RES Constipation, Headache and all Liver Troubles.
SULPHO-SALINE
elsler Springs, Missouri.

Chichester's English Diamond Brand.
NNYROYAL PILLS
Original and Only Genuine. Safe, always reliable. Ladies, ask druggist for Chi-chester's English Pills in red and gold metallic boxes, sealed with blue ribbon. Take no other. Refuse dangerous substitutions and imitations. At Druggists, or send 4c. in stamps for particulars, testimonials and "Relief for Ladies," in letter, by return Mail. 10,000 Testimonials. Name Paper. Chichester Chemical Co., Madison Square, Sold by Druggists. Philada., Pa.

XTRACT OF BEEF
mental comfort and stimulant. edical Profession recommends the use of
ebig COMPANYS'
xtract
ses of weakness and digestive s. Try a cup when exhausted how refreshing it is.
of Justus von Liebig on the jar.
ure and get the Genuine

TEXAS T AND P ROUTE PACIFIC

E SHORT LINE
ew Orleans, Memphis,
Points in the SOUTHEAST.
the St. Louis Limited.
2 HOURS SAVED
FORT WORTH, DALLAS, ST. and the EAST. The direct to all points in MEXICO, NEW EXICO, ARIZONA, OREGON and CALIFORNIA.
Pullman Buffet Sleeping Cars Dallas, Fort Worth and St. , New Orleans, and Denver Louis and San Francisco.
Roial Time Card
FORT WORTH UNION DEPOT.

EAST BOUND.	WEST BOUND.
Leave 7.25 a m	No. 1, Leave 8.10 p m
" 6.45 p m	No. 3, Leave 9.05 a m
" 3.20 a m	No. 5, Arr. 10.30 p m
" 10.35 a m	No. 7, " 5.50 a m
" 4.10 p m	No. 9, " 3.10 p m
CONTINENTAL.	TRANSCONTINENTAL.
Leave 8.45 am	No. 31, Arr. 6.40 p m

tes, tickets and all information address any of the ticket agents, GASTON MESLIER, Gen'l Pass. & Ticket Agt. ZUBA, City Ticket Agent, Fort
ASHELL, T. P. A., Dallas. CRNE, Third Vice-President and ent, Dallas, Texas.
OUTLET
OUTLET
FOR FORT WORTH! FOR FORT WORTH!
t Worth and Denver City railway, g the necessity for another the ers and East to accommodate its have recently to inaugurate passenger service from Fort Worth and all points in line via Panhandle City to New York, Kansas City, Topeka, St. Joe, Emporia, Norton, Wyington and all points in the East. By this route you make the same time, making close connections at Panhandle City, where meals are provided.
Fort Worth same as via any
information address
D. B. KEELER, Passenger and Freight Agent, Fort Tex.
N. S. DAVIS, Ticket Agent, 401 Main street, Fort Tex.

Railroad Time Table.

TEXAS AND PACIFIC.

Local.	Arrive.	Depart.
.....	7.05 a m	6.50 a m
.....	6.05 p m	6.45 p m
.....	.....	5.20 a m
.....	.....	10.35 a m
.....	.....	4.10 p m
Local.		
.....	7.50 p m	8.10 p m
.....	8.30 a m	9.05 a m
.....	10.30 p m	.....
.....	5.50 a m	.....
.....	3.10 p m	.....
.....	5.20 p m	.....
Mail.		
.....	6.25 p m	6.45 p m
.....	6.05 a m	6.55 a m

ROCK ISLAND ROUTE.

Local.	Arrive.	Depart.
.....	8.15 a m	8.10 p m
.....	.....	9.00 a m
.....	9.00 p m	7.00 a m
.....	.....	3.00 a m
.....	8.15 p m	.....

FORT WORTH AND DENVER.

	Arrive.	Depart.
.....	5.25 p m	.....
.....	.....	10.30 a m
.....	10.35 a m	.....
.....	.....	5.20 p m

FORT WORTH AND RIO GRANDE.

	Arrive.	Depart.
.....	2.30 p m	1.10 p m

MISSOURI AND TEXAS CENTRAL.

