URES Constipation, Headache and all Liver Troubles.
SULPHO-SALINE
Bedford Springs, Missouri.

THE TRIUMPH OF LOVE!
A Happy, Fruitful MARRIAGE!
EVERY MAN who would know the GRAND TRUTHS, the Plain Facts, the Old Secrets of Married Life, should write for the wonderful little book, called "MARRIAGE MANHOOD." To any earnest man we will mail one copy, Entirely on this sealed cover. "A refuge for the weaker." Address
THE MEDICAL CO., Buffalo, N.Y.

EPILEPSY OR FITS.
Do these fits be cured? Most physicians say they cannot. They cut off the symptoms and the world rejoices. After study and experiment I have found the disease to be caused by its cured, not suppressed. To prove my remedy to be a specific—its old, tried remedy, a quick, sure cure—I will send two bottles free to any sufferer. Give express and post office address. Dr. H. G. ROOT, 183 Pearl St., New York.

CAPITOL OIL
IS THE BEST.
Sold by
Russell & Luther
M. Huber
A. S. Smith
Consumers should see that a water-white oil is not substituted for it.
Specialties are: CAPITOL, CYLINDER, RENOWN ENGINE, ATLANTIC RED and GOLDEN AXLE GREASE.

Waters-Pierce Oil Co.

The Exchange Stable
Closed hands in February last and starting in the weakest and worst with a good lot of driving horses and neat new buggies.
Driving Horses a Specialty
Patronage solicited and satisfaction guaranteed.
J. P. STONE & CO.

DRS. WILKINS & WILKINS, THE PAINLESS DENTISTS.
Cure and fill the worst diseased and decayed teeth without pain. Call and see specimens of teeth without plates or plates. Main and Second streets, Masonic Temple, Fort Worth.

DR. ROB. ROSS, THE LEADING DENTIST, Main & E. Lagrave, corner Houston and Main St. Crown and bridge work a specialty. All work first-class. Established 1876.

DR. A. J. LAWRENCE, DENTIST.
All work scientifically and carefully attended to. Office Belt office, corner Third and Main streets, Fort Worth, Tex.

Drs. Abdill & Mattison, DENTISTS.
Corner Fifth and Main streets, Fort Worth, Texas.

## RAILROAD TIME TABLE.

TEXAS AND PACIFIC.

| Eastbound. | Leave. |
|---|---|
| No. 2 daily | 8:00 a m |
| No. 4 daily | 6:45 p m |
| No. 6 daily | 5:20 a m |
| No. 10 daily | 10:35 a m |
| No. 12 daily | 4:10 p m |

Westbound.

| | |
|---|---|
| No. 1 daily | |
| No. 3 daily | 9:05 a m |
| No. 5 daily | |
| No. 9 daily | 7:10 p m |
| No. 11 daily | 9:45 a m |

MISSOURI, KANSAS AND TEXAS.

| Northbound. | Leave. |
|---|---|
| No. 2 daily | 10:00 a m |
| No. 4 daily | 10:15 p m |

Southbound.

| | |
|---|---|
| No. 1 daily | |
| No. 3 daily | 9:05 a m |
| No. 5 daily | |
| No. 9 daily | 7:10 p m |
| No. 11 daily | 9:45 a m |

ROCK ISLAND ROUTE.

| Chicago Limited | Leave |
|---|---|
| Union Depot, No. 1 | |
| No. 7, Union Depot | 8:10 p m |
| No. 9, Union Depot | 7:00 a m |
| Texas Special | |
| No. 8, 4th street, No. 21 | |
| No. 22, 4th street | 3:00 a m |

FORT WORTH AND DENVER.

| | Leave |
|---|---|
| No. 1 daily | |
| No. 2 daily | 10:30 a m |
| No. 3 daily | |
| No. 4 daily | 8:20 p m |

FORT WORTH AND RIO GRANDE.

| | Leave |
|---|---|
| Fort Worth | 1:10 p m |

HOUSTON AND TEXAS CENTRAL.

| | Leave |
|---|---|
| No. 44 (Sat. only) | 6:20 p m |
| No. 42 | 8:30 a m |
| No. 41 | |
| No. 43 | |

KATY, COLORADO AND SANTA FE.

