Chest Pains

Short breath, palpitation, weak and sore lungs, pleurisy, coughs, colds, asthma and bronchitis relieved in ONE MINUTE by the CUTICURA ANTI-PAIN PLASTER, the first and instantaneous pain-killing plaster, for sharp, painful stitches, back ache, side pain and weakness, it is simply marvelous, instantly relieving the severest pains, and making warm, strengthening and invigorating the weakest parts where all others fail.

Sold everywhere. At all druggists or by mail, Price 25 cents. POTTER DRUG AND CHEM. CORP., Boston.

Y TICKET OFFICE

—601 MAIN STREET—

CAGO, ROCK ISLAND and TEXAS R'Y.

ROCK - ISLAND - ROUTE.

Pullman Sleepers and Free Reclining Chair Cars.

Indian Territory, Oklahoma, Kansas City and Chicago.

Class Road and First-Class Service.

Ticket Office 601 Main Street.

J. C. McCABE, G. T. & P. A.
W. G. CRUSH, Vice-Pres. & Gen. Supt.
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Worth and Denver City RAILWAY COMPANY,

—AND—

n Pacific System.

The only line passing through the

PANHANDLE COUNTRY OF TEXAS,

greatest wheat-growing country in the world.

p Homes For All!

This the only direct route to

TON, IDAHO, OREGON, MONTANA, COLORADO, WYOMING

Pacific Coast Points. We take you to the health resorts of Colorado. A copy of our homesteads. For complete address

LOMAX, G. P. A., U. P. R'y, Oma

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

L. DAVIS, City Ticket Agent, 601 Main St., Fort Worth, Tex.

BUTLER
BUTLER

FOR FORT WORTH!
FOR FORT WORTH!

Worth and Denver City railway, has the security for shorter time than any other line. Pullman Sleepers connected to Indianapolis from Fort Worth and all points in the Panhandle City to Kansas City, Omaha, Sioux City, Pueblo, St. Joe, Huntsville, Nevada, Montana and all points in the East. By this route you make no change of cars, making close connections at Panhandle City, where coaches are provided.

For Fort Worth some as its any.

For information address

D. B. KEELER,
Passenger and Freight Agent, Fort Worth, Tex.

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

ilroad Time Table.

TEXAS AND PACIFIC.

	Arrive.	Depart.
.....	7:45 a m	8:00 a m
.....	6:00 p m	6:45 p m
.....	.....	10:00 a m
.....	.....	4:10 p m
.....	7:50 p m	8:10 p m
.....	8:30 a m	9:05 a m
.....	10:40 p m	.....
.....	3:50 a m	.....
.....	3:00 p m	.....

Pacific trains Nos. 5 and 6 at Texarkana, T. C. Junction, Jefferson, Marshall, Longview, Big Sandy, Mineola, White Point, Tyler, East Dallas, Dallas and

CHICAGO, KANSAS AND TEXAS.

	Arrive.	Depart
.....	10:20 a m	10:40 a m
.....	10:05 p m	10:15 p m
.....	.....	.....
.....	6:00 p m	6:45 p m
.....	6:35 a m	6:55 a m

ROCK ISLAND ROUTE.

	Arrive.	Depart
Train Depot	8:15 a m	.....
Train Depot	.....	8:00 p m
Train Depot	9:00 p m	.....
Train Depot	.....	7:00 a m
Suburban	.....	.....
Suburban	8:35 p m	.....
Suburban	.....	9:00 a m

FORT WORTH AND DENVER.

	Arrive.	Depart.
.....	5:25 p m	.....
.....	.....	10:20 a m
.....	10:25 a m	.....
.....	.....	5:20 p m

FORT WORTH AND RIO GRANDE.

	Arrive.	Depart.
Fort Worth	5:20 p m	1:10 p m

MISSOURI, KANSAS AND TEXAS CENTRAL.

	Arrive.	Depart.
.....	.....	6:10 p m
.....	.....	8:40 a m
.....	7:45 p m	.....
.....	10:20 a m	.....

ATCHISON, COLORADO AND SANTA FE.