	Arrive.	Depart.
.....	.....	8.00 p m
.....	7.15 p m	8.05 a m
.....	10.20 a m	.....

COLORADO AND SANTA FE.

	Arrive.	Depart.
.....	5.40 a m	6.00 a m
.....	8.05 p m	8.35 p m
Local.		
.....	8.40 a m	9.00 a m
.....	11.15 p m	11.25 p m

ST. LOUIS SOUTHWESTERN.

	Arrive.	Depart.
.....	.....	8.45 a m
.....	.....	9.20 p m
.....	7.10 a m	.....
.....	7.00 p m	.....

TRANSCONTINENTAL.
Denison, Sherman and Paris.

	Arrive.	Depart.
Local.		
.....	6.25 p m	9.45 a m

C. D. LUSK, Ticket Agent, Union Depot.
except Sunday.

RAILROADS AND RAILROADERS.

New Katy Time Card Has Been Abandoned.

MAKES A FLAT GRAIN RATE.

Will Refuse to Honor Tickets Issued by the Santa Fe.

Western Boycott Against Eastern Roads—Mr. Oates' Reply—It Was No Use—General and Personal Mention.

Rumor has had it that the Missouri, Kansas and Texas road was contemplating a change in their time table, and that an additional train would be put on. The Denison Herald of the 25th has the following in regard to the change:

"The time card which was said to be due February 1 has practically been abandoned for the present. The officials of the company do not believe in making any radical changes before the company secures an entry into the new Union depot at St. Louis. The terminals that will be used for the present in St. Louis will necessitate the transfer of passengers to the old Union depot, a distance of two or three miles, and this will not only work a hardship to the company, but would be a great inconvenience to the traveling public, and would do the road more harm than good.

"Mr. Allen left Parsons Tuesday night for St. Louis, where a conference of officers is being held. It was intended to start the first train (No. 1) out of St. Louis at 11 a. m. Sunday, February 4, connections being made with the Big Four and Vandalia, giving close connections with the East. No. 3 would leave the city at 11:20 p. m., No. 2 arrive at 4 p. m., No. 4 at 5 a. m. Here another obstacle arose by all the trains leaving too late or departing too soon to accommodate the traffic. By altering it a number of important road connections would be avoided. What the outcome will be is not known at the present writing."

NEW YORK.

This is the title of a book being sent out from New York city with the compliments of George H. Daniels, general passenger agent of the New York Central and Hudson River railroad, called by the press and people "America's greatest railroad." This book is being sent out to their many patrons and friends. The book is printed on the finest of book paper, and is bound in the best of paper covers. It has fifty-six pages, and is handsomely illustrated with fine steel engravings. It contains a general write up of New York city, and is a valuable acquisition to anyone's library. The book in question is a review of New York's recent development.

MAKES A FLAT GRAIN RATE.

The Kansas City Times of the 25th says: The Santa Fe railway announced yesterday a "flat" rate of 10 cents a hundred on wheat and 8 cents a hundred on corn from Kansas City and Missouri river points to Chicago, effective on and after Monday next. The rates have hitherto been 24 and 20 cents.

Grain men are divided in opinion as to the desirability of a flat rate and the possible advantages which will accrue to Kansas City from it. If persisted in it will cause the abrogation of the recommingment privileges which the commercial exchange worked so hard to obtain not long ago, and many think that the loss of those privileges will offset anything that can be gained by reason of the flat rate.

On the other hand, many prominent dealers are jubilant and talk enthusiastically of establishing a speculative market here when other roads follow the Santa Fe's lead. An effort was made about a year ago to introduce trading in futures, but it failed, and through billing was recognized as the cause of failure. With flat rates in operation, there will undoubtedly be much more grain carried in local elevators, and the extra handling will give employment to a good many men. The elevator capacity of Kansas City is almost 3,000,000 bushels, but the amount in store yesterday was only 503,383 bushels of wheat, 11,345 of corn and 33,319 of oats. If a speculative market was established, no doubt 1,500,000 or 2,000,000 bushels would be carried.