| Northbound. | Leave |
|---|---|
| No. 12 daily | 9:30 a m |
| No. 2 daily | 9:15 p m |
| Southbound. | |
| No. 1 daily | 8:50 a m |
| No. 11 daily | 10:40 p m |

ST. LOUIS SOUTHWESTERN.

| | Leave |
|---|---|
| No. 4 daily | 8:45 a m |
| No. 2 daily | 9:25 p m |
| No. 1 daily | |
| No. 3 daily | |

TRANSCONTINENTAL.
Denison, Sherman and Paris.

| Northbound. | Leave |
|---|---|
| No. 32 daily | 8:45 a m |
| Southbound. | |
| No. 31 daily | |

E. D. LUTZ, Ticket Agent, Union Depot.
Trains except Sunday.

## THE RAILROADS.

### NOTHING NEW BEYOND THE COTTON BELT RATES.

### Another Big Slash Confidently Expected Within the Next Few Days—Holiday Rates—Other Railroad Ramblings.

Beyond the Associated Press dispatch published yesterday in the Gazette, regarding rates made by the St. Louis Southwestern, nothing new transpired in the matter of freight rates, beyond that something would drop within the next few days.

Yesterday was an off day in railway circles anyway. The ticket agents report that they were doing nothing, while the freight men—well, at the present rates, it can only be surmised what they are doing.

Another big cut in rates is expected to occur in a few days, but which road will do the slashing the Gazette will not state.

COTTON BELT RATES.

The following Associated Press dispatch was published in yesterday's Gazette:

"St. Louis, Mo., Nov. 10.—St. Louis Southwestern railway (Cotton Belt) today gave notice that the reduction of freight rates to Texas points, except those south of Jacksonville, were as follows: Class A, 25 cents; Fifth Class, 23 cents; Class B, 22 cents; Classes C, D and E, 20 cents. Effective November 20."

The above rates are not cut. The Cotton Belt is simply meeting the rates made by the Rock Island.

HOLIDAY EXCURSIONS.

General Passenger Agent Crush of the Missouri, Kansas and Texas, has issued a circular authorizing holiday excursion rates. It reads:

On December 19, 20 and 21, all agents in the state of Texas are authorized to sell round trip excursion tickets to points in the Southeast at the rate of one fare for the round trip, using first class one way limited rates. All tickets will be limited to continuous passage in each direction with extension limit of thirty days from date of sale.

The rates apply to St. Louis, Kansas City, Hannibal, Louisville and Cincinnati and points in the South and Southeast.

ABOUT RAILROADS.

Speaking of railroad builders in the Houston Post, John Howard says: We can truthfully say and show the Chicago, Rock Island and Pacific railway company (the Rock Island Route) among the roads that build and equip roads for straight, square and legitimate work. This company not only build and run their roads for business in the true sense of the word, but also take an interest in and build up, not tear down and wreck, the country and state through which they run. They join hearts, hands and pocketbooks with the people with whom they do business. The Rock Island Railroad company are today, and have been since they entered our state, working for Texas and her people. Yes, dear reader, this road is working for all Texas and Texans—Houston and her territory included. This is the writer knows to be the case and will take pleasure in convincing any man or number of men who may doubt this statement. Hence, we say to the workers and friends of Texas, cheer up; take heart; there is a bright future before Texas and her people, especially Houston, her territory and people.

There is everything to encourage those interested in Texas to live and surpass all former efforts. A dollar and a day's work for Texas now and in the future (with the Rock Island and its connections working for and building up Texas) would accomplish more than $100 and three months' work would or did during the past ten years or ever.

The "wheel of progress" both in and for Texas is started, and what do you say, friends? Would it not be well to second the motion of the great Rock Island route, or, in other words, give the wheel of progress another whirl?

As the old time stockman of the 2-per-cent-a-month men say, "The state of Texas is nearly ruined," while we that are out and for Texas say, "on with the ruin," and the sooner we complete the job the better it will be for all good and progressive people both in and out of Texas. As the writer sees it, the Rock Island or any other railroad company that will do for Texas what the Rock Island is doing is entitled to and should be branded in "off side" letters (on their cars) the words, "Off and for Texas."

KATY RATES.