	Arrive.	Depart
Train No. 1	5:30 a m	8:00 a m
Train No. 2	8:00 p m	8:15 p m
Suburban	.....	.....
Suburban	8:10 a m	9:00 a m
Suburban	11:15 p m	11:25 p m

ST. LOUIS SOUTHWESTERN.

	Arrive.	Depart.
.....	.....	8:45 a m
.....	.....	9:20 p m
.....	7:35 a m	.....
.....	7:00 p m	.....

TRANS-CONTINENTAL.

Pullman, Sherman and Paris.

	Arrive.	Depart
.....	.....	9:45 a m
.....	8:25 p m	.....

E. P. TURNER, Ticket Agent.
H. A. GLISSON, Depot.

RAILROADS AND RAILROADERS.

The Huntington Party in San Antonio En Route West.

EMPLOYES TO MEET AT D NISON.

Phonographs Will Be Used in Big Four Parlor Cars.

Dr. Avery's Bill to Compel Railroads to Pay Excess Freight Charges Into the State Treasury—A Corn Rate—Trunk Line Meeting—Pullman Car Tax.

MUST OPERATE THEIR LINE.

The Missouri Pacific railroad company will either have to operate daily passenger trains between Topeka and Fort Scott or stand a new suit, in which the state of Kansas will be the plaintiff. Last December the people of Fort Scott filed a petition with the state board of railroad commissioners for passenger service on the Kansas, Nebraska and Dakota railroad, now under the control of the Missouri Pacific, between that city and Topeka. Upon hearing the petition was granted and an order issued in accordance therewith.

The company applied for a rehearing and secured it, but the evidence introduced did not cause the board to change its opinion, and the tribunal has held that the original order should stand. It is understood that the company will refuse to obey the order on the ground that it can not be compelled to operate regular passenger trains at a loss. The trains now in use on the line are the "accommodation" kind. The papers in the case have been sent to the governor, who will probably instruct the attorney general to institute suit for the enforcement of the board's order.

UNION PACIFIC TROUBLES.

There is still some excitement at Omaha over the Union Pacific tie bids. It is not at all improbable that an unpleasant condition of things will result from the agitation caused by the visit of Engineer Debs, president of the American Railway Union. He denounced Judge Dundy's injunction in the Northern Pacific Railway case, and said Judge Dundy's order was no better. He asserted that he proposed to protect the interests of the members of the railway union in the Union Pacific company in the face of Federal court interference. Most of his address was a plea for compromise among railway employes so that strikes will not be necessary.

It is rumored that a strike will follow his advent there, and it is also rumored that he will go before the court and demand that the eight-hour law be applied to the Union Pacific's employes as to all other laborers in the government service.

PHONOGRAPHS IN PARLOR CARS.

The latest novelty in increasing the pleasures in travel and providing for the comfort and entertainment of passengers, is now reported to be revolving itself in the fertile brain of Mr. E. O. McCormick, passenger traffic manager of the Big Four. It is understood that the individual proposes to equip all the parlor cars on the Big Four with phonographs, and the scheme has received the indorsement of President Ingalls. A Cincinnati morning paper contains the following account of the plan:

The Big Four will place the phonographs on its parlor cars. Some days ago when Mr. M'Cormick was in New York, he made a quiet visit to the general office of a phonograph company. Mr. McCormick, however, showed the extreme practicability of the scheme, and the New York people were in raptures. Yesterday morning the firm's representatives arrived in this city, and Mr. McCormick left a sick bed to meet the experts. A machine was brought to the Big Four offices, and after being duly arranged Mr. Ingalls was called down stairs, and the plan of his enterprising aid was unfolded to him in all its thoroughness. To say that he was charmed is putting it mildly. He saw in a minute the benefits that would accrue from the scheme and the incomparableness of the project as compared with the results it would bring about.

The scheme in detail is this: One machine is to be placed in each parlor car. Running from the machine to every part of the car will be a rubber tube. In each seat will be trumpet-like receivers for the transmission of the sound from the tube to the ear. Thus, the traveler can recline in bed, if needs be, and listen to the notes. In the past few months the phonograph people have greatly perfected the spool-like easlet which throws the sounds from the machine out into the car or room. This, when applied to the phonograph, enables any one in the room to hear equally as distinctly as when the receiver is pressed to the ear, in the seat.

