RAILROAD SCHEDULE

Arrive.	Trains.	Leave.
10:30 p.m	Texas & New Orleans	8:20 a.m
2:00 a.m 2:00 p.m	Galveston, Harrisburg & San Antonio.	0:15 a.m 10:55 p.m
3:25 p.m	New York, Texas & Mexican	9:25 a.m
9:05 a.m 10:00 p.m	Missouri, Kansas & Texas.	8:15 a.m 7:20 p.m
7:05 a.m 10:35 a.m 7:00 p.m 7:00 p.m	Galveston, Houston & Henderson.	8:40 a.m 9:25 a.m 4:45 p.m .....
5:00 a.m 7:30 p.m 7:00 p.m 7:00 p.m	Gulf, Colorado & Santa Fe Galveston Trains.	7:00 a.m 9:15 a.m 1:50 p.m 7:30 p.m
10:20 a.m 5:00 p.m	Main Line.	7:00 a.m 7:30 p.m

All Santa Fe trains leave Congress Street Depot fifteen minutes later and arrive fifteen minutes earlier than above.

6:35 a.m 4:30 p.m	International & Great Northern.	3:00 p.m 11:00 p.m
10:20 a.m	Columbia Tap.	4:40 p.m
6:40 a.m	Houston East & West Texas "Shreveport, Kansas City and Cincinnati Mail and Express."	9:30 p.m
3:00 a.m 7:15 p.m	Houston & Texas Central.	9:30 a.m 10:45 p.m
6:40 a.m 3:50 p.m 10:30 p.m	Galv., La Porte & Houston.	8:15 a.m 9:00 a.m 6.00 p.m
4:00 p.m	San Ant. & Aransas Pass.	9:05 a.m

☞All trains arrive and depart from the Grand Central depot except the Missouri, Kansas and Texas trains, which have a depot in the Fifth ward, the International and Great Northern, Galveston, Houston and Henderson, and Columbia Tap, which use the International and Great Northern depot on Congress avenue. The Missouri, Kansas and Texas trains use the International and Great Northern depot.

HOUSTON TRANSFER CO.

TELEPHONE 36.

Baggage delivered to all parts of the city, day or night. Furniture and heavy hauling.

Hotel Bristol,

HOUSTON, TEXAS.

American Plan, $3 and $2.50 per Day.

Strictly first-class, centrally located; Passenger Elevator, Electric Lights, Steam Heat, Return and Call Bells in all rooms. Elegantly furnished, new and modern.

Accommodations unsurpassed by any Hotel in the city.

MURISON & MALIN, Managers. Formerly of Capitol Hotel.

THE HOTELS.

CAPITOL HOTEL. Frank A. Hervey, Sr., Manager.

FIRST-CLASS.

Fifty rooms, with private baths, supplied with pure artesian water from our own well; large sample rooms, with first and most convenient accommodations for commercial men. Rates, $2.50 to $4.00 per day. Strictly first class.

G Herbert Brown, Saturday Review; H. W. Lubben, Galveston; F. Corvely, "1492" Co.; A. C. Hayner, Chicago; C. B. Griffin, Corrigan; J. T. Herman and wife, Texas; J. F. Wilson, St. Louis; V. P. Schilder, New York; H S. Cooke, St. Louis; Ludwig Lesker, A. Conklin, New York; A. T. Horrell, Louisville, J. I. Handley, John M. Simpson, Dallas; W. H. Lee, St. Louis; R. T. Joggli, Brenham; R. W. Scott, city; C. A. Quentell, New York; Mrs. Adde Clarke, Olive Smiler, Harry Corson Clarke and wife; Charles Charters and wife, "What Happened to Jones" Co.; E. D. Marshall, Philadelphia; J. H. Williams, city; Hugh S. Bacon, Giddings; G. M. Henderson and wife, Cotulla; S. J. Tennant, New Orleans; J. T. Hampton, R. Gibson, New York; W. F. Lewis, St. Louis; J. Lane, La Grange.

THE LAWLOR..... Rates $2.50 and $3.00 per day. JAS. LAWLOR, Prop.