Some time ago the Rock Island put a flat rate into effect, but withdrew it within a few weeks. It will now of course, be compelled to meet the Santa Fe's action.

WESTERN BOYCOTT.

A telegram to the Kansas City Times of the 25th from Chicago says: What is equal to a boycott was served on the Big Four, the Lake Erie and Western, the Pennsylvania and the Vandalia lines by the chairman of the Western passenger association. They are accused of denouncing California rates to an alarming extent at Indianapolis. Through rates at which tickets are sold at that point are considerably less than those charged by the Western roads at St. Louis and other Eastern terminals through which the Indianapolis business goes. The roads named were notified today that unless they changed their methods at once and maintained agreed rates all business relations between them and the Western roads would cease. A special meeting of the freight committee of the Central traffic association was held here today for the purpose of revising the existing base of rates from what are known as the 100 per cent points; that is, all points taking the Chicago rates. The meeting did not convene until the afternoon, and then adjourned without any advance being made with the work in hand.

A REPLY SENT OUT.

New York Tribune.

Thomas F. Oakes has sent out the following statement to the stockholders of the Northern Pacific railroad company in reference to the circular letter issued by Brayton Ives on Saturday, in which Mr. Ives charged, among other things, that the receivership was simply a scheme to continue the road in charge of the men who had been responsible for the annual meeting of the company.

The circular that gave the lead to the president of the Northern Pacific railroad company repeating again his version of affairs, should receive and will receive proper answer. There is but one place where such subject statements and perversions can be met, and that is in the court where these charges are about to be examined. In view of the fact that these same matters are to be heard by the court within a few days, I desire to advise you that at that time I will make full and complete answer to and explanation of every matter complained of.

Manifestly it won't be as improper for me to discuss the matter in circular form in advance of the hearing in the court as it was for the president of the company to do so. At that time I will also furnish all inquiring stockholders a printed copy of my answer, that you may learn the truth of the case; and in the meantime ask you to form no judgment upon the exparte and perverted statement made by the gentleman who has announced himself as a candidate for my place as receiver.

A SECRET CONFERENCE.

A special from Omaha of the 24th says: The receivers of the Union Pacific and Messrs. Dougherty and Cook, representing the Oregon railway and the navigation company, held a conference this afternoon, but what took place is not known, except to insiders. Neither Mr. Dougherty nor Mr. Cook would talk, putting the reporters off with glittering generalities, stating that they had a mission to perform before the public could be acquainted with the recommendation they would make to the foreign bondholders.

At the headquarters there was considerable speculation over the situation. A high official of the Union Pacific stated that he could not see the advisability of the Union Pacific taking upon itself a large bonded indebtedness and paying 6 per cent interest thereon, under the present condition of business in the northwest country. Messrs. Dougherty and Cook will be here several days, and the conference will be continued.

IT WAS NO USE.

Denison Herald.

Attorney General Little of Kansas has heard the delegation of Parsons' citizens which went to Topeka by special train a few days ago to remonstrate against action for the Missouri, Kansas and Texas charter in that state. That official received the delegation kindly, but announced that no earthly persuasion could compel him to deviate from his present course. All the Katy would have to do, he claimed, to quash the suit, would be to set forth facts in their answer that they were complying with the law in regard to headquarters.

The attorney general said that it would be useless for the citizens of Parsons or anybody else to try to stop the suit. He says the statute is plain that the railroad corporations created under the laws of Kansas must maintain their general offices in that state, and that he would do all in his power to compel the Missouri, Kansas and Texas to obey it.

A SERIOUS QUESTION.

Kansas City Times.

The Southern Pacific company is said to have served notice upon the Atchison, Topeka and Santa Fe railway that after February 2 the Southern Pacific would refuse to honor tickets issued by the Santa Fe for passage from Los Angeles to San Francisco. This is a serious question. It is the result of a bitter transcontinental rate war that has been going on for months, and the progress of which most passenger men have wearied of following. The Southern Pacific and Santa Fe are, at the present stage of the game, in opposite corners and the Southern Pacific has the key to the situation. The Santa Fe will probably have to do homage to it. The passengers of the Santa Fe railway go to San Francisco from Mohave, Cal., a distance of 382 miles, over the Southern Pacific and as the Southern Pacific is the only company with San Francisco terminals it looks very much as if it could act as dictator.