Mr. McCormick says that his first impression of the scheme was that it was too expensive to be practicable. However, it is not. Three machines cost to the retail trade $200 each. To the Big Four in numbers they will come much less. Now the company operates about twenty-five parlor cars. This will run the cost at the retail mark at about $5000. Of course they will not cost that. Mr. McCormick and the representatives will have another conference soon, but the work is already done. The two companies have come to a partial understanding and the deal is assured.

STATE WOULDN'T PROFIT.

The bill introduced in the Ohio senate by Dr. Avery, which seeks to require railroad companies to pay into the state treasury any excess over the legal freight charges received from shippers and retained by the railroads, is attracting considerable attention among the railroad officials. The principle is the same as the Iowa law, which requires banks to pay over into the state treasury any balances remaining in claimed deposits or balances running in their banks. It is believed by those well posted that Dr. Avery largely over estimates the amount of money the railroads retain through their over payments of freight bills.

It is doubtful the state would not profit much if it secured all this money as the greater portion of over payments are made on interstate commerce and freights shipped over more than one road, and it is said the state would have no claim on the overs from the interstate commerce.

PASSES FOR TRAFFIC.

There are breakers ahead for the pass agreement recently adopted by general managers of the western roads, and the enforcement of which was entrusted to Chairman Midgley of the Western Freight Association. It was the toughest job Mr. Midgley ever undertook. He devoted nearly all his time to the work, but it looks now as if all his efforts had been in vain. Ever since the agreement to restrict the issue of free transportation went into effect rumors have been in circulation that some of the roads were issuing passes indiscriminately and were paying no attention to the agreement. About a week ago the managers held a meeting to investigate the charges, but everybody declared that there was no truth in them. Consequently, no action was taken. This whitewashing process, however, as not to the liking of the managers of the Santa Fe. They claim to have evidence that one of the roads running through from Chicago to the Missouri river and thence to the Rocky Mountains had been issuing passes right and left without consent from Chairman Midgley; that the Southern Pacific which is not a party to the agreement, is injuring the Santa Fe at all points where they come in competition by issuing free passes to shippers; that the Denver and Rio Grande, which declined to become a party to the agreement, had covered the whole state of Colorado with passes, and thus secured an advantage over the Santa Fe. The latter therefore appears to have come to the conclusion that it cannot stand up against the pressure any longer.

A day or two ago Vice-President Robinson of the Atchison, Santa Fe and Topeka gave the formal notice of withdrawal of his company from the agreement to restrict the free issue of transportation for the reasons given above. This action on the part of the Santa Fe caused considerable excitement in the western railroad circles, and Chairman Midgley immediately set to work to induce the Santa Fe to reconsider its intention to withdraw from the agreement. Mr. Midgley thinks he will succeed in convincing Mr. Robinson when he returns from the West that the situation is not nearly as bad as had been represented, and that the disruption of the pass agreement would no doubt seriously affect the maintenance of rates and the enforcement of all existing traffic agreements. Mr. Midgley was to have gone to Washington last evening to be present at the conference of railroad officials with the Inter-State commission February 12, but owing to the complications that have arisen about the pass agreement he decided to remain at home and try to effect a compromise if possible.

That the Inter-State commerce law has become a dead letter has been clearly demonstrated by the row over the issue of passes. If the law was obeyed a pass agreement would not be necessary. Under the law the issue of free passes or transportation on account of free traffic is strictly prohibited. Yet the railroads find it necessary to make a special agreement to restrict the indiscriminate issue of passes on account of of traffic.

DENISON RUMBLINGS.

Special Dispatch.

Denison, Texas, Feb. 14.—Valentine day brought an increase in the railway mail this morning. Freight Agent Thomas, General Yardmaster Casey and a large number of others received a lot of appropriate missives.

Foreman Daley of the Missouri, Kansas and Texas round house is confined at his home by sickness. Assistant Booth is in charge.

John De Vanna, a Missouri, Kansas and Texas machinist, went to the hospital at Sedalia last night for treatment.