The cut freight rates announced by the Katy a few days since are as follows:

To apply from St. Louis and points taking St. Louis rates, effective Nov. 13. Rates on car lots, in cents per 100 pounds. On canned goods and crackers, 22 cents; class A, 27 cents; class B, 22 cents; classes C, D and E, 20 cents. These rates apply to all points in Texas, except on the Trinity and Sabine branch.

A CHICAGO SQUABBLE.

Chicago Herald.

Born of the tabooed necessity of earning every dollar possible for the next six months is the newly created Western Trunk line committee. As noted at the time the movement was started by presidents of Western roads as a means of checking the rapidly growing demoralization in Western freight rates. At a conference called for the purpose the presidents delegated the whole matter to the highest freight officials of their roads, with the pithy remark from one of them: "We are employing a lot of high-priced clerks or low-priced traffic managers if you cannot put a stop to the demoralization."

The first step was to advance rates to the agreed tariff and discontinue all cut-rate contracts by Nov. 1. As noted in the Herald exclusively last Saturday, the New York meeting of the Eastern agents of the roads showed there was a look which must be stopped or the whole movement would prove abortive. The traffic officials themselves are authority for the statement that the look was stopped at yesterday's meeting. Perhaps there is no more skeptical man on the face of the earth than the average freight official, but they all left yesterday's meeting more confident of the future than they have felt at any time in years. Certain it is that Western rates from Chicago have never been better maintained than they are today.

The agreement simplifies itself into a pledge to maintain rates and not to meet suspected rates until the proof of their existence becomes convincing. Under no circumstances are members to make contracts at cut rates. At yesterday's meeting it was decided to regularize organize, and to elect J. W. Midgley, commissioner, a position which he is better able to fill than any man in the West and which will in no wise interfere with his duties as chairman of the Western Passenger association. All western Chicago roads except the Chicago Great Western and Wisconsin Central are members of the committee, but no doubt is expressed that these two roads will act in harmony. Should the committee under Commissioner Midgley carry out present anticipations, it will become the most influential railroad organization in the West.

VOTED AN INCREASE.

A Louisville press dispatch says: "A special meeting of the stockholders of the Louisville and Nashville railroad company was held at noon today at the principal office of the company in this city. The object was to vote upon a resolution to increase the capital stock from $35,000,000 to $60,000,000. It was carried unanimously. It is generally understood the money thus voted will be used in purchasing the Chesapeake, Ohio and Southwestern railroad.

COTTON RATES.

Greenville, Tex., Nov. 10.—Last night the merchants of this city held a meeting to organize an exchange and see what could be done about securing better cotton rates on railroads entering this city. Through reports that towns on the Gulf, Colorado and Santa Fe were paying better prices than Greenville this city had not received so much cotton as a few days before. It was said this was caused by the Gulf, Colorado and Santa Fe railway giving a $1.50 rate on cotton, thereby enabling buyers on that line to pay more for cotton than they can here. A committee was appointed to see if the roads here would not meet the Santa Fe rate.

A CHAIRMAN ELECTED.

By Associated Press.

St. Louis, Mo., Nov. 11.—L. F. Day of the Chesapeake and railroad, head of the freight traffic department, has been elected chairman of the Southwestern Traffic association.

BRAKES AND COUPLINGS.

Receiver Hills has taken official possession of the Sioux City O'Neill and Western.

No surprise need be expressed if the Chicago and Eastern Illinois also to the Evansville and Terre Haute before Christmas. It would be the easiest way of harmonizing the present antagonism.

The Boston and Maine claims it will have the largest passenger station in the world when its new building in Boston is completed. From the beginning, 552 trains per day will run into the new station.

The first construction work the Pennsylvania will undertake will be the building of a line into Indianapolis from some point on the Logansport division. The Pennsylvania is now using the Lake Erie and Western tracks to enter Indianapolis and is often badly hampered by having its trains laid out on account of Lake Erie and Western trains.

The New York Central has taken formal possession of the Carthage, Watertown and Sackett's Harbor road, recently purchased by the company. The road is twenty-nine miles long and extends from Carthage to Sackett's harbor. It was formerly operated by the Rome, Watertown and Ogdensburg, under a perpetual lease.

The state railroad commissioners at Albany, N. Y., have handed down a decision giving the Brooklyn City railroad company permission to operate by the trolley system cars on several of the streets, on which at present no cars are run. The commission reserves the right to regulate the speed of such cars. The decision says that the company must conform with the orders of the local authorities.

