THAT
MID-SUMMER SALE

That Mid-Summer Clearing Cut Prices Sale at the great Shoe House of EVANS & ROE is thundering along in nice warm weather. The people of Fort Worth are on the lookout for bargains at this present time. Our bargain tables were loaded again today. Some more Ladies' Oxfords, worth $3.00, for $2.00.

Men's Low Shoes, $3, $2.

Kangaroo Shoes $6.50 for $5, $5 for $4, $4 for $3.

Now is your time for Footwear at low prices.

EVANS & ROE,
315 Houston Street.

PULLMAN SLEEPERS
The
T. & G. N. and H. & T. C.
Are now running a line of magnificent
PULLMAN SLEEPERS
Between
DALLAS AND SAN ANTONIO
Via
HEARNE
daily in each direction. Passengers from Fort Worth can obtain berth at Garrett on application to H. & T. C. Agent at Fort Worth. Southbound train leaves Fort Worth 6:40 p. m., Dallas 9:40 p. m., arrives Austin 5:05 a. m., San Antonio 8:40 a. m.
Northbound leaves San Antonio 8:15 p. m., Austin 11:30 p. m., arriving Garrett 3:15 a. m., Fort Worth 10:20 a. m., Dallas 9:25 a. m.
For sleeping car tickets read via H. & T. C. and T. & G. N.
D. J. PRICE, A. G. P. A., T. & G. N. Ry.

Fort Worth and Denver City Ry. Co
—AND—
UNION PACIFIC SYSTEM.
The only line passing through the Great Panhandle Country of Texas.
The richest of wheat growing country in the world. Cheap homes for all; also the only recreation to
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Oregon, Montana,
Colorado, Wyoming
and all Pacific Coast Points. We take you back to the health resorts of Colorado and for rates of our Summerlands. For full information, address
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401 Main street, Fort Worth, Texas.

An Unromantic Denouement.

A girl in society, whose people spend much of their time abroad, told this narrative to a New York Tribune writer: "On the last crossing," she said, "there was a peculiarly nice looking man who some how or other always seemed to be on hand with little thoughtful things for mamma and me, and as he was reserved and rather lonely looking and quite irreproachable in his external getup and manners we had him most interesting, and before the voyage was over we all became quite intimate and 'chummy.' It was quite the accepted thing that he should be our daily guest on deck, where he made himself simply invaluable by the thousand and one petits riens which are so comforting on board ship. About himself, however, and his own affairs he was most reticent, and I noticed that when he spoke of meeting on terra firma and of our future intercourse he invariably met the question with a sigh and a look of such deep sadness that I was almost filled with curiosity.

"I told mamma that I was sure that there was some mystery about him. She quite agreed with me, and we made many attempts to obtain his confidence, but it was all in vain, until finally, for some perfectly preposterous reason, we decided that he was an anarchist and was vowed to commit some dreadful deed. We would not have been at all surprised to have heard afterward that he had done something desperate; but we were hardly prepared for the denouement, when a few weeks after landing, in one of the mammoth New York hotels where one can get everything that can be thought of, I heard a familiar voice behind me call 'Cash!' Turning, I saw our anarchistic hero, whose sad fate was simply that of a doorwalker."

When One Wants to Be Alone.

The man who said "there are moments when one wants to be alone" knew what he was talking about, and no one has more cause to appreciate this fact than a woman. Even the most affectionate and companionable woman in the world cannot enjoy companionship if the earl is out of her mood, especially if her companion be of the opposite sex. There are other times, lots of them, too, when a woman feels the necessity of being alone, absolutely alone—for her once, when she feels like having a real good cry. At such a time she wants to indulge in tears without caring a snap whether her nose be red, her eyes swollen and her mouth distorted, and if there be a soul near to her distress the comfort she would otherwise derive from a flood of tears is marred by the consciousness that she looks like a fright.

Men cannot enjoy anything, even grief. Hate is not perfectly sure she looks well. When a woman breaks her corset lace, loses her garter or her switch or she blush of youth to her faded cheek or a touch of gold to her gray locks, it is better for her to be alone. She feels more comfortable and is less apt to lose her emotion of admiration your presence may entertain for you.—Ex.