Caller Charlie Bollard has resumed his place with the Missouri, Kansas and Texas.

Switchman Hibbebrain of the Missouri, Kansas and Texas yard force had his foot mashed this morning while making a coupling.

Trainmaster Bellard is out on the line.

Superintendent Collins of the Wagner company returned this morning from a southern trip.

Train Dispatcher A. Goetin of the Missouri Pacific at Nevada, Mo., who was stricken with paralysis and died, was well known to a large number of railroad men of Denison.

The statement made yesterday that the cut of the engineers and firemen of the Missouri, Kansas and Texas was to reduce expenses seems to be a mistake. The extra list was too large for old men to make enough while the present state of business existed. It cost the company as much to run trains no matter what number of men there are to work.

PULLMAN CAR TAX.

The law taxing Pullman cars, telegraph and express companies operating in the state and passed by the last general assembly of Arkansas has been declared unconstitutional by Judge Williams in the United States circuit court. Several months ago the Western Union and Pacific companies filed bills in this court asking for an injunction restraining the collectors of the various counties of the state from collecting taxes assessed under the act. A temporary restraining order was granted. The case was argued a short time since, the attorney general demurring to the bills. The court yesterday overruled the demurrers, made the injunction perpetual and declared the law unconstitutional.

RAILROAD EMPLOYES MEETING.

Special Dispatch.

Denison, Tex., Feb. 14.—The annual meeting of the board of system Federation of employes on the Missouri, Kansas and Texas will be held in Denison February 22 for the purpose of appointing new committees and passing resolutions desired. There will probably be forty-five or fifty in attendance, being delegates from the Brotherhood of Locomotive Engineers, Brotherhood of Firemen, telegraphers, brakemen and conductors. Parties will be here from Sedalia, Parsons, Dallas and Taylor, and the local lodges are making preparations to receive them.

HUNTINGTON AT SAN ANTONIO.

Special Dispatch.

San Antonio, Tex., Feb. 14.—President C. P. Huntington and a large party of other Southern Pacific officials arrived here (ofs) from Houston over the San Antonio and Aransas Pass railroad, and left for the West.

WEST-BOUND SHIPMENTS.

The figures of trunk lines west-bound shipments for last week have been made up and for the first times in many weeks they show an increase over the corresponding week of the previous year. The increase is small, but it is on the crease. The improvement was largely due to unusually heavy shipments of fruit from New York west.

STILL CUTTING OFF HEADS.

Special Dispatch.

Denison, Tex., Feb. 14.—As announced in yesterday's dispatches, a cut in the locomotive department of the Missouri, Kansas and Texas was expected. Last night the reduction was made, when twenty-one firemen and seven engineers were dropped and twelve firemen, who had lately been promoted to running, jobs were reduced to their former positions. The action can only be viewed as temporary, and is made to allow the company to meet maturing obligations. Those who suffered, take it good naturedly and intend to wait for better times.

NEW AIR BRAKES.

Special Dispatch.

Denison, Tex., Feb. 14.—The Missouri, Kansas and Texas this morning received a car load of New York air brakes, which will be placed on the 19 a22 Baldwin class now in use. These brakes differ very little from the Westinghouse which is in use now, only the former has duplex piping. It is the intention to equip the road with these brakes.

TRUNK LINE MEETING.

At the special meeting of the executive committee of the Trunk lines, held at New York, the recent agreement formulated for the conduct of freight and passenger business was presented and considered, but no formal action was taken.

RATES ON CORN.

The recent vote taken on the question of reducing the rate on corn from Chicago to New York to the 20 cent basis resulted in eleven votes in the affirmative and thirteen in the negative. The Trunk and Central Traffic association roads were the ones, of course, that did the voting.

Q. & C. WAGE TROUBLES.

The grievance committee of the Queen and Crescent, met with General Manager Carrel yesterday at Cincinnati, and instead of asking for an increase in wages as was expected, demanded that three crews be placed on fast freight trains thirty-one and thirty-two. The general manager explained that under the circumstances it was impossible to do so that now, and the men departed apparently satisfied.

PENN LOADED CAR MOVE.