Edward V. Skinner, now general eastern agent of the Canadian Pacific in New York city has also been appointed general Eastern agent of the Duluth, South Shore and Atlantic, the "Soo line." The circular says his territory will include New York, New Jersey, Pennsylvania on a line drawn from Corry to Waynesburg, both points inclusive, Delaware, Washington, D. C., Maryland, Virginia, West Virginia, North and South Carolina, Georgia and Florida.

The name of President McLeod, of the New England road, is associated with a scheme to continue the work on the abandoned South Mountain road, in Pennsylvania, not, however, during the coming winter. The line is projected to run from Harrisburg directly to the Delaware river, with a branch from Reading. It would be an easy matter then to build a short line to connect with the Philadelphia, Reading and New England, the Poughkeepsie Bridge route, which is now included in the New England system. I was advised that President McLeod has an ambition to secure a direct line from the coal regions to the New England states, in order to build up a new and profitable business, and thereby begin for himself the prestige he lost during his connection with the Reading system.

DENISON HERALD-INGS.

A reduced rate to the mid-winter fair at San Francisco, has been asked for by the board of managers.

The Brotherhood of Railway Shopmen are making the necessary preparations for their ball November 20.

For the last three years the Memphis has practically been rebuilding their line between Kansas City and Memphis.

The Santa Fe is figuring on a twelve hour train between Kansas City and Chicago when it is thought the rate will be lower.

Master Mechanic McElvaney has attached relief valves to the large cylinders of the 293, to do away with the vacuum therein.

The Fort Worth and Denver is handling a good many cattle, some of which are going up to the Panhandle to be wintered, and others going to market.

The chairmanship of the Southwestern Freight association is being sought after by a number of freight men. It pays $10,000 a year, and a three years' contract.

PERSONAL AND GENERAL.

C.C. Cartlee, traveling passenger agent of the Texas and Pacific, returned yesterday from a trip to South Texas.

Jim Wilson, general live stock agent of the Chicago and Alton, returned yesterday from the West.

H.F. Morris, of the auditing department of the Rock Island, at Topeka, after spending a few days in the city, left yesterday for the North.

J. T. Lilley, with the Rock Island, at Chicago, after spending several days with friends in this city, left yesterday for home.

J. W. Carter, live stock agent of the Rock Island, left yesterday for Brownwood in search of business.

J. J. Mullane returned yesterday from a trip a few miles west.

Sells and Renfro's show passed through the city this morning about 5 o'clock, on the Texas and Pacific, bound for Dallas, where they will show tomorrow.

A. A. Judrys, superintendent of the Palace Car company at this place, spent yesterday in Dallas.

There was a big run of stock on the Texas and Pacific last night, there being five or six train loads expected. Most of these cattle are feeders, and are bound for the feeding grounds in Arkansas.

Light rules are reported yesterday afternoon on the Texas and Pacific west of Strawn.

C. J. Lardner, chief dispatcher of the Rio Grande division of the Texas and Pacific, is out near Cisco on business.

E. W. Campbell, train master of the Eastern division of the Texas and Pacific, is in the city spending Sunday with his family.

Arrangements are being made by the Katy to extend the limit of the Fort Worth telegraph district, so that the Denison dispatchers will handle the Katy trains as far south as Hillsboro instead of to Alvarado as heretofore.

The Fort Worth and Rio Grande railway is expecting a large cattle business for the coming week, they having ordered several hundred extra cars for that purpose.

J. T. Silby, with the Rock Island and Chicago, after spending several days with friends in this city, left yesterday for home.

R. W. Norton, traveling freight agent of the Santa Fe, with headquarters at Dallas, is in the city.

J. W. Hickey, day operator at the Santa Fe freight office, is lying very ill at the hospital, where he has been for several days past.

DR. R. C. FLOWER.

Dr. R. C. Flower, the eminent specialist of Boston, Mass., intends making a trip through Texas, and may be consulted at the following places:

San Antonio, Tex., Menger house, Monday and Tuesday, November 20 and 21.

Houston, Tex., Capitol house, Wednesday, November 22.

Galveston, Tex., Tremont house, Thursday, November 23.

Austin, Tex., Driskell house, Monday, November 27.

Fort Worth, Tex., Pickwick house, Tuesday and Wednesday, November 28 and 29.