Baird News.

Baird, July 6.—(Special.)—The people of Callahan and adjoining counties will be great numbers to attend the Confederate veteran barbecue, which occurs on days, the 4th and 5th inst. Expect to have a very pleasant time. Judge Bell read the declaration of independence and J. H. Wood, Esq., delivered the opening address in a very happy and elegant manner. Memorial serv. Last year was a very interesting proceeding. Speeches were made by F. W. James, J. N. Rushing, Rev. Harris and others.

At last meeting of Baird chapter, U. D. C., the following officers were elected: Mrs. E. Cobbs, M. P.; F. S. Gage, Mary Meyer, R. S.; G. W. Ham, Treas.

Copy for Semi-Weekly Gazette.

RAIL AND RAILROADERS.

How the Rock Island Will Benefit Fort Worth.

THE LONG AND SHORT HAUL

Clause of the Interstate Commerce Act Knocked Out, Temporarily. The Great Northern—Local Jottings—Brakes and Couplings.

CONDENSED RAILROAD TIME-TABLE.
(Leaving Time.)

Texas and Pacific—Eastbound: 5:20 a. m., 7:25 a. m., 10:35 a. m., 4:10 p. m., 6:40 p. m. Westbound: 9:05 a. m.

Texas and Pacific, Transcontinental division—Leave: 8:45 a. m. Arrive: 6:40 p. m.

Missouri, Kansas and Texas—Northbound: No. 2, arrives, 10:20 a. m.; depart, 10:35 a. m.; No. 4, arrives, 7:25 p. m.; departs, 7:50 p. m.; No. 16, arrives, 9:15 a. m.; departs, 9:25 a. m. Southbound: No. 1, arrives, 6:50 p. m.; departs, 7:25 p. m.; No. 3, arrives, 8:00 a. m.; departs, 8:30 a. m.; No. 15, arrives, 7:55 p. m.; departs, 8:15 p. m.

Fort Worth and Denver—Northbound: 10:30 a. m., 5:15 p. m.

Houston and Texas Central—Southbound: 8:35 a. m., 6:10 p. m.

Santa Fe route—Northbound: 6:50 a. m., 8:10 p. m. Southbound: 8:50 a. m., 10:40 p. m.

Cotton Belt route—Eastbound: 8:45 a. m.; 9:05 p. m.

Fort Worth and Rio Grande—No. 2, arrives, 3:20 p. m.; No. 1, departs, 1:10 p. m.

Rock Island Advantages.

The Rock Island is now within our gates, and will commence business here within a very few days. The road is known all over the United States as a hustler; it is always very liberal in the matter of cheap rates, excursions, etc., and has acquired an enviable reputation as a great factor in the upbuilding of towns and cities along the line, and for putting forth strenuous efforts to settle the country tributary to it. That it will follow out this policy in Texas has been already demonstrated.

It will prove and is proving to be a lively competitor for livestock traffic, and the connections it makes at this city with southern and western lines will enable it to corral a fair share of the haul to northern markets.

The road passes through a country in Texas that is already fairly well settled, which insures it a good Texas business from the start, and it opens to Fort Worth a goodly section of the Indian Territory, which is naturally tributary to this city. Coal mines, quarries and other sources of wealth will be made easier of access, and their products cheapened to the Fort Worth consumer.

The road adds to the prestige this city has already gained as a great railway center and it will be the means of a great deal of additional advertising which will greatly inure to her benefit.

Wholesale merchants will soon feel the benefit of its advent, and some of them who have used the road in other states say the securing of this line is the wisest and best thing Fort Worth ever did. One merchant, the head of one of our largest houses, told a reporter some time ago that, had he not known that the road would run into this city, his firm would not have located in the state.

There has been no slipshod work in its construction, everything has been made as substantial as possible, and not being a boom line or a fake-up scheme to enrich a few unscrupulous men it was built to stay. Where it will go from Fort Worth is a matter of small moment at present, the road is here, and here it will probably stay for some time to come.