A dispatch from Philadelphia says that the report of the Pennsylvania railroad loaded car movement in January shows no improvement over recent months. The freight people say the volume of business moving is the lightest for many years and that there is nothing in sight to indicate an improvement.

BIG FOUR'S BUSINESS.

Business on the Big Four has fallen off almost one-half compared with last year, and this is given as a reason for the big reduction in employes which went into effect all over that line.

C. & O. EARNINGS.

The C. & O. earned $755,476.19 in January, an increase of $10,869.56 over the corresponding period last year.

TOLEDO AND OHIO.

A dispatch from New York says that the report of the Toledo and Ohio Central railroad company for the year ending December 31, shows: Gross earnings, $1,045,930, decrease, $54,084; net earnings, $669,788, decrease, $25,005.

KATY LETTING OUT MEN.

The Katy has let out twenty-four firemen and seven engineers on the Denison division, in order to cut down expenses. Eleven engineers were turned down to the ranks of the coal shovers. These removals and changes, it is claimed, will not be permanent.

PERSONAL AND NOTES.

General Manager L. S. Thorn came in on his special car yesterday evening at 6:05 o'clock.

Incoming trains have been coming in late since the cold snap set in, although they were more regular yesterday.

All trains coming in over the Rock Island from the north were covered with ice, which showed how cold it was north of Texas.

The fast time on the Denver, made by Engineer Black of that road, was cut in three hours and thirty-two minutes, making twenty-two ships.

Chief Inspector Lorimer of the Rio Grande division of the Texas and Pacific left yesterday on a trip over his division.

Conductor Richards of the Texas and Pacific main line, who was taken suddenly ill at Texarkana yesterday, was brought to this city and taken to his home on Broadway this morning.

Owing to the fact that the arriving time of the Katy at Chicago has been changed, making No. 1 run into the Windy City now at 9:35 a. m., instead of 10:30 a. m.

Representatives of the Western lines are in session at St. Louis for the purpose of considering tariff rates west of St. Louis and Chicago, which are now much demoralized.

The heads of the freight departments of the Louisville and Nashville, who have been in session for several days, completed their business yesterday and returned to their homes.

Albert Fink, Jr., has accepted an important position with the Missouri, Kansas and Texas at St. Louis. He has been for a long time with the Louisville and Nashville in this city.

Mr. C. F. Bent, late superintendent of the Ohio and Memphis, has been appointed general superintendent of the Philadelphia division of the Baltimore and Ohio and general agent at Philadelphia. Thomas Furgerard has been appointed superintendent of transportation of the Baltimore division of the same line.

Forty homeseekers of the most desirable class, from Iowa and Nebraska, passed through Fort Worth yesterday morning, arriving on the Rock Island and leaving over the Houston and Texas Central for Houston and Galveston. Although the local papers had published the fact that they would come, nobody was at the depot to ask them to stop over and look at Fort Worth and the country in the neighborhood. A large party from the same section will arrive over the Rock Island at 8 o'clock this morning.

Many prominent citizens and officials recommend Dr. Bull's cough syrup.

INDEBTED TO SCIENCE.

A Would-Be Suicide Would Have Died Had It Not Been for a New Discovery.

By Associated Press.

Paragould, Ark., Feb. 14.—L. W. Rowland, who has a business and good farm near town, tried to kill himself yesterday by taking three grains of morphine, and would have succeeded if Dr. Marrowether had not arrived and administered a newly tested antidote, permanganate of potassium. His pulse was only forty, and respiration ten, but in a few minutes after ingesting the antidote, he revived and is now well.

He wrote a letter to his wife saying financial circumstances was the cause.

A FEW DONTS.

Don't be unceasingly repeating because you

Don't feel perfectly well. And

Don't delay using Creole Female Tonic

Don't risk chronic uterine trouble.

Creole Female Tonic

Queen of uterine specifics.

INDIAN FINANCES.

By Associated Press.

London, Feb. 14.—The India council has sold $250,000 worth of transfer at 13 3-4 per rupee, compared with 14 1-42 last week.

FOR DYSPEPSIA,

Indigestion, and stomach disorders take

BURNAM'S IRON BITTERS.