Marshall, Tex., Capitol house, Thursday, November 30.

Texarkana, Tex., Cosmopolitan house, Friday, December 1.

Dr. Flower needs no introduction to our readers. His marvelous institutional method of diagnosing disease has given him a world-wide reputation, and his phenomenal success in the treatment of seemingly incurable diseases has placed him at the head of his profession. This will be Dr. Flower's last trip this year to this part of the country.

A FELLOW FEELING.

Pittsburg Dispatch.

Up to date the cranks have not interfered with Govs. Waite, Pennoyer and Lewelling.

CHEESE.

Fromage-de-Brie.
Fromage Fort-en-Diable.
Manatau.
Society Roche Forte.
Gruyere Swiss.
Neufchatel.
Philadelphia Cream.
Van Roussem Edam.
Hand Roar.
Herkemer County.

BELDEN.

$27 to $35 takes one of 'em. You'll save a copy on your suit by going to W. S. Matney's the tailor.

TO ASSIST MELLO.

By Associated Press.

New York, Nov. 11.—A Herald London dispatch says: "It has been learned on good authority that a well known English retired naval officer is forming a small fleet of cruisers and torpedo boats in England, in command of which he intends to proceed to the assistance of Admiral Mello. He has already purchased two ships, and is negotiating with a leading Thames side builder for two torpedo boats. Several English naval officers are preparing to accompany this expedition.

Look at the fine suitings at W. S. Matney's, the tailor, 508 Main street, before giving your order for a suit.

ON A FORGERY NOTE.

Special to the Gazette.

Terral, I. T., Nov. 11.—A. J. Jones, alias A. J. Leo, was arrested here to-day, charged with theft and forgery, said to have been committed in Taylor county, Texas. Leo or Jones has been clerking in the general store of J. C. Bradshaw for some time and was a leader in the church and Epworth league.

State of Ohio, City of Toledo, } Lucas County, ss.

Frank J. Cheney makes oath that he is the senior partner of the firm of F. J. Cheney & Co., doing business in the city of Toledo, county and state aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of catarrh that cannot be cured by the use of Hall's Catarrh Cure.

FRANK J. CHENEY.

Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.

(Seal.) A. W. GLEASON, Notary Public.

Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces of the system. Send for testimonials, free.

F. J. CHENEY & CO., Toledo, O.

Sold by Druggists, 75c.

$35 to $45 suits sold for $27 to $35, for a few days, at W. S. Matney's, the tailor.

SAFE ROBBED.

Special to the Gazette.

Wylie, Tex., Nov. 11.—The safe in the hardware department of Bowwright, Swayze & Co. was blown open last night and relieved of several hundred dollars. The exact amount cannot be stated, as several parties had deposits in the safe, and the firm was paying out through the day for fertilizer. They cannot tell how much they are short until they check up the cotton tickets. It was a very neat piece of work. They secured the tools used at a blacksmith shop and left them laying by the safe. No clue.

"When pain and anguish wring the brow A ministering angel thou."—Brown-Sequard.

Biggest stock of fine goods in the city, at W. S. Matney's, the tailor, 508 Main street. $27 to $35 buys one of 'em. Regular value $35 to $45.

CORRUPT OFFICIALS.

By Associated Press.

Kalispell, Mont., Nov. 11.—The grand jury last evening returned indictments against Sheriff Garner for embezzlement and perjury; Clerk of the District Court Swaney for embezzlement, Assessor Graves for embezzlement and misconduct, and Jailer McGowan for embezzlement and carelessness in allowing a prisoner to escape. Eight indictments against the county commissioners charge misconduct in office in allowing numerous bills in excess of the amount that should have been paid.

$27 to $35 buys a suit at W. S. Matney's, the tailor, worth from $35 to $45.

Fat, bright mackerel.

BELDEN'S.

THE OLYMPIA'S TIME.

By Associated Press.

San Francisco, Cal., Nov. 11.—The new cruiser Olympia on her first trip established her position as Queen of the United States navy. The ship made a maximum speed of 21, 261-100 knots. The builders think an official trial will force 22 knots. This would give the Union Iron Works a bonus of $40,000 for exceeding the speed required.

Just received, a car of choice New York apples, large barrels. For sale low to the trade, at

WANT & CO'S.
508 Houston Street.