THE MONEY PLEDGED.

Manufacturers' Record.

A dispatch from Little Rock, Ark., announces that the city has secured $75,000 in stock subscription for the Little Rock, Hot Springs and Texas railway, and that the building of the line is assured, as $50,000 has been raised by Hot Springs. Uriah Lott of New York, who has agreed to build the road, is now in Little Rock, and it is understood that work is to begin at an early date. As already stated the Little Rock, Hot Springs and Texas is to be completed first to Hot Springs and eventually to Paris, Texas. The Commercial League of Little Rock obtained the subscriptions from business men of that city.

A YEAR AGO.

A year ago the Plant Investment company secured a controlling interest in the Silver Springs, Ocala and Gulf.

A year ago the special committee appointed to investigate the Reading coal combine submitted its report to congress.

A year ago the Panama railroad contracted to give all its westbound business to the North American Navigation company.

A year ago Theodore Voorhees resigned as general superintendent of the New York Central to become first vice-president of the Philadelphia and Reading.

A year ago the United States court of appeals vacated the order of Judge Swayne in Florida appointing Mason Young receiver of the Jacksonville, Tampa and Key West.

A year ago the following official changes occurred: A. A. Allen, appointed general superintendent of the Missouri, Kansas and Texas, to succeed J. J. Frey; H. A. Hodge, appointed general freight agent of the New York and New England; H. R. Dering succeeded J. H. Lane as assistant general passenger agent Pennsylvania lines at Chicago; E. P. Broughton, appointed general superintendent Chicago and Eastern Illinois, in place of Charles H. Rockwell, made assistant to the president.

PERSONAL AND GENERAL.

Chief Train Dispatcher J. A. Hillis of Big Springs is in the city.

The telegraph lines of the different roads leading into this city have all been repaired.

James Hicker, now conductor of the joint track, went up the line yesterday on his regular trip.

James Wilson, general live stock agent of the Chicago and Alton, returned yesterday from an extended trip to San Antonio.

The Cotton Belt par car is expected in today. This is a thing that is eagerly looked forward to every month by the employees.

E. W. Campbell, train master of the Eastern division of the Texas and Pacific, is still on the sick list at his residence in this city.

G. W. Death, general foreman of the shops here, and Joseph Potton, master mechanic, both of the Texas and Pacific, are in Dallas attending court.

Leroy Trice, division superintendent of the Eastern division of the Texas and Pacific, with headquarters at Marshall, was in the city a few hours last evening.

GENERAL NOTES.

Superintendent Corbett is the only general officer of the old regime left on the Markey lines.

A corps of engineers have been busy the past ten days surveying for a railroad from Cuero to Refugio, to follow the line of Bear Creek. It is the general belief that the outfit is working for the Rock Island. The distance from Cuero to Corpus Christi via the Bear Creek route is only twenty-five miles.

The Alton, St. Louis and Roodhouse divisions of the Alton have been combined, and the office of train master abolished.

R. R. Starbuck, superintendent of the Peoria, Decatur and Evansville, has been appointed general agent for the receivers of that road, in charge of the operating department. Headquarters, Mattoon, Ill.

J. C. Zimmer, formerly rate clerk in the freight offices of the Gulf, Colorado and Santa Fe, has been appointed contracting and freight agent of the same road, with headquarters at Houston, Tex.

C. W. McGuire, formerly of the Lake Erie and Western, has been appointed auditor of the Peoria, Decatur and Evansville, with headquarters at Evansville, Ind., in place of E. B. Cosse, deceased.

James W. Dailey has been appointed division superintendent of the Kansas City, Wyandotte and Northwestern, with headquarters at Kansas City, Kan., in place of H. W. Sheridan, assigned to other duty.

