the steer cattle, including yearlings, as soon as spring opens; in other words, unless all the steers are thus removed from the ranges, there will not be enough food to support even the female cattle, which would result in the utter destruction of the livestock industry of our respective territories. To avoid this calamity, which would be a great misfortune to New Mexico and Arizona, and even the transportation companies, we respectfully ask such a modification of railroad rates as will enable the cattlemen of these territories to market their cattle, said rates to take effect not later than the 1st day of January next, and to remain in force until the 1st day of July, 1892.

It is probable that the buyers from Montana and Kansas, which states have been our chief markets heretofore, will purchase our steer cattle next year, provided we can secure a rate low enough to enable them to remove our herds, which will then be so weak that the percentage of loss must inevitably be large.

The fact that many of the steers in cases of no probable demand must be sold to save the stock cattle on our ranges from perishing will make it necessary for us this year to seek buyers.

This must be done soon, and contracts made for delivery before spring opens. To insure a market for all our steers the matter of the rate should be fixed by January 1, next.

Many persons who have shipped under the existing rate since the cattle have become poor, have not only lost the value of the cattle, but money besides, so that now we respectfully ask a rate of $75 per car from Silver City, N. M., to Kansas City, with privilege of feeding in transit, and also beg to request a reduction in the Wyoming rate as follows: A rate of $80 per car from Silver City to Orrin station on the Union Pacific; and further beg respectfully to ask the Southern Pacific company to make a proportionate reduction in their rates from points in New Mexico and Arizona on all cattle shipped to Montana and Kansas.

We have the honor to be, etc.,

BREWSTER CAMERON, Secretary.

DUNCAN'S RESIGNATION.

W. S. Deuel Succeeds Him as General Superintendent of the Union Pacific.

It has been known in railroad circles for several days that General Superintendent R. J. Duncan of the Union Pacific had resigned that position, but it has not been generally known who had been appointed to succeed him. From an interview with Mr. Duncan by a Denver News reporter it is learned that the resignation has been accepted to take effect Dec. 1, and that it was voluntary; and further, that Mr. Duncan had accepted the general managership of the Binford-Spencer Coal company. Mr. W. S. Deuel, who has been superintendent of the Rio Grande division of the Union Pacific, will be Mr. Duncan's successor, taking charge as indicated, December 1.

"FIRED BODILY."

Superintendent O. O. Winter of the Fort Worth and Denver to be Succeeded.

The ax is still at work in Unions Pacific-Fort Worth and Denver circles, and the heads of departments are falling thick. A GAZETTE reporter walked into Superintendent Winter's office last evening and before he had time to ask the usual question was informed by that gentleman that an item was ready made.

"I step down and out on December 1," he said.

"You resigned, too?"

"Not a bit of it; no resignation in mine. I have been fired bodily."

"Is not this rather unexpected?"

"No sir; I have been expecting it ever since Mr. Duncan's resignation was known—in fact, I have known it for several days, but did not care to make it public until today."

"Who will be your successor?"

"Mr. J. T. Moore, I believe, of the Grand Island division. He will step into my shoes on the 1st proximo. While I will leave the service of the Fort Worth and Denver," he continued, "it does not follow that I am to leave the railroad service or even leave Fort Worth, but I may be heard of again in an enterprise that will be of benefit to Fort Worth."

Mr. Winter has been a hard worker for the Fort Worth and Denver and has made a host of warm friends in railroad circles here, and he is one of the most popular railroad superintendents in Texas with business men. His removal will be regretted by them all, but it is gratifying to know that he is still to remain not only in railroad harness but probably in Fort Worth.

A FLOW STRUCK.

The Fastest Well-Digging on Record Made by the Texas and Pacific.