W. H. Boyer, St. Louis; J. J. Antony, Mrs. A. Palmer, San Antonio; T. F. Maurice, Otto Giesecke, St. Louis; J. Hornby, Fort Worth; Wm. Fitzgerald, Dallas; Robert Atkinson, New York; D. C. Bolinger, G. B. Foseeer, Waco; J. W. Webb, Temple; E. F. Semcho, Galveston; J. C. Jackson and wife, Galveston; R. H. Cheatham, W. H. Jones, Tom Padgitt, Waco; M. A. Morse, Sabine Pass; H. J. Harris, Hubbard; Thos. H. Dickinson, St. Louis; W. L. Johnson, Smithville; O. De Young, El Paso; N. V. Deadrick, Navasota; J. L. Hearne, Eagle Lake; J. N. Newcomb, Springfield, Mo.; S. H. Finley, Dallas; W. S. Keenan, Galveston; A. Goldman, Chicago; C. E. Selvage, Galveston; W. B. Wadsworth, Matagorda; J. J. Coyan, Philadelphia; Miss Dora Lord, city; Jas. Dallas, Chicago; C. A. Newman, Philadelphia; C. M. Votaw, Sour Lake; J. Allison and wife, H. Y. Hockey and wife, Miss Marshall, New York; Mrs. H. F. Adickes, Huntsville; Birdsall Briscoe, Savannah; A. Greenebaum, Philadelphia; R. L. Autrey, C. F. Lange, city; W. C. Lather, Atlanta; E. S. Peters, Calvert; C. Cain, city; M. M. Warren, Austin; Geo. Bost, Columbus.

THE HUTCHINS HOUSE.... E. Q. WARD, Proprietor.

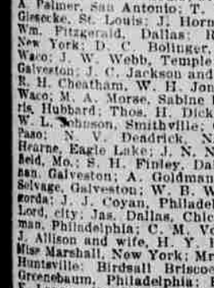
Rates: $2.00 and $2.50 per day.

T. P. A. headquarters.

M. H. McAfee, Dallas; E. Lamb, St. Louis; S. D. Arnold, B. Q. Ward, city; Guy McLaughlin, Jacksonville, Fla.; S. J. Hendrick, Henderson; W. O. Brown, Waco; L. A. Whitide, Dallas; H. D. Weaver and wife, Lufkin; J. H. Lewis and wife, Shepherd; J. Wahrenberger and wife, Conroe; J. A. Maness, Thompson; O. H. Wilson, Fort Wayne, Ind.; C. I. Boynton, Llano; R. P. Menard, New York; W. J. Pollock, Dallas; W. B. Bryan, Louisville; Stanley Watson, Rosedale Nurseries; J. H. Bachman, San Antonio; W. C. Barnes, Victoria; C. W. McIntyre, M., K. and T.; Eugene Ellis, Portland; S. W. McCall, Texas; T. R. Holmes, Texas; Harry Alexander, La Grange; Mrs. J. W. Topping, Burlington, Iowa; Cole Topping, Burlington, Iowa; John Gilbert, Tyler; A. Missener, Holland; H. C. Boone, Fulshear; S. D. McJunkin, Fulshear.

Died of His Hurts.

Lampasas, Texas, October 25.—Christie Skinner, who was thrown from his horse last Thursday while attempting to rope a steer, died about 6:30 this evening without regaining consciousness.



Don't Do This

Don't take internal medicines before the little one comes. They endanger the health of both mother and babe.

MOTHER'S FRIEND, the good and long-tried external liniment, will relieve the early distress and the later pains better than anything else in the world. Its good effects are most marked not only before childbirth, but during the ordeal itself and afterward. Distress is overcome by it—pains lessened—labor shortened—and subsequent dangers avoided.

Sold by Druggists for $1 a bottle.

Send for our free illustrated book on the subject.

THE BRADFIELD REGULATOR CO., Atlanta, Ga.

PROSPECTIVE INJUNCTION SUIT

Railroads Are in a Quandary Over Several Questions Regarding It.

The Commission Intends to Make the Fight of Its Life and It Is Said the Result May Be That the Federal Grand Jury Will Be Given Several Cases to Inquire Into.

Austin, Texas, October 25.—Much interest attaches to the rehearing granted by the railroad commission for tomorrow on that portion of its new cotton tariff which provides that the maximum amount the railroads may pay out of the freight rate for the compressage of cotton shall be 8 cents per 100 pounds instead of 10 cents, as under the tariff now in effect, as it is generally understood that said rehearing will be followed, on the part of the railroads, by an application for an injunction to prevent the enforcement of the new tariff in its entirety. Such an application will be made no matter what the outcome of the rehearing may be, the result thereof being awaited simply because of the relation the compress charge bears to the freight rate and because of the necessity of knowing what said charge is going to be fixed at in preparing data with which to go before the courts in support of the contention that the railroads are unable to stand any further reduction of revenue. If the commission refuses to return to its old rule, which practically gives the maximum compress charge at 10 cents, the reduction effected in the new tariff amounts to but 2 cents per 100 pounds, if, on the other hand, it concludes to withdraw the new rule providing that the railroads shall not pay more than 8 cents for compressage, the reduction in the cotton rate will amount to 4 cents per 100 pounds. From this it will be understood why the railroads are awaiting the result of the rehearing before appealing to the courts.