All druggists, or by parcels post, 50 cents. Burnam, Smith & Co., Proprietors, Baltimore, Md.

LESSENS PAIN—INSURES SAFETY to LIFE of MOTHER and CHILD.

My wife, after having used Mother's Friend, passed through the ordeal with little pain, was stronger in one hour than in a week after the birth of her former child. J. J. McGOWAN, Brans Sta., Tenn.

Mother's Friend robbed pain of its terror and shortened labor. I have the healthiest child I ever saw. Mrs. L. M. AUTEN, Cochran, Ga.

Sent by express, charges prepaid, on receipt of price, $1.50 per bottle. Book "To Mothers" mailed free.

BRADFIELD REGULATOR CO., ATLANTA, GA.

For sale by all Druggists.

OPIUM and Whiskey Habits cured at home without pain. Book of particulars sent FREE. B. M. WOOLLEY, M.D. Office, 104½ Whitehall St., ATLANTA, GA.

BIG G TRADE MARK

CURE YOURSELF!

If troubled with Gonorrhœa, Gleet, Whites, Spermatorrhœa or any unnatural discharges, ask your druggist for a bottle of Big G. It cures in a few days without the aid of publicity of a doctor. Non-poisonous and guaranteed not to stricture. The Universal American Cure. Manufactured by The Evans Chemical Co. CINCINNATI, O. U. S. A. PRICE $1.00

WILCOX COMPOUND TANSY PILLS

SAFE AND SURE.

The genuine pennyroyal and tansy pills. Wilcox Compound Tansy Pills, the genuine are put up in blue boxes with yellow wrapper, and have the signature of Wilcox Specific Co. on the outside wrapper, and Blue Ribbon on the front. Sold by druggists, and sent by express, prepaid, on receipt of price, $1.00 per box. Wilcox Specific Co., Phila., Pa.

MEN BE MANLY

We send the marvelous French Remedy CALTHOS free, on a legal guarantee that it cures will STOP Blackness & Varicocele, CURE Impotence, Nervous Debility and RESTORE Lost Vigor. Circular free if sealed. Address VON MOHL CO., Sole Agents, Cincinnati, Ohio.

LOST OR FAILING MANHOOD,

General and Nervous Debility,

Weakness of Body and Mind, Effects of Errors or Excesses in Old or Young, Robust, Noble Manhood fully Restored. How to Enlarge and Strengthen Weak, Undeveloped Organs and Parts of Body. Absolutely unfailing Home Treatment. Benefits in a day. Men testify from 50 States and Foreign Countries. Write them. Descriptive Book, explanation and proofs mailed (sealed) free.

ERIE MEDICAL CO., Buffalo, N.Y.

COTTON BELT ROUTE

—TO—

Memphis, Cairo and St. Louis.

THE ONLY LINE

—WITH—

Through Car Service

—FROM—

TEXAS TO MEMPHIS,

Connecting with through trains to all points East, North and Southeast.

TWO DAILY TRAINS,

—WITH—

Through Coaches, Free Reclining Chair Cars and Pullman Sleepers,

—FROM—

WACO and FT. WORTH,

—TO—

MEMPHIS.

All Texas Lines connect with and have through tickets on sale via the

COTTON BELT ROUTE.

For Rates, Time Tables and all information, apply to any Agent of the Company.

H. A. GLISSON, T. P. A., Ft. Worth, Tex. S. G. WARNER, S. P. A., Tyler, Tex.

WOOD'S TRIAL.

Special Dispatch.

Dallas, Tex., Feb. 14.—The trial of Tom J. Wood, Jr., charged with embezzling $204,000 from the Ninth National bank, is progressing slowly in the Federal court. The indictments were consolidated, but there are 100 counts and district specifications in the consolidated indictments and Wood is charged with violating nearly every one of the national banking laws. Hon. Henry Furman of Fort Worth, Col. R. E. Levy, W. T. Henry and several other attorneys are defending the accused. It is the prevailing opinion that the embezzlement will be contested on many counts of the indictments as Receiver Storey's evidence was very damaging today.

J. J. BRIAN ARRESTED.

Special Dispatch.