I. M. Fleming, heretofore general freight and passenger agent of the South Bound railroad, has been appointed division freight and passenger agent of the Florida Central and Peninsular, with headquarters at Savannah, Ga.

V. J. Richter, city passenger agent of the Pennsylvania lines at Cincinnati, Ohio, has been appointed private secretary to assist General Passenger Agent Moody at Cincinnati, and the office of city passenger agent has been abolished.

W. H. Barton, formerly for many years division freight agent of the Southern Minnesota division of the Chicago, Milwaukee and St. Paul, died at La Crosse, Wis., January 11. He had been in feeble health for three years past.

Transcontinental lines have practically agreed to advance the rate on tourist car berths from Chicago to California to $6, the present rate being $4. Should this be done the cars will be refitted in such a way as to add materially to the comfort of the passengers.

The Kansas board of equalization has increased the valuation of the Missouri Pacific and Missouri, Kansas and Texas as follows: Missouri Pacific, raised from $8628.04 per mile to $8672.85 per mile; increase in total valuation, 12.9 per cent. Missouri, Kansas and Texas, raised from $4524.42 to $4524.51 per mile; increase in total valuation, 44.2 per cent.

GAZETTE ADVERTISERS.

While the Gazette deeply appreciates the liberality of its advertisers, it has become necessary to call attention to the rule that hereafter all those who desire to use a page will be required to hand in their copy at least one day in advance of the date it is to appear. Copy for half-page advertisements must be in the counting room by 12 o'clock noon. No advertising copy will be taken later than 8 p. m. preceding the day it is to be published.

THE GAZETTE COMPANY.

Sept. 30, 1893.

MRS. "BONANZA" MACKEY.

Cleveland Times-Star.

"It always makes me so angry that I can scarcely contain myself when I read such paragraphs as that Mrs. John Mackey was once a washerwoman. Gossips and newspaper men who do not know, and perhaps do not even care, do injustice to a most worthy woman when they make such careless use of her name."

There has been stopping at the Gibson for the past few days a fine-looking gentleman, turned 50, with ruddy face, as though well used to open weather, making a lively contrast with his gray hair and mustache. He will interest one more in two minutes than ordinary men can in a whole hour. Just let him pull one of those gold nuggets from his capacious pockets or those chunks of gold imbedded in quartz as they were found in the hills of Nevada, and then listen to him tell of the various ways of finding gold, whether in nuggets, in sand, in the crushing of the rock-ribbed quartz, and you will look and look, and listen in utter captivation.

Capt. Jack C. Keller, mining engineer an expert of Denver, Col., is the man, and one day in looking at some of his peculiar and valuable specimens and listening to his fascinating explanations he happened to mention something about the Mackeys, and inquiry elicited the fact that he had known them all his life. The conversation turned upon this family and being a miner, Capt. Keller was asked if he knew them when they weren't so rich as they are now.

"I have known Mrs. Mackey about all my life. I know her as well as I do my own sister. We were boy and girl in the same town, and it so happened that when the Mackeys lived in Virginia City I lived there. It was not because they were there, but it so came about in my business that we lived in the same place, and being interested in the mines alike I had a good deal to do with them."

The reporter was curious to know of a certain matter that every once in awhile finds its way into print or gossip and asked Capt. Keller if it were true that Mrs. Mackey had once been a washerwoman. There was a flash in the captain's eye as though interested, and he was, but his reply showed that it was not at the writer.

"I am really glad you asked me that," he replied; "I have never been asked that by a newspaper man, and it makes me so angry when I see such paragraphs in the papers that I am glad to have the opportunity to correct it. I wouldn't do it if I had not been asked and Mrs. Mackey though very sensitive to it, would never make a public correction of it.

"She is the daughter of Col. Daniel E. Hungerford, who was a captain in the Mexican war, colonel of the Fifth Nevada infantry, and in command of volunteers in the Piute war in 1860. He was a soldier every inch of him, and I recall what a magnificent appearance he presented when he came out to review the troops on dress parade. The family was always in good circumstances, and there was no occasion for Mrs. Mackey, as a girl, to do washing for a livelihood. Not that there was any disgrace attached to the livelihood of a washerwoman, but in regard to Mrs. Mackey it isn't true, and it often appears in a stinging way, I suppose, to make as vivid a contrast as possible with her present life.

