

RAILROAD SCHEDULE IN THE FEDERAL COURT.

Table with columns: Arrive, Leave, Train, Time. Lists various rail routes and their schedules.

The Lone Star Line Wins the Preliminary Bout.

A TEMPORARY RESTRAINING ORDER.

Judge Bryant Will Hear the Case in Galveston February 21—Rail Lines Have Lost Heavy.

Jefferson, Texas, February 12.—The Miami Steamship company of Galveston today applied to Judge Bryant of the Federal court, in chambers, for an injunction against the International and Great Northern, the Missouri, Kansas and Texas, the Gulf, Colorado and Santa Fe and the Southern Pacific Railway companies, restraining them from carrying into effect a resolution passed at a meeting of the Southwestern lines at New York during the past week.

The alleged resolution provided that from and after a certain date the railroads belonging to the Southwestern Traffic association should not accept freight from any steamship line not a member of the association, unless charges thereon were prepaid through to destination. The Miami Steamship company not being a member of the association alleges that the carrying into effect of the resolution would be an unlawful discrimination against the freight handled by its ships, and to prevent such unlawful discrimination asked for a temporary injunction and an order hearing that the injunction be made perpetual.

Judge Bryant granted the temporary injunction and set the case down for hearing at Galveston, February 21.

ON THE AGGRESSIVE.

Galveston, Texas, February 12.—The Lone Star's threat made a few days ago that it would hereafter be on the aggressive in its fight with the railroads has proven true. The matter was reargued to the United States court and Mr. Ripley has won the preliminary bout.

The first news of the temporary injunction came today in a telegram from Mr. M. C. McLemore, who was in Jefferson, citing the fact that the case would be heard in Galveston, February 21, and that Judge Bryant had entered the following order:

"In the meantime respondents are directed to maintain the same relations with complainant, with respect to rates, divisions and freights as are by them granted to the Mallory line."

RAIL LINES LOST HEAVILY.

When the news of the alleged boycott having been declared against the Lone Star Steamship company by the lines of the Southwestern Traffic association reached New York, Jefferson Hogan of the firm of T. Hogan & Sons said to a reporter for the New York Journal of Commerce: "We have been served with notices from the lines in the Southwestern Traffic association that after the 15th they will cease to make divisions with us and that they will demand repayment of freight charges on through shipments. We are not in the least disheartened or discouraged over the situation, and we shall at once take such steps as may be necessary to protect our interests. You can state that we shall certainly continue our service."

"I do not think that the action of the Southwestern lines will be resented with favor by merchants in Texas, from whose support they have received a large revenue. It would seem that an attempt was being made to deprive Galveston of the natural benefits of her geographical location as a seaport. Now I think that the attempt to advance rates from New York to the basis of those from St. Louis to Texas points will be acceptable to merchants in Eastern seaboard territory, who will thus be placed on a less favorable basis as compared with their St. Louis competitors than they now enjoy."

Prior to the recent conference of the executive board of the association there were reports that the St. Louis and Texas lines would boycott the Lone Star, but it was not generally believed that this could be accomplished, as the Lone Star line was said to have the friendship of several of the more conservative members of the committee. It has been alleged that the boycott was practically forced by the Southern Pacific company, which, having its own rail and water line, was relatively so much better positioned to stand the rate war than the Texas lines proposed. At all events, there seems to be no doubt that the Southern Pacific company was steadily increasing its business at the expense of its rivals, and this led it to have made the latter more willing to unite against the Lone Star.

TIME CARD CHANGES.

Katy, International and G. H. and H. Change Their Passenger Time. New time cards on the Galveston, Houston and Henderson, the Missouri, Kansas and Texas and the International and Great Northern were put into effect last night at 12 o'clock. The Katy's northbound trains will leave Houston at 8:15 p. m. and 7:20 p. m., and the southbound trains will arrive at 8:35 a. m. and 10 p. m.

The International and Great Northern will arrive from the north at 4:25 a. m. and 3:40 p. m. instead of 4:40 a. m. and 12:40 p. m. The fast mail will continue to depart at 3 p. m. The northbound train, heretofore leaving Houston at 10 a. m., will depart at 7:50 a. m. by the new card. The Columbia Tap will leave Houston at 8 a. m. instead of 8:45 a. m. and will arrive from the south at 6 p. m. instead of 3 p. m.