FOR BURGLARY.

Special to the Gazette.

Abilene, Tex., Nov. 11.—The Texas Rangers arrested two more of the employes of the Tells & Headtrow circus which showed here yesterday. The men were placed in irons and last night returned to Pecos where they stand charged with burglary.

If you feel weak and all worn out take BROWN'S IRON BITTERS

## THE RANDLE CASE.

### A CHANGE OF VENUE REFUSED BY JUDGE CLINT.

### And the Case is Now on Trial—A Motion to Quash the Indictment Overruled By the Judge.

Special to the Gazette.

Dallas, Tex., Nov. 11.—The J. G. Randle case was called this morning again.

R. E. Cowart counsel for defendant presented a motion to quash the indictment for the following reasons:

1. It does not appear from said indictment that the same was presented in the court for which the said grand jury was organized, nor in the district court of the county or district where the grand jury was in session.

2. It does not appear to be the act of a grand jury of the Forty-fourth judicial district, nor of the Fourteenth judicial district.

3. It fails to show that the place where the offense was committed is within the jurisdiction of the court in which the indictment was presented.

4. Said indictment fails to show that the grand jury returning the same was organized by any judge or court competent in law to organize a grand jury, or that the same was organized at any term of a court permitted by law, and it also fails to show the commencement of the term at which the grand jury was organized, or that the said bill of indictment was returned to any court while in session.

5. There is no record of the fact of the presentment of this bill of indictment into any court having jurisdiction of the same, and the records of this court fail to show that said indictment is now properly before this court, or within its jurisdiction.

6. Said indictment does not appear to have been presented in the proper court, as requested by Art. 420 of the code of criminal procedure.

Judge Charles F. Clint overruled the motion to quash without argument. A recess was taken until 11 o'clock. When court reassembled, Col. W. L. Crawford presented a motion for change of venue, based on the following grounds:

1. There exists in the county of Dallas so great a prejudice against defendant that he cannot obtain a fair and impartial trial.

2. There is a dangerous combination against defendant in said county, instituted by influential persons by reason of which he cannot expect a fair trial.

The motion is supported by the affidavits of I. G. Randle, D. A. Cobb, T. A. Hoss, R. L. Blackburn, J. W. Lack, H. Ogden, Willard Storey, Z. J. Anderson, A. K. Andrews, L. F. Powell, D. A. Gilham, M. J. Turrentine, R. B. Robinson, G. T. S. Kendall, John Alcott, H. C. Baker, W. G. Corrie, J. E. Duncan, D. Pelmer, W. H. Stewart. At the afternoon session, counsel for the state, in answer to the application of defendant for a change of venue, filed an affidavit of John P. Gillespie, county attorney, setting that he is acquainted with D. A. Cobb and the other affiants in support of Randle's application for a change of venue and is cognizant of the means of knowledge of the matter stated by them; that their means of knowledge is not sufficient to support and justify their statements; and is limited to the neighborhood in which they reside; that they are generally acquainted with the condition and sentiments and feeling, opinions and prejudices of the qualified jurors in Dallas county; that there are 13,000 legally qualified voters in Dallas county, nearly all of whom are qualified jurors; that at least seven of them are qualified to serve as jurors in this case, free from bias, prejudice or opinion, and who have not so much as heard of this homicide; that deceased was a salesman for Major Randle, known about the Bluffs of Dallas county; that defendant had resided in Dallas county only or about, or less than three years preceding the homicide, and was almost unknown to the people of said county outside of the city of Dallas. Affidavit further states that there does not exist in Dallas county, so great a prejudice against defendant that he cannot obtain a fair trial, nor does there exist a dangerous combination against him as alleged.

Another recess was taken.

At 3:30 the defense moved to strike out the state's counter affidavit and Judge Clint overruled the motion and at once expedited matters by ordering the attorneys to proceed with their witnesses. John H. Cullen and one or two others were satisfied the prisoner could obtain a fair trial. One or two witnesses did not believe that he could. At 5:30 Judge Clint adjourned, after ordering a night session, to hear evidence on motion for change of venue. He informed Colonel W. L. Crawford, in response to a direct question, that he would not limit the number of witnesses, but would limit the time. Colonel Crawford objected for the fifteen time during the day, and a recess was ordered until 7:30 o'clock.