Dallas, Tex., Feb. 14.—J. J. Brian was arrested today by Deputy United States Marshal Rock McMurray, on an indictment found by the Federal grand jury charging him with embezzlement of property in the Tom J. Wood's bond case. It is understood that W. S. Clark and G. W. Routh, who qualified as sureties, will also find themselves in trouble.

A NEW FIRM.

We have succeeded to the electric supply and construction business of Stratton & White. Keep all electric supplies, lamps and machinery. Do general repair work; gas and bellsmithing. Best equipped shop in the state.

HARRIS & WILSON, Ellis Hotel Building.

OUTDOOR SPORT.

Hunting, fishing, camp stoves, tents and supplies at the sporting goods store.

$3.50

Is the price we now ask for a line of

Women's Best French Kid Button Shoes,

Price was $5.00.

CROWLEY & SIMMS.

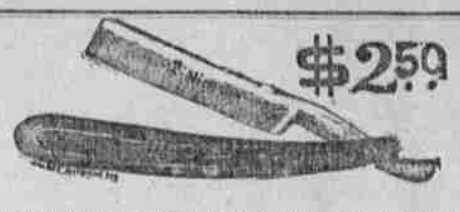
THREE FIFTY

Is the price we now ask for a line of

Men's Kangaroo and Calf SHOES,

Price was $5.00.

CROWLEY & SIMMS.



$2.50

Save time and trouble, and buy only one. This is the world-beater Plane Razor. Guaranteed the best made or money refunded. Price, full concave, $2.50, 1 convex, $2.00. Will send by mail, postpaid, to any address upon receipt of price.

A. J. ANDERSON, Wholesale Sporting Goods, FORT WORTH, TEXAS.

"A TRAINING IN CLEANLINESS IS A FORTUNE." COMPLETE YOUR EDUCATION WITH

S·APOLIO

NEW SCHEDULE

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

EFFECTIVE NOVEMBER 5, 1893.

South Bound. Read Up. No. 3.	No. 1.			North Bound. Read Down. No. 2.	No. 4.
10:35 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.	1:30 a.m.
6:10 p.m.	10:30 p.m.	Leave	CHICAGO Arrive	6:45 a.m.	9:25 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.

The Austin and Northwestern Railroad

—IS THE—

SHORTEST ROUTE TO THE LLANO COUNTRY.

12:01 p m	7:00 a. m.	Lv	Llano	Ar	7:35 p m
1:00 a. m.	7:30 a. m.	Lv	Marble Falls	Ar	7:25 p m
1:45 a. m.	8:00 a. m.	Lv	Fairland	Ar	6:50 p m
5:45 a. m.	8:27 a. m.	Lv	Burnett	Ar	6:23 p m
5:55 a. m.	8:36 a. m.	Lv	Bertram	Ar	5:59 p m
4:05 a. m.	9:15 a. m.	Lv	Liberty Hill	Ar	5:36 p m
7:00 p. m.	10:50 a. m.	Ar	Austin	Lv	4:00 p m
8:30 a. m.	7:20 p. m.	Ar	Houston	Lv	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.
.....	7:05 a. m.	Ar	St. Louis	Lv	9:30 p. m.

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

A. N. LEITNAKER, Gen. Supt.

Santa Fé Route.

Still continues to run its popular Fast Express, leaving Fort Worth at the same time, 8:15 p. m., reaching Chicago second morning. This train is composed of elegant vestibule Pullman Sleeping Cars, free Reclining Chair Cars and elegant first-class Coaches. Finest eating houses and Dining Car service in the United States on this route.

The above train, returning, leaves Chicago at 3 p. m., reaches Fort Worth at 8:30 a. m., second morning.

Our Kansas City Express leaves Fort Worth at 6:00 a. m., reaching Kansas City next morning at 7:00 a. m., St. Louis at 6:00 p. m.

Please Note the Very Seasonable Hours these Trains Leave Ft. Worth.

And be sure your tickets read via Santa Fe Route. Sleeping Car reservations made at this office. For further particulars and detailed information apply to any agent of the Santa Fe Route, or write

W. S. KEENAN, G. P. & T. A., Topeka, Kans.

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