Knocked Out.

The recent decision of Judge Newman, of the United States court of Northern Georgia, by which the attempt of the interstate commerce commission to enforce the long and short haul clause of the interstate commerce act against certain roads operating lines in the state of Georgia, was nullified, was something of a surprise to the commissioners.

As soon as the full decision of Judge Newman was received, the commission took an appeal to the United States court of appeals for that the court is confidently expected that the court at its October session will promptly reverse Judge Newman's judgment.

The section nullified by the decision is as follows:

"Sec. 4. That it shal lbe unlawful for any common carrier subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property, under substantially similar circumstances, and conditions, for a shorter than for a longer distance over the same line, in the same direction, the shorter being included within the longer distance; but this shall not be construed as authorizing any common carrier within the terms of this act to charge, and receive as great compensation for a shorter as for a longer distance, Provided, however, that upon application to the commission appointed under the provisions of this act, such common carrier may, in special cases, after investigation by the commission, be authorized to charge less for longer than for shorter distances for the trasportation of passengers or of property, and the commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section of this act."

In the case decided by Judge Newman a Cincinnati carriage firm made complaint before the interstate commerce commission against the Cincinnati, New Orleans and Texas Pacific, the Western and Atlantic and the Georgia railroad company, charging them with violating the above section of the act to regulate commerce, and praying that an order be made on the defendant roads commanding them to desist from the violation. The specific charge was that the defendants charged complainant $1.07 per hundred pounds for the shipment of carriage from Cincinnati to Augusta and $1.37 from Cincinnati to Social Circle. In this case the distance from Cincinnati to Social Circle was 123 miles less than from Cincinnati to Augusta, while the charges were 30 cents per hundred pound more.

This decision saps all the vitality out of the long and short haul clause given above, and until the ruling is reversed, it can be violated with impunity by connecting lines.

The Great Northern.

A dispatch from Chicago announced that the conference between traffic managers of the Great Northern and the Union Pacific had come to an end, and the prospects indicate that there will be a transcontinental fight, in which the Colorado lines will take an active part. Freight rates have been demoralized for months on account of the belligerent attitude of the Great Northern, and if the Union Pacific attempts to meet its competitor new passenger and freight schedules must be forthcoming. No plan has yet been presented by which it is thought the Western association can step in and relieve the situation. The Great Northern is an independent system under control of British influence.

Office Abolished.

The office of division roadmaster on the Rio Grande division of the Texas and Pacific is abolished. District roadmasters will, in future, report to Superintendent Paul.

Santa Fe Rates.

For the reunion of the Eleventh Texas cavalry at Mount Vernon, August 3 and 4, a rate is authorized of one and one-third fares for the round trip.

A similar rate to the above will be made for the meeting of the state Grange at Franklin, Tex., Aug. 8.

Alvarado Couplings.

Alvarado, Texas, July 6.—(Special.)—Engineer H. King is enjoying a leave of absence.

Conductor Ed Salisbury is laying off, recuperating his health.

Engineer John Pepple of the "flyer" will take a fifteen days' leave of absence and attend the World's fair.

Night Yardmaster Hannington, who has been on the sick list for the past week, is slowly recovering.

W. L. Johnson, who has been on the Waco local for the past year, has been promoted to passenger conductor on the Houston section.

Conductor R. D. Gordon has taken thirty days leave of absence, and is taking in the sights at Hot Springs.

Fireman D. Walker, who was seriously injured some time ago in a head-end collision at Little River, is able to resume duty again.

Mrs. William Shaw of Denison, who has been visiting her son, Fred W. Shaw, manager of the Western Union Telegraph company, returned home last evening.

Mrs. George P. Fisher, wife of Master Mechanic Fisher, is visiting relatives in Georgia.

Mrs. Fred Hayden, wife of Assistant Master Mechanic Hayden, is visiting relatives in Denison.

Fireman Henry Cobble is laid off with a sprained ankle.

Seal Clerk M. McKay left for the Fort this morning to take in the sights and look after his real estate.