In so far as this new regulation with regard to the compress charge is concerned, the commission has during the past week been bombarded with documents from the interior presses giving various and sundry reasons for the abandonment of the proposed 8-cent rule. Among said documents is a petition signed by employes of a Dallas press, who allege that if the railroads are restrained from paying more than 8 cents for compressage the revenues of the compresses will be so impaired as to necessitate a serious cut in wages. The representative of the press from which this petition comes recently stated openly before the commission that he did not solicit business, as he had about enough to do to handle the cotton bought by the proprietors of said press, and, further, that it would suit him exactly should the commission abrogate its compress regulations altogether.

As to the application for an injunction to restrain the commission from enforcing the tariff as a whole, much curiosity is manifested with regard to the judge to whom it will probably be made. It has been told by one who is in a position to know that the lawyers in charge of the matter have decided that Judge Meek will not do "because he is too much like a Texas district judge." Judge Bryant does not suit them because he holds that applications of this kind should be made to the judge of the district in which the case must come up. Maxey, who, according to Judge Bryant's views, is the proper man to apply to, is also obnoxious from a railroad standpoint because he is not much on injunctions, anyhow. This leaves McCormick for the railroad lawyers to turn to, and he is the one to whom they will probably appeal.

Here again they are in danger of meeting with a different kind of a reception from the one desired, however, McCormick enjoined the commission once and the supreme court of the United States sat down upon him and he is a man who knows when he has enough. When the McFaddens applied to him for an order to restrain the commission from enforcing its compress regulations he declined to issue it, and, adapting Bryant's views, referred them to Maxey. True, he granted the application of the express companies for an order temporarily enjoining the enforcement of the commission's express tariff, but afterwards expressed surprise that an application for a dismissal of the order was not made, explaining that he had granted it simply because he saw that a temporary suspension of the commission's authority in this case would not affect existing conditions, as the tariff was an experiment and had never been in effect. Furthermore, the showing made by the express companies in support of their application was a much better one than the railroads will be able to make. At most, if applied to by the railroads, McCormick may set a date for a hearing of their application, but it is pretty safe to predict that he will not grant an injunction on the ex-parte statement of the petitioners.

It is believed in some quarters that the railroads do not expect to ultimately succeed in permanently enjoining the new tariff, their real purpose being served if they can secure a temporary suspension thereof, as a delay in its enforcement will enable them to move the major portion of this season's crop at the old rates. However this may be, the commission is prepared for them, and if the ball does open up it will bring out facts which will call for the attention of the Federal grand juries and place a number of traffic men in dangerous positions. The commission is getting ready for the fight of its life, and when it is over those people who have been saying that it is both useless and powerless will be sorry they spoke.

THE JOINT TRAFFIC DECISION.

SOUTHWESTERN BUREAU MAY BE ATTACKED AS A RESULT.

Contended that It Is in Violation of the Law, Even Though It Does Not Control Rates.

The decision of the supreme court of the United States published today declaring the Joint Traffic association an illegal combination, excited considerable interest here because of its probable effect upon the Southwestern bureau, over which Chairman Campbell presides. This bureau was organized immediately after the decision in the Transmissouri cases was rendered, causing a dissolution of the Southwestern Traffic association.

All the lines concerned in the latter are concerned now, but it is claimed that said bureau does not undertake to make or maintain rates, but simply keeps the Southwestern lines advised of what rates each is carrying. The Texas railroad commission holds the bureau to the same light that it did its immediate predecessor, however, and refuses to recognize its legality.

It is understood now, that in view of the decision announced today, an attack will be made on the bureau in the courts on the ground that, although it disclaims any control over rates, boycotts are instituted by the lines included therein against those who refuse to abide by the tariffs of the existence of which it gives notice.

VIEWS AT GALVESTON.

Galveston, Texas, October 25.—The decision of the supreme court in the celebrated Joint Traffic association case was the chief topic of discussion among railroad men here today.