Thirty days ago the Texas and Pacific railroad company, having concluded to depend on the city waterworks no longer for its supply of water in Fort Worth, let a contract to the Panhandle machine and implement company to sink a well to the third flowing stratum, near the railroad company's roundhouse, near the Union depot. Work of putting the well-boring machinery in position was begun at once, and on the 27th day of October, less than thirty days ago, the drill was hitched to the beam, and from that day until last Saturday night at 12 o'clock work was pushed for all that was out. At that hour the depth of 800 feet was reached and the first flow of water was struck, and it came gushing out of the mouth of the hole at the rate of 125 gallons per minute, and as the sand-bed was penetrated deeper the flow increased.

This is the quickest well digging ever done in this city, a depth of 800 feet having been reached in twenty-five days, an average of thirty-two feet per day. The well will not stop at this point but will be sunk through the second to the third flow which which will give the railroad company all or more water than is necessary for all their purposes here.

Several years ago the railroad company began work on a well within forty feet of where this one is and, after working on it eleven months, only reached a depth of 795 feet, five feet less than was accomplished by the present forces in twenty-five days. This is a record that Mr. W. S. Marshall, who has been sinking the last well, is and has just cause to be proud of. He expects to reach the lower stratum in two weeks if everything moves along without a break.

RAILWAY CLUB.

New Directors Elected and a Ball Committee Appointed.

The Railway employes' club held a meeting last night for the purpose of electing two directors to fill the vacancies caused by the resignation of Messrs. W. F. White and Joseph Sealy. A ballot being taken, it was declared that Mr. T. N. Edgell of the express service, and Conductor Frank Pool of the Texas and Pacific were elected.

The matter of a grand ball to be given some time next month was then taken up and a committee to make proper arrangements for it appointed, consisting of Charles J. Larimer, R. M. Higgs, J. L. Teague, A. G. Fowler and W. M. Hanney. The ball will be given about the 15th of December and it will be one of the grandest affairs of the kind ever given in Texas. The boys are determined to make it a brilliant affair, and they will succeed.

THE DIVISIONS.

The Fort Worth and Denver Appeals to the Commission for a Hearing.

The tabulated divisions of freight rates on lumber framed by the railroad commission for the Houston and Texas Central and the Fort Worth and Denver as published in THE GAZETTE, does not suit the Denver people, they claiming that their side of the question was not heard by the commission, and they have made an appeal for a hearing and think it will be allowed them. As soon as a copy of the circular was received by the Denver people their request for the hearing was wired to the commission asking that a date for said hearing be fixed as soon as possible.

In the meantime lumber cars all loaded are accumulating all along the line of the Central, and this led to an effort being made yesterday to have the cars received and forwarded by the Denver to their destination, the question of division to be settled hereafter, but it did not work. Practically, the situation is unchanged.

Duncan's Resignation.

The Denver Republican has the following regarding Superintendent Duncan's resignation:

R. J. Duncan, general superintendent of the Union Pacific railway, has resigned his position, the resignation to take effect at the close of the month. W. S. Deuel, superintendent of the first division of the Denver and Rio Grande railway, will succeed Mr. Duncan.

The departure of Mr. Deuel from the Denver and Rio Grande railroad company's employment will be taken advantage of by the management to make some important changes and reductions. Mr. Ridgeway, who is now superintendent of the second and third divisions of the Denver and Rio Grande, it is stated on semi-official authority, will be promoted to senior superintendent, taking charge of the first and second divisions of that road. Cole Lydon, who is at present stationed at Alamosa in charge of the fourth division, will be given charge of the third as well as the fourth division. A policy of economy and concentration is being inaugurated on this line.

The departure of Mr. Duncan from the position he has filled so well and to the satisfaction of employes and generally the shippers, will be much regretted. The reason for his resigning the important position is because he is not in accord with the present management of the road as to the best policy to be pursued in its conduct in Colorado.