The Galveston, Houston and Henderson will observe the following card: Arrive Houston from Galveston at 5:05 a. m., 10:35 a. m., 3 p. m., and 7 p. m. Interest in the Galveston, Houston and Henderson 9:45 a. m. is discontinued. Trains leave for Galveston: 5:40 a. m., 8:15 a. m., and 4:45 p. m. Train departing at 1 p. m. is discontinued.

Request of a Detective. The Houston and Texas Central passenger department is in receipt of a letter from an alleged detective living in a small town in North Texas, who requests that he be given transportation over the Houston and Texas Central lines on account of his being a quasi officer of the law. If he can be set a man he wants a reduced rate. The applicant is a member of the same alleged corporation that the West Texas is who wrote to Ed Wolfe, of the Queen and Crescent, and, more recently to Jo R. Green-



JOHN WADDY TATE. (General Agent, Freight Department, Chicago Great Western.)

bill of the Santa Fe, asking annual transportation. The applicant had much stress upon his ability to "trace up lost brass" and to "run down crime" upon "short notice" and at low rates. The Houston and Texas Central application has been filed before referees.

SUIT TO TRY TITLE.

Scaly Heirs Seek to Recover Fifteen Acres of Land. Galveston, Texas, February 12.—George Scaly, Mrs. Rebecca Scaly and John H. Hinchings have filed a suit in the civil district court against the Galveston, La. Port and Houston railway. In their petition plaintiffs allege that they are the duly qualified and appointed executors of the last will and testament of John Scaly, deceased.

The suit is to try title to real estate, about fifteen acres in all, which plaintiffs contend the railroad company has dispossessed them of. The plaintiffs urge that the use and occupation of the land is reasonably worth \$500 a year, consequently they ask for a writ of possession and for damages.

ANOTHER INTERVENTION.

Galveston, Texas, February 12.—The Galveston-Cement and Pipe works yesterday filed a petition in intervention in the United States circuit court in the case of Alonzo J. Tullock vs. the Galveston, La. Port and Houston Railway company, asking that the use and occupation of the land be set aside and that the railroad company be ordered to pay for the same.

SANTA FE'S FAST TIME.

Beats the Record of the Empire State Express. Topeka, Kan., February 12.—The Santa Fe made another remarkable run on its Western division yesterday, clipping its former record by several minutes. Santa Fe California limited, consisting of a composite car, dining car and three heavy Pullman cars, covered the distance from La Junta, Colo., to Dodge City, Kan., 222.4 miles, in three hours and forty-four minutes. Deducting ten minutes for slowing down and taking water, the actual speed was 49.7 miles per hour. This is faster than that made by the Empire State Express between New York and Buffalo.

Coming Southward.

The McFarland Grain company of Des Moines, Iowa, has concluded that the grain traffic from that section will be diverted to the Gulf. As a result it has abandoned its elevators at Madrid and other points on the main line of the Chicago, Milwaukee and St. Paul, tributary to Chicago, and will enlarge its plant in Des Moines. This change is due to the absorption of 50 per cent of the stock of the Keokuk and Western railway by the Kansas City, Pittsburg and Gulf railroad, and the proposed purchase of a connecting line between Gainesville, Mo., and Kansas City, giving a direct Des Moines connection with the Gulf.

Santa Fe Bridge Damaged.

The high water in the Brazos between Alvin and Rosenberg has compelled the Santa Fe to temporarily change the route of their main line trains, and yesterday they came through Houston over the Houston and Texas Central to Chaney Junction and the Southern Pacific to Rosenberg. The road has been replacing their wooden bridges with iron structures and for that purpose the works were placed in arrears. The Brazos, Friday night the high water swept the timbers out of place. They announce that their trains will be running as usual today or tomorrow.

To Go to Austin.