"Her mother was a French woman, and so the French tongue came to her naturally. Then her education was carefully attended to. She was educated at a sister's school, a convent. The Hungerfords lived in Forest City, Cal., and I was working in the Live Yankee mine pushing cars out of the mine. I was about 16 or 17 then, and I believe she was about 14. She is about 40 now. Then she was married to Dr. Bryant and they lived in Virginia City. Mining interests took me to Virginia City. I was a guest at the Bryant home many a time. Dr. Bryant died in Virginia City in '63 or '64.

"I remember very well when she married Mr. Mackey, who was then a poor man, a mining superintendent. But they always had enough to live on, and in comparative comfort, and never as Mrs. Mackey did she do washing or have to earn money. She may have done her own washing, as many good wife has done and does. But I have known them both so long and so well that I naturally resent wrong and careless statements. They were so purposeless, and as I said, do an injustice to a noble woman. She is an earnest, honest woman, a good kind woman, has a great big heart, and all of her charitable deeds will never be known though I know she would think me thank me for even referring to them."

When you want a nearly new go to the Cottage, No. 420 W. Third street.

Unlike the Dutch Process
No Alkalies
—or—
Other Chemicals
are used in the preparation of
W. BAKER & CO.'S
BreakfastCocoa
which is absolutely pure and soluble.
It has more than three times the strength of Cocoa mixed with Starch, Arrowroot or Sugar, and is far more economical, costing less than one cent a cup. It is delicious, nourishing, and EASILY DIGESTED.
Sold by Grocers everywhere.
W. BAKER & CO., Dorchester, Mass.

The Rosy Freshness
And a velvety softness of the skin is invariably obtained by those who use Pozzoni's Complexion Powder.

THE INTERNATIONAL ROUTE,

In connection with Houston and Texas Central Railway, makes the best time from

FORT WORTH, DALLAS,

And other North Texas Points, to

Austin, San Antonio, Laredo,

And Points in Mexico.

PULLMAN SLEEPERS DAILY in each direction VIA HEARNE.

SOUTH-BOUND.

Leave Dallas	7:55 p. m.
Leave Garrett	8:48 p. m.
Arrive Taylor	3:15 a. m.
Arrive Austin	5:25 a. m.
Arrive San Antonio	9:15 a. m.

NORTH-BOUND.

Leave San Antonio	8:15 p. m.
Leave Austin	11:30 p. m.
Leave Taylor	1:10 a. m.
Arrive Garrett	6:15 a. m.
Arrive Dallas	9:50 a. m.

Passengers leaving Fort Worth 6:20 p.m. can secure Sleeper accommodations from Garrett on application to H. & T. C. agent at Fort Worth.

Passengers for points south of San Antonio, and for Mexico points, can transfer at San Antonio to Laredo Sleeper if desired.

BE PARTICULAR to see that your tickets read via Hearne and the INTERNATIONAL ROUTE—I. & G. N. R. R.

D. J. PRICE, A. G. P. A.

Fort Worth AND Denver City
RAILWAY COMPANY,
—AND—
Union Pacific System.

The only line passing through the

GREAT PANHANDLE COUNTRY OF TEXAS,

The greatest wheat-growing country in the world.

Cheap Homes For All!

Also, the only direct route to

WASHINGTON, IDAHO, OREGON, MONTANA, COLORADO, WYOMING

And all Pacific Coast Points. We take you direct to the health resorts of Colorado. Send for copy of our Summerlands. For full information address

E. L. LOMAX, G. P. A., U. P. R'y, Omaha, Neb.

D. B. KEELER, G. P. A., Ft. W. and D. C. R'y, Fort Worth, Tex.

N. S. DAVIS, City Ticket Agent, 401 Main St., Fort Worth, Tex.

CHICAGO, ROCK ISLAND AND TEXAS R'Y.