Mr. Duncan has been connected with the various branches of the company for about five years. He was first employed as superintendent of the Fort Worth and Denver City railway company, and later he became general superintendent of that line. After the consolidation of the Fort Worth road and the Union Pacific railroad company Mr. Duncan became superintendent of the Colorado division of the Union Pacific property. When the railroad changed management some nine months ago, which was followed by the resignation of C. F. Meek, general manager of the gulf division, Mr. Duncan was appointed to the vacant position with the title of general superintendent of that division.

There was probably no more popular man in the employ of the company than Mr. Duncan. His popularity with the employes of the road was unusually great and the shippers from the Denver terminus all speak highly of him. He was the general favorite and an exceptionally clever railroad man.

"Yes, the change that has been rumored and made public so often will go into effect on December 1," said Mr. Duncan, who was seen at the Colorado club at 1 o'clock this morning. "On that date Mr. Deuel is to succeed me. I will retire from railroad life and look after the interests I have in this city. The gentleman who is to succeed me is more in accordance with the ideas of the present Union Pacific management, and I leave the position with the best of feelings toward all concerned. I regard my immediate superior, Mr. Dickinson, as an able and efficient railroad man whose honesty of conviction and ideas of changes no man can question. Mr. Deuel is well known in Colorado and is in every respect a gentleman and a thorough railroad man with whom the patrons of the road and the public will, I am certain, be well satisfied."

Mr. Duncan said he did not believe his resignation would affect the other employes of the road. He will still make Denver his home.

Mr. Deuel is in the city at the Oxford. He was seen last night, but wouldn't admit or deny anything and refused to talk at all about his new office. While the Union Pacific loses in Mr. Duncan a popular official, it gains one in Mr. Deuel. He belongs to the old regime of the Union Pacific and was with Ed Dickinson when both steered freight trains over the Sherman hill, between Cheyenne and Laramie City. It is not necessary to call attention to the source of his relations with the present Union Pacific management.

Change of Schedule.

The new passenger schedule of the Fort Worth and Rio Grande went into effect yesterday, but no material change has been made. Trains now leave the union depot for Brownwood at 3:45 p. m., and arrive from the west at 2 p. m. as heretofore.

Coming to Texas.

A party of Union Pacific officials left Denver yesterday morning en route for this city on a tour of inspection, and will arrive some time to-morrow. In the party are Manager S. S. H. Clark, Assistant General Manager E. Dickinson, superintendent motive power, J. H. McConnell, superintendent of car service, E. Buckingham, superintendent of coal department, G. W. McGath. They will make a thorough inspection of the line between Denver and this city.

Georgetown and Granger.

Mr. John P. Hughes, the well-known railroad builder, who is now at work on the Georgetown and Granger extension of the Missouri, Kansas and Texas, was in the city yesterday on a visit to his family. To a GAZETTE reporter he stated that work on the line was progressing rapidly and would be finished up by December 10, weather permitting work to be continued uninterruptedly. It is not to be supposed that John will be idle long after this work is done, as he has a weather eye already cast on other railroad work, and he generally gets there.

Illinois Central People.

Saturday Fort Worth was honored by the presence here of a party of Illinois people, who spent the day in the city and enjoyed themselves with a number of old friends, who are in harness with other lines. In the party were General Passenger Agent A. H. Hanson, Assistant General Passenger Agent J. W. Coleman and General Southern Passenger Agent William Murray. They were all elegant, polished gentlemen, were well pleased with Fort Worth and left yesterday morning for Dallas.

4 YEARS AGO

Prof. W. O. Atwater wrote from his chemical laboratory Wesleyan University, Middletown, Conn.

"I believe that a combination of Beef Suet and Cottonseed Oil—nothing else, not even coloring matter—would, provided the ingredients of themselves, of course, are perfectly pure and wholesome—make a valuable addition to our food products and be very desirable."

HERE YOU ARE!

FAIRBANK'S

COTTOLENE

Compound of purest delicately refined Cotton Oil crushed from sound selected seed, together with choicest Beef Suet. This perfection of cooking fat supersedes lard for all cooking.