Galveston, Texas, February 12.—President Moody has appointed the following committee from the cotton exchange to represent that body at Austin Monday in the hearing by the railway commission for a readjustment of Gulf rates, including consideration of the Galveston-Houston differential: Robert Barasch, William P. Ladd, John D. Rogers, C. B. Wallis and F. Lammer.

Fort Worth Depot Meeting.

Fort Worth, Texas, February 12.—A meeting of representatives of the railway companies composing the proposed new depot company met here today and authorized several changes in the original plans of construction. The company is to incorporate with a capital stock of \$175,000 with privileges of issuing bonds to the amount of an additional \$100,000 to be

TEXAS POLITICAL MATTERS.

An Address in the Interest of Judge T. S. Reese.

DON'T CONCUR IN FOSTER'S FIGURES.

Crane Managers Do Not Agree That the Purported Poll of the Committee Is Correct.

Richmond, Texas, February 12.—The following address will soon be sent out from here: Judge Thomas S. Reese of Velasco, now serving as judge of the Twenty-third district, will ask to be nominated by the democratic party for the position of associate justice of the court of civil appeals, First supreme judicial district.

We, as the representatives of his immediate constituency, have been chosen by bar meetings to aid in properly presenting his candidacies to the members of the bar and voters interested in such a nomination.

It is not pretended that Judge Reese is in the "hands of his friends," or that he reluctantly consents to the "use of his name." He is a man of cool and deliberate judgment, who thinks and acts for himself, and having confidence in his ability to fill the office acceptably, has signified his desire to found off his judicial career with a term in the appellate bench.

In recognition of his learning and ability as a lawyer, and of his ability and impartiality as a trial judge, he was recommended for, and elected to, his present position without opposition.

He is now in the prime of life, mentally and physically vigorous and active; a lawyer of the highest repute from every point of view—socially, morally, mentally; a man whose private life is also replete with all the qualities of a noble and lovable character.

His record upon the district bench, we may say without fulsome or flattery, is unsurpassed by that of any district judge in the State, the appellate courts, and the supreme court, and his learning and ability in appeals from his courts.

Coming upon the district bench at a time when the dockets were years behind, he has cleared them of rubbish, given meritorious cases trials in due season, and relieved litigants of the annoyance and expense of unreasonable delay.

His record guarantees that, as a member of the court of civil appeals, he would be of the court, impartial and thorough in his work.

We ask your support of his candidacy. J. S. McRae, Chairman. Clarence R. Wharton, Secretary. G. G. Kelley, T. J. Hamilton, John E. Lamm, W. C. Carpenter, Of the Wharton Bar, Of Bay City Bar, Wharton Bars, D. R. Pearson, R. C. Duff, Oscar D. Kirkland, Of Angleton Bar, Of Richmond Bar, John M. Finckney, J. M. Moore, A. Lipscomb, J. S. McNitt, Of Hempstead Bar, Of the Edna Bar, Campaign Committee Twenty-third Judicial District.

EAST TEXAS POLITICS.

T. S. Garrison, of Timpano, to Announce for State Treasurer. Nacogdoches, Texas, February 12.—Hon. T. S. Garrison of Timpano, who has been much talked of as a probable candidate for State treasurer, was in the city today on business not especially connected with politics. While here he took occasion to call on most of his friends and supporters in the city and informed those most intimate with him that he had decided to make his formal announcement next week. His announcement, he said, will appear about next Wednesday, simultaneously in the Dallas country, and before the week in those localities that have expressed a desire to have it, embodying his platform and views in a very brief and plain-spoken manner.

Colonel Garrison says he has had a great deal of encouragement from all parts of the State, and he appears to feel sanguine of his success in getting the nomination. He will carry this county.

Parson Billy Whitledge, alias John Henry Aycock, of Greenville, Texas, was in the city today in the interest of the State Work printing concern. Mr. Aycock says he has been traveling constantly since the middle of December, has visited every portion of the State, and from what he has heard of the gubernatorial race he thinks Crane will be nominated on the second or third ballot when the State convention meets.