Colonel L. J. Polk, general manager of the Santa Fe, is inclined to the belief that the Southwestern associations, both passenger and freight, will not come within the scope of the decision. The Southwestern freight bureau, especially, was reorganized since the supreme court's decision in the Transmissouri case and doubtless with a view of avoiding the features there condemned.

The Lone Star steamship people are understood to hail the decision with delight, claiming that now it will be impossible for such combinations to force it out of business early in the year.

A Post reporter asked Federal Judge Bryant tonight if the decision would embrace the Southwestern freight bureau, but he pleaded that he had not read it carefully and declined, for that reason, to express an opinion.

POSITION OF RAILROADS.

New York, October 25.—George R. Blanchard, chairman of the Joint Traffic association, said to a representative of the Associated Press that a meeting would be held tomorrow to consider the decision of the supreme court, when their legal counsel would advise them as to future movements.

"We have already asked congress to pass a pooling law," said Mr. Blanchard, "and that remedy has been denied us. Our position has long been that uniformity of railway rates is essential to commercial prosperity. If, for instance, there were sixty different rates into New York the stability of New York commerce would be at an end. What we desire from congress is authority to contract among ourselves for maintaining uniformity of rates. I do not think there is any need of providing by the law a penalty for disregard of uniform rates by railroad companies or their agents."

Mr. Blanchard desired to refrain from commenting upon the supreme court's decision until he had seen a printed copy of it in its entirety.

A meeting of the managers of the Joint Traffic association was held here today and adjourned without action pending the receipt of a copy of the text of the supreme court's decision. The managers will meet again tomorrow, by which time they hope to be fully acquainted with the court's opinion. The chairman has been asked to call a meeting of the presidents of the roads of the association for some day next week. The presidents, most of them, have promised to be present.

AS VIEWED IN HOUSTON.

The Houston railroad officials view with composure the important decision of the United States supreme court declaring the Western Traffic association an unlawful combination. They state that something must be done to create and preserve a uniform tariff rate, that the very existence of commerce depends upon it; and profess to think that the railroads have no more interest in the result of the decision, and that it will effect them less than the mercantile public.

The La Porte Road.

Mr. L. J. Smith, the recent purchaser of the La Porte railroad, has returned from his Northern visit and spent last night in Houston. He was seen at the Lawlor hotel yesterday evening by a representative of The Post, but politely declined making any statement for publication pending the confirmation of the late sale, which matter will be decided in Galveston tomorrow. Mr. Smith appears to be in the best possible humor with himself and all the world, and if one can judge by appearance he is certainly well pleased, not only with his purchase of the La Porte, but also with the result of his Northern trip.

Railway Engineers' Association.

An important meeting of railway engineers has just been held in Chicago for the purpose of organizing an association to be called the American Railway Engineering and Maintenance of Way association. Mr. A. Tansey, chief engineer of the Michigan Central railway, Detroit, was the chairman, and L. C. Fritch, division engineer of the Baltimore and Ohio Southwestern railway, Washington, Ind., was chosen secretary. The next meeting of the association will be held at Buffalo early in March, 1899, at which time the association will be formally inaugurated as a permanent organization. All railway officials interested in maintenance of way matters are invited to attend the meeting or to communicate their views as to the character of such an organization.

COMPRESS RATES REHEARING.

THEY WILL ARGUE THAT EIGHT CENTS WILL RUIN THEM.

Will Depend on the Railroad Injunction Suit to Help Them Out If the Commission Stands Pat.

Austin, Texas, October 25.—George C. Pendleton of Belton, Gus McKemie of Gainesville, E. A. Sterling of Temple, W. D. Lacy of Waco, Scott Field of Calvert, T. N. Jones of Tyler, J. E. Tucker of Taylor and others, representing the Interior Compress association, met here tonight for the purpose of outlining the argument to be put up to the railroad commission in support of the application for the abandonment

of the proposed new rule limiting the amount to be paid by the railroads for compressage out of the freight rate to 8 cents per 100 pounds.

T. N. Jones, Scott Field and George C. Pendleton were selected to make the argument, which will be along the line that there is but little money in compresses, year in and year out, and that if the charge is reduced to 8 cents many of them will have to close up shop, leaving the producer at the mercy of a few large cotton firms which own compresses. Nothing was said about what would be done in case the commission refuses to reconsider, but it was evident that the interior presses are relying upon the railroads to enjoin the new cotton tariff, and at the same time restrain the commission from enforcing the new compress rules which are a part thereof. The principal cause of complaint seems to be that the commission waited until the compresses had made their contracts for the year on the 10-cent basis before it undertook to practically reduce the charge to 8 cents.