USE ONLY HALF

the quantity of COTTOLENE that you would use of lard. This does the work and saves half your money.

TRADE MARK

Manufactured only by

N. K. FAIRBANK & CO.,

St. Louis. Mo.

WANTED.

$75 A WEEK. ANY LADY employed or unemployed, can make this for a few hours work each day. Salary or com. $10 samples free. A. H. BUNKAPP & CO., 1115 North 8th St., ST. LOUIS, MO.

Tail Lights.

John Lehane after several days illness is at his post in the Fort Worth and Denver auditor's office again.

Wm. Doherty, ticket agent of the Santa Fe, is absent in Galveston for a day or two.

H. P. Barnes, ex-foreman of the Iron Mountain shops at Little Rock, is in the city.

Traveling Passenger Agent Able of the Chicago and Alton was in the city yesterday.

Traveling Freight Agent Dalton of the Nashville, Chattanooga and St. Louis went north on the Missouri, Kansas and Texas last night.

Superintendent of Transportation Thorne of the Texas and Pacific was in the city for a while last night, and went west at 10:30. He attended the meeting of the Railway employes' club.

Ratcliff, the rustling traveling passenger agent of the Fort Worth and Denver, leaves on a business trip this morning.

A Fight in High Life.

Special to the Gazette.

LAREDO, WEBB COUNTY, TEX., Nov. 23.—A sensational report which appears to be well founded is current here that Gen. Geronimo Trevino, president of the Monterey and Gulf railway, and one of the prominent members of the Mexican army, who aided Gen. Diaz in his revolution some years ago in Mexico, and Gen. Bernardo Reyes, present governor of the state of Nuevo Leon, had a difficulty in the latter's office at Monterey yesterday and came to blows. It is said Gen. Reyes was sitting at his desk writing when Gen. Trevino entered. Shortly after the trouble occurred, which resulted in the free use of ink stands, office furniture, etc. It is said Gen. Trevino took the first train for City of Mexico. No cause is known for the trouble.

After the Railroads.

CHICAGO, ILL., Nov. 23.—United States Marshal Hitchcock to-day received subpoenas from the United States district court at Omaha for J. J. Midgley, J. N. Faithorn, G. L. Carman and D. C. Budges to appear before the Federal grand jury at Omaha November 30. Only two of them are now in Chicago, Chairman Midgley of the Western freight association and Superintendent Carman of the Western railway weighing association. Mr. Midgley is directed by the court to bring the records of the weight of stone shipped by Hugh Murphy from Lyons, Colorado, to Omaha and South Omaha, and to bring all reports, records of billing, documents and papers pertaining to shipments from South Omaha and Nebraska City showing of what the shipment consisted, from pickled hams to beef tongues. Midgley is also required to produce all figures of tariffs then in effect covering shipments from these points on the Missouri Pacific road from January 1, 1890, to the 15th of the present month.

To Reorganize.

CHICAGO, ILL., Nov. 23.—A meeting of presidents and managers of the lines in the Central traffic association will be held at Chairman Blanchard's office to-day for the purpose of reorganizing the special Eastbound committee and considering the rate situation. This can only be done by consent of the Chicago and Grand Trunk and the usual pressure will be brought to bear upon the representative of that road to restore switching charges and thus enhance the revenues of all lines. It is almost safe to say that the effort will not be successful, though it is claimed that the Eastern officials and directors of the Grand Trunk have been so worked upon by false reports that they decided to order the traffic manager of the Chicago division to restore the switching tariff.

Commission work.

Special to the Gazette.

AUSTIN, TEX., Nov. 23.—The commission issued a circular to-day fixing a rate of 50 cents on a ton of 2000 pounds on lignite from Lytle to San Antonio, effective December 3.

The commission is now preparing a classification of general merchandise.

Railroad Sued.

FLORENCE, ALA., Nov. 23.—Suit was filed in the circuit court to-day involving $164,352.86 against the Florence Northern railway for surveying, grading and furnishing cross-ties and trestles.