A notice in yesterday's Post that George A. Conlon, "one of Colonel Wynne's leading supporters in Dallas," says: "Nacogdoches county is likely to fall into the Wynne column before many weeks. Colonel Wynne was once a prominent lawyer of Henderson and was pretty well acquainted throughout East Texas, but that was many years ago, before he went West to 'grow up with the country.' He is now basing his claims upon East Texas solely upon the fact that he once lived here. That is a mighty poor title, and I don't think it will help him any in Nacogdoches county. But if it is, it is a county we don't understand almost binding obligations to Crane. This county has been in a 'hard row of stumps' politically for the past four years, and she has called lustily for help from the outside. Crane is the only man among the 'big game' who has responded more than once. He has made two speeches here during the past two campaigns and was assailed once by a populist leader. His conduct on that occasion won him hundreds of lasting democratic friends who will stick to him as long as he is in the field. Major Sayers and Governor Jester both have some followers here. It is noticeable that what we call the 'Clark democrats' here are for Sayers. There are several ex-Confederate soldiers here, who are supporting Sayers, especially ex-members of Tom Green's brigade.

The race for the United States senate seems to be all one way here. Of the fifteen precincts of the county, twelve are for Culbertson, and the sentiment generally seems to be in about the same proportion.

The chairman of the people's party county executive committee, Joe Richardson, was killed at his sawmill near Sterna yesterday by a log of lumber falling on him. The committee are sad over his loss, but will fill the vacancy immediately and be ready for the fight when the campaign opens.

A. AND M. PRESIDENCY.

Austin, Texas, February 12.—When the board of managers of the Agricultural and Mechanical college met not long since to elect a successor to the late President Ross, Professor R. B. Cousins, superintendent of the public schools at Mexia, appeared before the board and urged the appointment of none but a professional educator to the presidency. The board adjourned without making a selection and will meet again for that purpose on the 1st of March. Professor Cousins subsequently addressed a card to the public,

Bering's Sad Iron Cleaner Waxer. Is what is needed by every family; waxes the iron and makes a fine gloss on linen. Pennsylvania Lawn Mowers, all sizes, popular prices, cheap ones. Poultry Netting, Screen Wire Cloth, all widths, prices right. Lawn Rakes, Handled Hoes, Mortar Hoes. Peerless Ice Cream Freezers. We Want Your Orders. C. L. & Theo. Bering. Main St., Opp. Masonic Temple—YELLOW FRONT.

Just Received at Sam's Shoe Store yesterday (Saturday). Four hundred and eighty-nine pairs, the first shipment of the celebrated Hanan & Son's Shoes for men. Price \$5.00. None better. 315 Main Street, Houston, Texas.

Col. Wynne at Dallas. Dallas, Texas, February 12.—Col. Wynne, candidate for governor today in Dallas. He looks very confident and expressed confidence in the convention. TEXAS POLITICAL NOTES. A Sayers club with twenty members organized at Pearsall, Friday. Justice J. T. Carroll has announced his candidacy for the gubernatorial campaign there. Messrs. J. F. Peel and W. E. Hearne have announced their candidacy for tax assessor of the county. Confidence seems to prevail at the Jester's Headquarters. Corsicana, Texas, February 12.—The air of confidence seems to prevail at the Jester's Headquarters.

"GOOD AS GOLD" That is What People Say of the Man Builder. DR. SANDEN'S ELECTRIC BELT. It is a perfect body battery, as perfect as science and mechanical skill can make it. It has an electric penary for weak memory for weak mind strong of will. It cures men of those drains upon their vitality, of pains in the back, of Varicose veins, which destroy all pleasure in life; of Nervous Pains and Rheumatism, Lame Back and Kidney Trouble. IT IS A GRAND CURE. FROM A WELL KNOWN BUSINESS MAN. Keuffmann, Texas, January 20. Dr. A. T. Sanden, Dallas, Texas: Dear Sir—Your Belt has been of immense benefit to me; before I put it on I felt as if I were suffering from what most people call nervous prostration. I had been overworked, and my mind and body were both exhausted. I was threatened with paralysis of my limbs, and I was unable to sleep. I had tried every remedy, but nothing had done me any good. I was then advised to try your Belt, and I did so. I would not be without it. Yours very truly, C. E. Sanden Electric Co., Dallas.