The Quarantine Situation.

The continuous cold weather, and the fact that the yellow fever reports from all affected points show a steady decrease of the disease, give rise to the expectation that the Texas quarantine will be raised within the next few days—perhaps within the next few hours. Now that the danger has passed, it may be stated to the credit of Health Officer Blunt that his wise precautions have accomplished the best possible results with the least injury to business, and there are no fears that he will hesitate to declare the embargo entirely off without needless delay.

Railroad Notes and Personals.

Mr. B. F. Wills, agent of the Texas and Pacific at Toyah, is in the city.

Mr. J. L. Thomas of Dallas was visiting his railroad friends here yesterday.

Colonel W. G. Van Vleck, manager of the Sunset, has returned from a visit to San Antonio.

The Houston and Texas Central brought 6823 bales of cotton over its road to this city yesterday.

The question of the confirmation of the sale of the La Porte will come up at Galveston tomorrow.

Mr. W. S. Keenan, general passenger agent of the Santa Fe, was here from Galveston yesterday.

The Southern Pacific train, due to arrive here from San Antonio at 10:45 last night, was one hour and forty-five minutes late.

Mr. T. C. Radey, division superintendent of the International, was here from Palestine yesterday, and left for home last night.

The railroads carried over 100,000 passengers into Dallas during the recent fair. It pays to give a celebration that attracts the people.

A new railroad from Gainesville to Decatur, Wise county, Texas, is proposed and the preliminary survey has just been completed.

Colonel John Hornby, president and general manager of the Fort Worth and Rio Grande, headquarters at Fort Worth, is visiting Houston.

Mr. George L. Noble, assistant superintendent of the International at Palestine, left for North Texas last night, after spending several days at Houston.

Mr. John P. Mann, paymaster of the Houston and Texas Central at Ennis, who has been in Houston the past few days, left last night for North Texas.

Mr. P. A. Gorman, assistant superintendent of the Houston and Texas Central at Waco, who has been visiting the city for several days past, left for home last night.

The Houston and Texas Central announces cheap rates to Houston from Cheham, Fairbanks and intermediate points on account of Ringling Bros.' circus, which performs here on the 11th of November.

For the Texas and Waco Pigeon and Pet Stock association exposition, to be held at Waco, November 9 to 12, inclusive, the Houston and Texas Central railroad will sell tickets at reduced rates on the 9th and 10th proximo.

For the annual convention of the United Daughters of the Confederacy, commencing at Hot Springs, Ark., November 8, the Houston and Texas Central will make a rate of one fare for the double journey. Tickets will be on sale 7th, 8th and 9th, good for return up to November 17.

Mr. G. H. Vangilder, a conductor on the Aransas Pass road, who was hurt by falling from a freight car at Floresville about four months since, has sufficiently recovered to go to work again and has been given the run on the new passenger train on the Lockhart division of the San Antonio and Aransas Pass railroad.

CASTORIA. The Kind You Have Always Bought. Bears the Signature of Chas. H. Fletcher.

AS TO INJUNCTION.

What the Commission Proposes in Case It Is Necessary.

STATEMENT MADE BY JUDGE REAGAN.

Doesn't Believe Any Injunction of the Cotton Sale Will Be Granted.

A VERY LARGE INCREASE IN NET EARNINGS

Is Depended On to Offset the Plea that the Rate Made Would Cut Down Earnings to a Loss.

Austin, Texas, October 25.—Hon. John H. Reagan, chairman of the railroad commission, gave out the following statement this morning with regard to the course the commission will pursue in case the railroads make an attempt to have the courts restrain it from enforcing its new cotton tariff:

"Are the railroads going to enjoin the commission rates?"

"Yes. We see from the newspapers that the railroads are said to be preparing to enjoin the freight rates, or some of them, promulgated by this commission?"

"Do you think they can do so successfully?"

"Possibly on an ex parte statement they may obtain a writ of injunction, but if the real facts could be heard on the making of the application, surely no court would enjoin our rates."

"Why do you say this?"

"For the following reasons: The net earnings from operation of the Texas railroads for the year ending June 30, 1896, were $7,271,546.73. For the year ending June 30, 1897, the net earnings were $8,166,288.55, being an increase of $894,741.12 over the preceding year. For the year ending June 30, 1898, we have the monthly reports for the entire year ending June 30, 1897, of $8,052,187.70. The same roads for the year ending June 30, 1898, had net earnings amounting to $10,588,290.12, showing an increase of $2,536,102.02 over the year ending June 30, 1897. Taking the year ending June 30, 1896, as a basis, the increase of net earnings for the two succeeding years have been in the aggregate $4,325,585.66, as far as can be determined at the present time. The foregoing statement is derived from the reports, under oath, of the officers of the railroad companies.