Engineer Mooney of the south end local, is enjoying a fifteen days' leave of absence.

Night Switchman James Wales is laying off studying what kind of a phonograph he will buy to make him sleep daytime.

Night Foreman J. D. Smith is laying off taking vocal lessons—so he can sing "Mollie and the Baby."

Switchman E. M. Martin is taking music lessons preparatory to starting a theatrical troupe this fall—of course, he will make his own music.

Engineer Carl Stevens and family have moved to Taylor, he having been assigned to the Houston division.

Roadmaster J. E. Parmlee spent a few hours in our enterprising city today.

Local Jottings.

D. C. Weatherby of the American Transit Refrigerator company has gone east.

Switches and sidetracks are being put in at the packing house by the Rock Island.

Cooper Nott, agent for the Cromwell steamship line, was among yesterday's arrivals.

W. H. Winfield, a former employe of the St. Louis Southwestern, is here talking over old times.

G. H. Turner, assistant general freight agent of the Texas and Pacific, spent yesterday in the city.

G. B. Magruder, agent for the Fort Worth and Denver at Wichita Falls, was in town yesterday.

Foreman G. W. Showers of the Castile Cattle Car company has gone on a business trip to Denison.

R. M. Pickenger, traveling passenger agent of the Kansas City, Memphis and Birmingham, came in yesterday.

W. J. Carnahan, formerly general roadmaster of the Rio Grande division was greeting the boys here yesterday.

William Doherty, city passenger agent of the Santa Fe, is disconsolate over the absence of his wife, who is spending the summer months in a cooler clime.

Harry Weber, secretary and treasurer of the Chicago Rock Island and Texas, returned to his headquarters at Bowie after spending the Fourth here.

A special hauled by engine No. 30 pulled out from the depot yesterday morning having on board L. S. Thorne, general superintendent of the Texas and Pacific; G. W. Andrews, assistant general superintendent, and D. S. Wallace, chief engineer. The Transcontinental division will be inspected, and Texarkana is the objective point at present.

The men at work in the general offices of the Denver have been much annoyed and hindered of late by book agents. These gentlemen do not take no for an answer, and the consequence is a loss of the clerks' time to the company. A notice is now posted up conspicuously, notifying them and also bill collectors that they must not penetrate into the sanctum sanctorums of the different clerks during office hours.

Brakes and Couplings.

General Manager Green of the Georgia railroad has resigned.

The Big Four has decided to extend its Lawrenceburg division to Louisville.

E. S. Jamison has been elected president of the Houston, East and West Texas.

James T. Leal, contracting agent of the Baltimore and Ohio in Pittsburg, has resigned.

Estimated gross earnings of the Rock Island for June are $1,717,167.21, an increase of $246,253.52.

An $18 first-class rate from Puget Sound points to Chicago is expected to be a result of the present war.

Last week's east-bound shipments from Chicago, exclusive of livestock, amounted to but 47,400 tons.

The reduction in the force of the Denver and Rio Grande Express company is expected within a few days.

J. W. Kelly has been appointed acting auditor and claim agent of the Silver Springs, Ocala and Gulf.

Presidents of several traffic lines meet in Cincinnati today to learn the result of their anti-commission agreement.

The Denver and Rio Grande has received forty freight cars from the Madison car works, which closed down last week.

A decision by United States Judge Newman of Georgia, "knocks out" the long and short haul clause of the interstate commerce act.

W. T. Savage has been apointed soliciting agent at St. Louis of the Plant system. J. P. Monverius has likewise been appointed soliciting agent at Birmingham.

The Baltimore and Ohio relief department received $34,420.84 during March and paid out $43,167.79. Total benefits of all kinds paid between May 1, 1880, and March 31, 1893, amount to $6,331,213.62.

The Union Pacific is out with a rate sheet showing reduced freight rates to the Northwest from Colorado common points. The decrease in rates is about 25 per cent, caused by the attitude of the Great Northern road.

Wednesday marked the thirtieth anniversary of the connection of General Manager St. John with the Rock Island. He has been successively clerk and chief clerk of the ticket department, general ticket agent, general ticket and passenger agent, assistant to the general manager, and, since 1887, general manager.