At 11:30 tonight, after hearing a number of witnesses and watching the filibustering of the lawyers until he grew tired, Judge Clint overruled the motion for a change of venue and Col. Crawford noted a long bill of exceptions. The court announced that Monday morning at 10 o'clock the defense must answer. It is now apparent that Major Randle will be sent to trial.

THIS FOR YOU, MY LADY.

It has been decreed by those ladies cured of Nervous Headache, (and they are legion) that any lady who suffers with Headache, knowing that PRESTON'S RED-ARE will cure in fifteen minutes, deserves the pain. What think you?

The trichinae found in infected pork are sometimes so numerous that 80,000 have been found to the cubic inch.

FASHIONABLE FOOTWEAR.

We keep right in THE FRONT RANK with popular styles and popular prices. Our $3, $4, and $5 Shoes are unapproachable. The "E. & R." $3 is the greatest thing sold in footwear, and has achieved a success beyond our expectations. Our $4 and $5 are handsomer than ever.

EVANS & ROE,
315 Houston Street.

"Almost as Palatable as Milk"

This is a fact with regard to Scott's Emulsion of Cod Liver Oil. The difference between the oil, in its plain state, is very apparent. In

Scott's Emulsion

you detect no fish-oil taste. As it is a help to digestion there is *no after effect except good effect.* Keep in mind that Scott's Emulsion is the best promoter of flesh and strength known to science.

Prepared by Scott & Bowne, N. Y. All druggists.

KENTUCKY

HORSES

FOR SALE.

I will arrive in Fort Worth, Tex. about the 10th inst., with a carload of

Very Finely Bred Trotters,

which I will offer for sale, privately.

Parties that wish to buy something very fine and royally bred, will find it to their interest to call on me at

Mr. West's Livery and Sale Stable.

B. H. REED,
Lexington, Ky.

ATTORNEYS.

R. E. Beckham, W. L. Husbands.
BECKHAM & HUSBANDS,
ATTORNEYS-AT-LAW.
Fort Worth, . . . . . Texas.
Office, Natatorium building.

W. F. Bowman, Levi Walker.
BOWMAN & WALKER,
ATTORNEYS-AT-LAW,
Montague, Tex.

J. H. Frost, D. G. Hunt.
FROST & HUNT,
ATTORNEYS-AT-LAW.
Eastland, . . . . . Texas.

CROSS & BANHILL,
LAWYERS AND LAND AGENTS.
Valuable lands for sale. Luling, Tex.

D. A. Holman, J. T. Montgomery,
HOLMAN & MONTGOMERY,
ATTORNEYS-AT-LAW.
Special attention given to land and commercial litigation. Seymour, Tex.

Wm. Capps, S. H. Lackey.
CAPPS & CANTEY,
ATTORNEYS-AT-LAW.
Office in Naftlorium, corner Third and Rusk streets.

J. T. Swindle,
ATTORNEY-AT-LAW.
All business entrusted to me will be promptly attended to. Ennis, Texas.

DRS. ABDILL & MATTISON,
DENTISTS,
Corner Fifth and Main streets, Fort Worth, Texas.

—GREAT—

ROCK ISLAND ROUTE!

CHICAGO, ROCK ISLAND & TEXAS Railway.

CITY TICKET AND FREIGHT OFFICE,
No. 508 Main Street.

O. P. MYERS,
General Agent.

—PULLMAN SLEEPERS—
—On—
I. & 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 Houston and Texas Central agent at Fort Worth. South-bound train leaves Fort Worth 6:00 p. m., Dallas 7:35 p. m., Garrett 8:48 p. m., arriving Austin 5:25 a. m., San Antonio 9:15 a. m.
North-bound leaves San Antonio 8:15 p. m., Austin 11:30 p. m., arriving Garrett 8:15 a. m., Fort Worth 10:20 a. m., Dallas 9:50 a. m.
Be sure your tickets read via Houston and Texas Central, and International and Great Northern.
L. J. PRICE, A. G. F. A.
International and Great Northern railway.