"If the purpose is to enjoin our proposed rate on cotton which will be effective on the 2d of next month, we have to say that our proposed new rate for any distance over 165 miles will be 50 cents per 100 pounds, to which is to be added 6 cents per 100 pounds, the differential rate between Houston and Galveston. So that our maximum rate from common point territory to tide water will be 56 cents per 100 pounds, making $2.80 for a 500-pound bale of uncompressed cotton. The standard rate in the State of Georgia for 165 miles is 32 cents per 100 pounds, and the rate in North Carolina is the same as in Georgia, in each case being 24 cents on the 100 pounds lower than our present rate on flat cotton for the same distance.

"Besides the fact of the great increase in the net earnings of the Texas railroads during the last two years, and the higher rate of freight on cotton in this State than in the other States, we are to have a much larger crop and shipment of cotton this year than in either of the last two years.

"The percentage of net earnings of Texas railroads to their valuation by the railroad commission of Texas for the year ending June 30, 1896, was 5.07 per cent; for the year ending June 30, 1897, it was 5.69 per cent, and for the year ending June 30, 1898, with returns from the railroads nearly but not quite complete, it was 7.49 per cent.

"These figures justify the commission in the reductions of freight rates heretofore made by it. If it be said our rates are too high, it should not be forgotten that while protecting the people against excessive rates and discriminations, it is equally our duty to preserve to the railroads, as far as the business on them will permit it, revenues sufficient to pay for their management and repairs, and a just interest on the value of their property as ascertained by us. Hence the caution with which we have reduced rates.

"If the railroad companies should insist on a system of rates which would pay for management and repairs, and interest and dividends on all of their stock and bonds, their own reports show that the railroads of Texas, which have been valued, are capitalized in stock and bonds at the sum of $369,623,186, while our valuations of these roads amounts to but $141,192,215.

"If the railroad companies have made up their minds to attack the action of the commission in the courts in the face of these facts they had as well understand now as later that we may demand quo warranto proceedings to secure the determination of the question as to whether by the issue of fictitious stock and bonds, and by other violations of the laws of Texas they have forfeited the charters of their roads. And there will be no better time to settle that question than when they inaugurate their new war on the commission."

DRAWS A TRUMP CARD.

The Choctaw and Gulf Acquires the Key to Immense Territory.

Little Rock, Ark., October 25.—The Little Rock and Memphis railway was sold today under a decree of foreclosure of the United States court for $435,000. A committee of the bondholders of which C. P. Olcott of New York is chairman, were the purchasers. A certified check for $25,000 was deposited by the purchasers as evidence of good faith. The road will now fall into the hands of the Choctaw, Oklahoma and Gulf Railway company and extend from Little Rock to Wister Junction, I. T.

The entire purchase price amounts to $3,950,313 without interest on the mortgaged indebtedness from the date of the decree of foreclosure, November 28, 1894, but only $325,000 in cash will be paid, the bonds being presented for the residue.

Gone Tarpon Fishing.

Colonel J. N. Simpson, third vice president of the Missouri, Kansas and Texas railroad and one of the leading bankers of Dallas, spent yesterday in Houston and was accompanied by his friend, Mr. W. H. Lee, president of the Merchants and Laclede National bank of St. Louis. Both gentlemen left last night for San Antonio, whence they take the Aransas Pass train this afternoon for Rockport, where they will join Hon. E. H. R. Green in the exciting enjoyment of tarpon fishing.

Captain Moss in Town.

Captain Mark Moss, who for more than twenty years has been in charge of the Morgan Steamship line, spent yesterday in the city. He came from Sabine Pass, and is on his way to Portland, Ore. The captain, while chatting with friends here yesterday, reported that the steamship El Dorado had discharged, loaded and cleared at the port of Sabine Pass in twenty-four working hours, and frankly stated that the facilities for shipping at that point were superior even to Algiers. He also said the El Monte steamship would have finished discharging her cargo last night, would be loaded today, and that she would sail by tomorrow (Thursday) morning. This is certainly expeditious work and can hardly be excelled at any other port in the United States.

GENERAL NOTICE.

El Paso and Common Point Territory Rates to Be Changed.