Dividend Declared.

TOPEKA, KAN., 23.—The annual report of the Kansas City, Fort Scott and Memphis railway shows total earnings, $4,703,141; net earnings, $256,880, from which a dividend of 2½ per cent on common and 8 per cent on preferred stock was declared.

The Swift Rebates.

CHICAGO, ILL., Nov. 23.—Edwin C. Swift, L. C. Swift, Augustus F. Swift and Edwin Hadwell, comprising the firm of Swift & Co., packers, who were indicted by the Federal grand jury, gave bail to-day. Albert H. Veeder, attorney for Swift, became security for the amount of bail, which was $2500 in each case.

Oyster supper and wines, coffee, chocolate and cake tonight at C. H. Edwards' old stand, commencing at 5:30. Come and help the young people in their efforts to furnish a window for their new church, corner Seventh and Lamar streets.

Pure cider, by the quart or gallon, at Turner & Dingee's.

GREAT HAS BEEN THE RUSH

AT THE

GRAND SLAUGHTER SALE

OF THE

RANDALL-CHAMBERS CO.'S STOCK

THESE GOODS ARE GOING RAPIDLY

We own the only genuine bankrupt stock in Fort Worth that was bought at a price to defy competition. Our buyer is now in the market picking up bargains from manufacturers and jobbers for our three stores—Fort Worth, Weatherford and Abilene. Be sure and look at our stock before buying elsewhere.

BUTTS BROTHERS & DARLING

AT RANDALL-CHAMBERS OLD STAND.

For Bargains in Jewelry Go to

W. C. Pfaeffle's

GREAT SALE!

508 MAIN STREET.

Watches, Diamonds, Jewelry in all kinds of designs and styles. Solid Silver and Silver-Plated Wares, Novelties, Etc.

CHAS. SCHEUBER & CO.,

Fort Worth, - - - - - - - - Texas.

—WHOLESALE—

LIQUOR AND CIGAR DEALERS

And Bottlers of Phil Best's Milwaukee Beer.

Mention the Fort Worth Gazette.

:-:Cane Mills and Evaporators:-:

We are now offering the above at extremely low figures, and intending purchasers will find it greatly to their advantage to either call and see us or write for prices.

RUBBER -:- AND :-: LEATHER :-: BELTING.

A full line at less than cost and freight.

"SUCKER STATE" GRAIN DRILLS.

Call and see the latest-improved styles, with steel frames and steel wheels. These drills are unsurpassed by any on the market, and have been in the front rank for the past twenty-five years. Circulars and prices mailed on application.

W. A. HUFFMAN IMPLEMENT COMPANY.

Fort Worth Texas.

A. J. ANDERSON,

WHOLESALE

Notions, Cutlery and Sporting Goods.

Authorized Texas Agent for Spalding Base Ball and Athletic Goods, Fishing and Shooting Tackle, Lawn Tennis, Croquet, Hit 'Em Again, Bicycles, Tricycles, Velocipedes, Goat Carts, Iron Wagons, etc.—in fact, every kind of in and Outdoor Sport.

SEND FOR ILLUSTRATED CATALOGUE.

209-211 Houston St., - Fort Worth, Texas.

MENTION THE FORT WORTH GAZETTE.

Christmas Holiday Excursion Tickets

At one fare round trip, will be on sale via Iron Mountain railway, December 21, 22 and 23. This will be the only route that will have through cars, without change, from Texas points to all points in the East, via Little Rock and Memphis, Nashville, Louisville, Chattanooga, Bristol, Atlanta, Birmingham and all intermediate points. The only fast train that leaves Texas runs via the Iron Mountain route, putting passengers into St. Louis twelve hours quicker time than via any other route, where connection is made in union depot with all eastbound trains.

J. C. LEWIS,
Texas Passenger Agent, Austin, Tex.

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 miner, 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

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