A CHRISTMAS TRIP
—TO THE—
"OLD HOME"
—IN THE—
SOUTHEASTERN STATES.
HOLIDAY EXCURSIONS
—VIA—
The Texas and Pacific Railway
—TO—
Alabama, Tennessee, Georgia, Mississippi, North and South Carolina, Kentucky, Florida,
—AND OTHER POINTS IN THE—
SOUTHEAST TO ST. LOUIS AND CINCINNATI
—ARE AUTHORIZED FOR—
December 19, 20, 21, 1893.
Tickets will be limited for return 30 days from date of sale, and will be sold at the remarkably low price of
One Fare for the Round Trip.
Remember the Texas and Pacific Railway is the only line offering a choice of routes, either via New Orleans, Shreveport or Memphis, and gives unequaled double daily train service to any of the above points, making close connection with all diverging lines.
Your home ticket agent should be able to give you full particulars and sell you a ticket via this deservedly popular line, or you can obtain all desired information by addressing either of the undersigned.
W. A. DASHIELL, Trav. Pass. Agt.
GASTON MESLIER, Gen'l Pass. and Ticket Agt.
L. S. THORGE, 2d Vice-President and General Superintendent, Dallas, Tex.

Christmas Time Excursions
—TO THE—
Old Homes in the Southeast
—VIA THE—
SANTA FE ROUTE,
To all points in Mississippi, Tennessee, Kentucky, Alabama, Georgia, Florida, North and South Carolina.
Also to Louisville, Cincinnati, St. Louis and Kansas City.
One Fare for the Round Trip. Tickets to be Sold Dec. 19th, 20th and 21st, 1893. Good for Return Within Thirty Days.
A special train consisting of Free Reclining Chair Cars, Palace Day Coaches and Smoking Car, will leave Ladonia, Tex., on the morning of December 19 for New Orleans via Hornsberg and Southern Pacific railway, without change, making close connection with all trains for all Southeastern points.
Longmont Branch trains will make close connection with the special train at Telfer.
A Pullman Palace Sleeper will be attached to the train at Hornsberg.
In addition to the above rates, tickets will be on sale via all lines through Fort Worth and Shreveport or Memphis.
For detailed information as to rates, routes, time or connections, apply to any Santa Fe agent or write to
W. A. TULBY,
Trav. Pass. Agent, Dallas, Texas.
W. S. KEENAN,
Gen'l Pass. Agent, Galveston, Texas.

GRAND HOLIDAY EXCURSIONS
—VIA—
"Cotton Belt Route"
—ON—
December 19, 20 and 21
—WILL SELL AT—
One Fare for the Round Trip,
From all Stations in Texas to
Memphis, St. Louis, Louisville, Cincinnati, and Points in Tennessee, Kentucky, Mississippi, Alabama, Georgia and the Carolinas
Tickets good for Return for 30 days from date of sale. The "COTTON BELT ROUTE" will for this occasion run special Excursion Trains with Through Coaches, Pullman Buffet Sleepers and Free Reclining Chair Cars from all points on its lines, through without change to
Memphis, Nashville, Chattanooga, Atlanta,
and other points crossing the Mississippi on the magnificent steel Cantilever bridge at Memphis.
This being the only bridge across the Mississippi river south of St. Louis, definite assurance can be given to the quickest and safest route to and from the entire southeast. Your ticket agent can give you all the particulars, and will arrange your trip via Memphis (and the Cotton Belt Route) at no greater cost than via the "ferry transfer" gateways.
Ad. Jones and Travis via "Cotton Belt Route" to the Southeast.
Remember this—that no matter what route you take along you return on regular trains, and the "COTTON BELT ROUTE" is the only line with trains starting west of the Mississippi river and running through to Waco, Fort Worth, Sherman and intermediate points without change twice each day.
For Rates, Maps, Time Tables, and Schedule of through car arrangements, address your nearest ticket agent or
A. S. GLEASON,
Trav. Pass. Agent, Fort Worth, Tex.
S. G. WARNER,
Gen. Pass. Agent, Tyler, Tex.

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FOR FORT WORTH
—OF— FORT WORTH
The Fort Worth and Denver City railway appreciating the necessity for another line to the North and East to accommodate its patrons, have succeeded in inaugurate passenger service from Fort Worth and all points on the line via Panhandle City to Chicago, New York, Kansas City, Pittsburg, Topeka, St. Joe, Emporia, Newton, Wichita, Wellington and all points in the North and East. By this route you make positively the same time, making close connection at Panhandle City, where through coaches are provided.
Rates from Fort Worth same as via any other line.
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