Austin, Texas, October 25.—It is ordered that notice be and the same is hereby given to all persons interested that the railroad commission of Texas will, on Saturday, November 5, 1898, at its office in Austin take up and consider the matter of a proposition to amend general tariff of class 9 in section 3, of said tariff, as established by circular No. 408, dated March 23, 1897, to read as follows:

Rates between El Paso and points in common point territory shall be made by employing the following differential rates:

1	2	3	4	5	A	B	C	D	E
12	13	18	20	11	10	11	5	5	5

Rates so made shall apply as maxima between El Paso and intermediate points west of common point territory without affecting existing class rates which are lower. All commodity tariffs which provide that the rates from or to points in differential territory shall be made by employing class differentials, will be affected by such change, if adopted.

All persons interested in the matter embraced in this notice are requested to present to the commission their views in regard to same on or before the day of the hearing.

Attest:

John H. Reagan, Chairman;
Allison Mayfield,
Commissioners.

QUARANTINE MODIFIED.

Certain Freight May Come Through Without Any Delay.

Austin, Texas, October 25.—Notice is hereby given to railroad companies and the public, and to State quarantine officers and guards, that in consequence of changed weather conditions, New York and other freights coming from east and north of Louisiana and Mississippi and only passing through those States will be allowed to enter Texas; but for the present no freight originating or coming from any infected place will be allowed to enter this State. Lumber, rice sugar and molasses fish and oysters, salt, iron and iron castings from non-infected places in Louisiana and Mississippi will be allowed to enter on special permit from this office. Train crews will be required to be transferred as heretofore.

No person from Louisiana or Mississippi will be allowed to enter Texas for the present.

W. F. Blunt, M. D.,
State Health Officer.

Denison and Northern Appraised.

(Special Dispatch to The Post.)

Ardmore, I. T., October 25.—The commissioners appointed by United States Judge Hosea Townsend to appraise the property of the unfinished Denison and Northern railroad have completed their labors and today filed their report with the United States clerk. They value the improvements covering the twenty-eight miles from Dougherty east at $40,335 and the present cash value of improvements on first six miles, if considered separately, at $15,037. A special session of the district court will be held Saturday to confirm the report and set a date for sale of said road and improvements to satisfy the creditors.

Southwestern Traffic Association.

All the railroads in Texas are directly or otherwise affiliated with this association, and the charge of rate cutting filed by Chairman Campbell against the Baltimore and Ohio would have elicited the most intense interest were it not that the decision of the United States supreme court, rendered on Tuesday, will probably bar the investigation. The association has no legal standing now, and a violation of its rules will not ordinarily justify the enforcement of a penalty. The international line is now as dead as Hector.

Rio Grande Western Directors.

Salt Lake City, Utah, October 25.—At the annual meeting of the stockholders of the Rio Grande Western railroad in this city the following directors were unanimously elected: William J. Palmer, Foster Peabody, David C. Dodge, Charles J. Canda, M. A. Bardholdt Schlesinger, James C. Parrish, Edwin Packard, Spencer Trask and George Barclay Moffat.

DECORATE YOUR WHEEL.

Prizes Offered for the Best Decorated Wheels for F., F. and V. Parade.

The bicycle parade committee met yesterday at the parlors of the Lorda Cycle club and arranged the preliminary details, which will enable the work to proceed.

The following is a list of leading prizes decided upon:

For the best float of three or more bicycles, cash $20.

For the second best float of three or more bicycles, cash $10.

For the best tandem, two handsome gold medals.

For the best lady's single wheel, a handsome lady's watch.

For the best gentleman's single wheel, cash $10.

For the second best lady's single wheel, a handsome gold medal.

For the second best gentleman's single wheel, a handsome gold medal.

For the best comic wheel, a handsome gold medal.

For the best wheel ridden by a boy under 15 years of age, a handsome boy's watch.

For the best wheel ridden by a girl under 15 years, a handsome girl's watch.

As soon as the medals can be completed they will be placed on exhibition, together with the other prizes.

Every lady, gentleman, boy or girl who rides a wheel is urged to decorate it for this occasion, as it will be a feature of the entertainment for visitors, and will be duly appreciated by Houston's business men.

All are requested to hand in their names to some member of the committee below or to drop a card to the chairman so that some idea of the number of wheels in line may be gained.

The committee is composed of G. J. Palmer, chairman; Misses Byrona McKeen, Lelia Williams, Claudia Burns, Mattie Strickling and Messrs. Carl Duerer, March Culmore, L. L. Meyer, R. A. Giraud, Dr. M. J. Lossing and Theo. Bering, Jr.