Great Rock Island Route.

Through Pullman Sleepers and Free Reclining Chair Cars.

Texas to Indian Territory, Oklahoma, Kansas, Kansas City and Chicago.

First-Class Road
—AND—
First-Class Service.

Call at Ticket Office 508 Main Street for Holiday Rates.

J. C. McCARE, T. & P. A.

S. B. HOVEY, Vice-Pres. & Gen. Supt.
C. H. SLOAT, A. G. T. & P. A.

CITY TICKET OFFICE

601 Main St., Fort Worth.

CALL THERE FOR TICKETS TO

Houston, Galveston, Austin, San Antonio, New Orleans, Montgomery, Birmingham, Meridian, Nashville, Chattanooga, Mobile, Atlanta, Etc., Etc.

SHORT AND QUICK LINE
—BETWEEN—
North and South Texas Points.
CHAIR CARS ON DAY TRAINS.
THROUGH SLEEPERS
—BETWEEN—
Galveston, Houston and St. Louis, Dallas and San Antonio via Hearne and Austin.

TRAINS LEAVE FORT WORTH:

South-bound	9:40 a. m.	6:10 p. m.
North-bound arrive	10:20 a. m.	7:45 p. m.

H. H. Hobbs, T. P. A.
W. T. ORTON, City Ticket Agt., 601 Main street.
C. D. LUSK, Ticket Agt., Union Depot.
[illegible], G. P. A., Houston.
C. W. BIGG, Trans-Mississippi division.

TRADE MARK.
THE CLAIRETTE SOAP
N. K. FAIRBANK & Co. St. Louis
In Hard or Soft Water this Soap works so well, that Women want NO OTHER.

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 Co., Spaldine's Baseball and Athletic Goods, Union Metallic Cartridge Co. and Hercules Dynamite 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

JOHN T. MOORE, Manager.
TEXAS IRON AND BRASS WORKS
Telephone 332
Manufacturers of Engines, Pumps, Ice Machinery, Well Machinery, Tanks, Boilers, Electric Motors, Bridge Works, etc. Forgings of all descriptions, Castings in Iron or Brass. All classes of Machinery Repaired. Works Foot Monroe Street, next to Cameron's Mill.
FORT WORTH, TEXAS

ACME STEAM LAUNDRY,
808 Monroe Street, near new City Hall.
Only first-class laundry in the city. Lace curtain work a specialty. Express orders promptly attended to. Agents wanted in all country towns on liberal commission. Good customers make twenty-five dollars per week. For terms, address
Phone 339. N. F. HANCOCK, Prop., Fort Worth, Tex.

NEW SCHEDULE

M., K. & T. "KATY." R'Y CO.

South Bound. Read Up. NO. 3.	NO. 1.	EFFECTIVE NOVEMBER 5, 1893.		North Bound. Read Down. NO. 2.	NO. 4.
10:55 p.m.	10:55 a.m.	Arrive	GALVESTON Leave	6:55 p.m.	6:15 a.m.
8:50 p.m.	9:00 a.m.	Arrive	HOUSTON Leave	8:50 p.m.	8:10 a.m.
.....	9:00 a.m.	Arrive	SAN ANTONIO Leave	9:00 p.m.	.....
6:55 a.m.	6:45 p.m.	Leave	FORT WORTH Arrive	10:30 a.m.	10:05 p.m.
6:35 a.m.	6:25 p.m.	Arrive	FORT WORTH Leave	10:40 a.m.	10:15 p.m.
3:50 p.m.	2:45 p.m.	Leave	PARSONS Leave	1:40 a.m.	12:50 p.m.
10:50 a.m.	9:30 p.m.	Leave	KANSAS CITY Arrive	6:15 a.m.	5:50 p.m.
3:10 a.m.	12:20 p.m.	Leave	HANNIBAL Leave	2:55 p.m.	1:20 a.m.
6:10 p.m.	10:30 p.m.	Leave	CHICAGO Arrive	6:45 a.m.	10:30 a.m.
8:15 p.m.	7:40 a.m.	Leave	ST. LOUIS Arrive	7:15 p.m.	7:10 a.m.