The Colorado representatives of the United States postal department are hard at work this week rearranging the force to comply with the change of service on the mountain lines. A number of passenger trains have been discontinued on branch lines and mixed trains will be run instead of local passenger trains as heretofore. As there is a possibility of the passenger service being reinstated, the force of postal clerks will not be cut down this month.

ODDS AND ENDS.

Great heat often causes melancholia.

Every advantage seems to have for somebody a doleful side.

Camphor ice and buttermilk both give relief from sunburn.

A woman always wants to know the cost of things that are given her.

The pouch of a large pelican will contain seven or eight quarts of water.

Good players of the harp are said to be the scarcest of all musical performers.

All the gold in the world could be stored in a room 24 feet square and 24 feet deep.

No British sovereign has vetoed a parliamentary bill during the past 185 years.

Salt and water held in the mouth after having a tooth pulled will stop the bleeding.

The most popular colors in wigs is dark brown. Most men have that color of hair.

Hang a mirror where the direct rays of the sun will not shine on it to cloud the glass.

Parts of souls are sympathetically planted in others—a mother, a wife, a child, a friend.

Dr. Platt mentions an echo at Woodstock park which repeats 17 syllables by day and 29 by night.

Blocks 60 feet long with a break are found quite frequently in the onyx quarries in Lower California.

A dollar loaned for 100 years and compounded at 24 per cent will amount in that time to $2,551,700,404.

The father of Chaucer was a vintner, and the future poet and favorite of royalty spent his youth washing bottles.

There is an old Mexican law which prohibits a ninth marriage. A much married American, in ignorance of the law, violated it and is now in jail in Colima.

The congregation at Fifth Avenue Baptist church, New York, recently subscribed $30,000 in a single collection in response to the pastor's appeal on behalf of foreign missions.

A Modern Girl's Shaving Set.

How our grandmothers would be shocked if they were to peep in upon the dressing table of the modern maiden and there behold along with powder, puff and scent bottle a very masculine looking cup and brush, which the girl of today calmly announces is her shaving set! To many who are not grandmothers this may sound like exaggeration, but it is the truth nevertheless, for with our own eyes we have seen it and with our own lips we mean to praise it, for it is a well known fact that women are averse to washing their faces as liberally as they wish their hands, and this new fad is destined to bring about the long desired result.

The French massage operators have discovered the force of soap on the skin, and the lather mug and brush is on the table of every Parisian lady who aspires to good looks and a good complexion. The idea is to first thoroughly lather the face and rub the soap well in, wipe off with a damp towel, and then rinse first in hot water and then in cold. This is followed by a rest of five minutes, then the face is anointed with cold cream and massaged briskly for a few minutes.

Again the face is washed, and velvety softness and a youthful bloom are the result. The cup and brush that do such effective service are to be found both in delicate china and silver, the latter, however, being the more popular. Even though a woman may be averse to such an arrangement, she will find that the beneficial results accruing from the use of the little brush will soon overcome any prejudice on the score of its masculinity that she may entertain.—Philadelphia Times.

Superiority of the American Girl.

While possessing charm and ability the American girl cannot be said to be greater in beauty than the English girl. In fact, the American women are not noted for physical charm. Their complexions have not the coulleur de rose of other nations. The piquancy and abandon of the French woman far surpass these qualities of this favorite of ours. And in personal ornamentation she is her rival most decidedly, and with accomplishments more varied. Where is that charm of voice that is so "excellent a thing in woman?" We possess it not. The soft cadence, the mellowness of tones, are not ours. What attributes so clever does this creature possess that wins all hearts? What charm does she wield that entrances all beholders?

Perhaps it is the liberty that is accorded her, the freedom from restraint, the independence of thought, that gives her this manner so bewitching, a graciousness so persuasive, a personality so captivating. Here is a young girl who maintains herself with credit and respect under all adverse circumstances; who defends her person with the shield of dignity; who preserves the armor of virtue by her pure and gentle nature; whose life lies in her own hand by purpose of will, by strength of character, by decision of judgment. All these qualities are hers. And something more which makes her of our land the ruler! We cannot define it. But we know that across the ocean, in eastern lands, on every shore where this charm of her presence is felt, this indefinable gift of her character is honored and appreciated, the question is, Who is she? Why, the American girl!—Harper's Bazar.