Any information desired will be cheerfully given by any member of the committee.

610 Main

Trout are Crazy to Bite at Seabrook now.
We sell Fishing Tackle to all who Fish and want good goods.

C. L. & Theo. Bering, Jr.

Loaded Ammunition and Hunting Outfits—Complete Stock.

"THE POT CALLED THE KETTLE BLACK." BECAUSE THE HOUSEWIFE DIDN'T USE

SAPOLIO

WEATHER AND CROPS.

Regular Weekly Report of the Texas Weather Bureau.

Galveston, Texas, October 25.—Following is the climate and crop bulletin of the weather bureau, Texas section, for the week ending Monday, October 24, 1898:

The temperature on an average for the week ranged from 2 to 4 degrees below the normal, with a marked deficiency on the 21st. The highest temperature at the several stations ranged from 79 along the immediate coast and over the mountainous portions of West Texas to 90 degrees in the vicinity of Beeville, and the lowest ranged from 26 degrees over the Panhandle to 51 degrees along the coast. Light frost was general over North and Central Texas on the 18th, 20th, 21st and 22d, with heavy to killing frost in places over North Texas on the latter date.

The sunshine for the week was about the normal or slightly above.

The precipitation for the week was about the normal or slightly above over East Texas, while there was a general deficiency over the other portions of the State. Light showers were general on the 20th, with good rains in a few localities over East Texas. No rainfall for the week reported from stations over Central and Northwest Texas.

The showers over East Texas were very beneficial for general farming operations, but the drouth continues over the wheat belt and the western portion of the State, where rain is badly needed.

Cotton picking was retarded to some extent during the early part of the week, but the weather was exceptionally favorable for this work after October 21. The high wind on the night of the 19th blew out and damaged cotton in localities where open and not picked. The foliage of cotton was killed in some places over North Texas by the frost on the 21st and 22d and some green bolls damaged. The cool weather has caused matured bolls to open rapidly, and picking can soon be completed, especially where the frost has killed the foliage on the plant. Picking is well advanced and the crop is fully two-thirds gathered, and picking is nearing completion in some sections. The crop has turned out better than expected in some localities, while in others it has not turned out so well, and the yield as a whole ranges from light to very good.

Corn gathering is not quite completed; yield generally good.

Rice harvesting is about completed; yield good but quality damaged to some extent.

Wheat seeding continues, but the ground is rather dry for this work and rain is badly needed over the wheat belt. Sugar cane is good and some is being made up. The crop has matured nicely. Other crops are doing well considering the dry weather.

REMEDY FOR WOMEN

Their Peculiar Sickness Even of Years Cured Easily.

How One Lady Was Relieved of Untold Agony.

Mention has frequently been made of a remedy, for women, known by the three letters, G. F. P. It is making a wonderful record. The remedy was an inheritance of an old family in Chattanooga and has been a sort of family pride for generations. Recently they received a letter from a lady in Alabama who urgently requested that it be published for the benefit of other women who suffer. She writes: "I feel that I am under obligations to you and feel it my duty to other suffering women to tell you what your wonderful remedy, G. F. P. (Gerstle's Female Panacea) has done for me. I have suffered unutterable agonies from irregular menses, and quite a complication of troubles peculiar to my sex. I have been treated by different physicians who did me no material good. Finally I was induced to try G. F. P. and I was entirely cured of my troubles and improved in flesh. I think it is the greatest remedy of the kind on earth, and hope you will publish this so that other suffering women may be induced to use it and be cured."

Mrs. J. P. Hall, Springville, Ala.

We earnestly hope all suffering women will heed Mrs. Hall's advice. G. F. P. will cure you. No matter how despairing you may be or how many times you have tried medicine and failed give this remedy a hearty reception and it will reward you with splendid health. Ask at your druggist for a bottle of G. F. P. and be absolutely certain the wrapper and bottle are labeled plainly G. F. P. (Gerstle's Female Panacea). If he doesn't keep it and won't get it for you send the price, $1.00, to L. Gerstle & Co., Chattanooga, Tenn., who will gladly supply you direct prepaid and also send you a new book they have issued called "Healthy Mothers Make Happy Homes."

L. Gerstle & Co. have established a department to which all ladies may write for free advice about their sickness. It is in charge of women exclusively. When writing address "Our Ladies' Health Club," care of L. Gerstle & Co., Chattanooga, Tenn.

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