Trains Nos. 1 and 2 have Wagner Buffet Sleepers between San Antonio and Kansas City and Galveston and St. Louis, without change.

Trains Nos. 3 and 4 have Wagner Buffet Sleepers between Galveston and Chicago and Waco and St. Louis, without change.

Free Reclining Chair Cars on all trains.

W. G. CRUSH, G. P. & T. A., Denison, Tex.

W. H. WINFIELD, City T'k't Ag't, Fort Worth.

DESPITE HARD TIMES
—THE—
COTTON BELT ROUTE
Improved its passenger service by the addition, Aug. 20, of another through train from Waco, which carries a Pullman Sleeper for St. Louis, via St. Louis, Iron Mountain and Southern railway from Texarkana, and through coaches, connecting with Pullman sleeper from Fort Worth and Mt Pleasant to Memphis, giving its patrons double daily service to and from St. Louis, Chicago, Memphis and the Southeast.
SCHEDULE.

Train No. 2 Read Down.		Trains No. 1. Read Up.
4:20 p.m.	Lv.... Gainesville, via Cotton Belt.... Ar	12:20 p.m.
9:43 p.m.	Lv.... McGregor, via Cotton Belt.... Ar	10:53 a.m.
7:00 p.m.	Lv.... Waco, via Cotton Belt.... Ar	8:45 a.m.
10:00 p.m.	Lv.... Corsicana, via Cotton Belt.... Ar	6:25 a.m.
11:52 p.m.	Lv.... Athens, via Cotton Belt.... Ar	4:54 a.m.
1:05 a.m.	Lv.... Tyler, via Cotton Belt.... Ar	3:30 a.m.
8:25 a.m.	Lv.... Pittsburg, via Cotton Belt.... Ar	1:00 a.m.
4:15 a.m.	Lv.... Mt. Pleasant, via Cotton Belt.... Ar	12:20 a.m.
6:45 a.m.	Ar.... Texarkana, via Cotton Belt.... Lv	9:50 p.m.
7:35 a.m.	Lv.... Texarkana, via Iron Mountain.... Ar	8:45 p.m.
6:15 a.m.	Ar.... St. Louis, via Iron Mountain.... Lv	9:00 p.m.
6:50 p.m.	Ar.... Memphis.... Lv	1:45 a.m.

Write your friends coming to Texas to take the "Cotton Belt Route."

S. G. WARNER, G. P. A., Tyler, Tex.

A. A. GLENNON, T. P. A., Fort Worth, Tex.

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

12:01 p. m	7:00 a. m.	Lv.	Llano	7:55 p. m.	5:20 p. m
1:00 a. m.	7:30 a. m.	Lv.	Marble Falls	7:25 p. m.	2:15 p. m
1:45 a. m.	8:00 a. m.	Lv.	Fairland	6:50 p. m.	1:45 p. m
2:45 a. m.	8:27 a. m.	Lv.	Burnett	6:25 p. m.	11:50 p. m
3:20 a. m.	8:50 a. m.	Lv.	Bertram	6:59 p. m.	12:06 p. m
4:05 a. m.	9:15 a. m.	Lv.	Liberty Hill	5:35 p. m.	11:15 p. m
7:00 p. m.	10:50 a. m.	Ar.	Austin	4:00 p. m.	8:05 a. m
8:20 a. m.	7:30 p. m.	Ar.	Houston	9:00 a. m.	11:10 p. m
.....	10:55 p. m.	Ar.	San Antonio	6:50 a. m.	.....
.....	7:00 a. m.	Ar.	Fort Worth	6:55 p. m.	.....
.....	10:55 a. m.	Ar.	New Orleans	9:45 a. m.	.....
.....	7:35 a. m.	Ar.	St. Louis	9:00 p. m.	.....

Stages or Private Conveyances can be secured at Llano for Mason, Fredricksburg and all interior towns.

A. N. LEITNAKER, Gen. Supt.

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