The Day of a Paris Beauty.

Parisian ladies who are no longer in their freshest bloom are seldom seen in the morning. They breakfast in their rooms, served by their femme de chambre. Their war-paint is not well on before 2 or 3 o'clock in the afternoon, when they go to their milliner's or dressmaker's. From there they take a turn in the Bois, drop in to some "5 o'clocks," and then go to dinner. Afterward, according to the day of the week, they receive in boxes at the Francais or the opera, and then run to a drawing room concert or a reception.—Paris Letter.

Vulgar Taste in Jewelry.

There are unaccountable vulgarities of taste in jewelry as in many other things. One design in sleeve buttons is coffee beans, pork in various forms is imitated in miniature for Chicago chatelaines, and a new horror is seen in the window of a Broadway jeweler's shop. It is a scarf pin, in which gold and enamel are used to represent the chewed, turned stub of a cigarette.—New York Sun.

"The Suicides" of Russia.

"The Suicides" are a sect in Russia led by M. Sonetcliff, who preaches self destruction as an absolute necessity to salvation. He is very eloquent, and it is said that he often leaves a church with a dozen suicide remains strewn about the floor.—Philadelphia Press.

The Motto of Some Boomers.

A train of "prairie schooners" bound for the Cherokee strip bears this motto: "In God we trusted. In Kansas we busted. So now let 'er rip for the Cherokee strip."

Phœnix Like I Rise From Ashes
WITH A COMPLETE NEW STOCK OF
SPORTING GOODS . .
I Am Now Again Prepared to fill Orders at Bottom Prices.
AUTHORIZED TEXAS AGENT FOR
Winchester, Colts, Smith & Wesson, Marlin and Remington Arms Cos., Spalding's Base Ball and Athletic Goods, Union Metallic Cartridge Co., Oriental Powder Co. and Hercules Giant Powder Co., also full line of English, German and American Cutlery. Special Agents for Remington New Bicycles. Best Made in America.
A. J. ANDERSON,
Write for Prices and mention this paper. FORT WORTH, TEX.

The Austin and Northwestern Railroad
—IS THE—
SHORTEST ROUTE TO THE LLANO COUNTRY.

7:00 a. m.	3:15 p. m.	Lv	Llano	Ar	2:15 p. m.	9:45 p. m
7:42 a. m.	4:00 p. m.	Lv	Marble Falls	Ar	1:25 p. m.	8:55 p. m
8:30 a. m.	4:25 p. m.	Lv	Fairland	Ar	1:05 p. m.	8:10 p. m.
9:20 a. m.	4:53 p. m.	Lv	Burnett	Ar	12:40 p. m.	7:15 p. m.
10:00 a. m.	5:23 p. m.	Lv	Bertram	Ar	12:10 p. m.	6:30 p. m.
10:40 a. m.	5:50 p. m.	Lv	Liberty Hill	Ar	11:42 a. m.	5:50 p. m.
1:15 p. m.	7:20 p. m.	Ar	Austin	Lv	10:00 a. m.	3:15 p. m.
7:30 p. m.	5:25 a. m.	Ar	Houston	Lv	11:10 p. m.	9:00 a. m.
.....	10:55 p. m.	Ar	San Antonio	Lv	6:50 a. m.	.....
.....	7:00 a. m.	Ar	Fort Worth	Lv	6:55 p. m.	.....
.....	10:55 a. m.	Ar	New Orleans	Lv	9:45 a. m	.....
.....	7:25 a. m.	Ar	St. Louis	Lv	9:30 p. m.	.....

Stages or Private Conveyances can be secured at Llano for Mason, Fredricksburg and all interior towns.
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"The Finest Collection of Songs, both new and old, ever bound between the covers of one book."—N. Y. World
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