RAILROAD SCHEDULE

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

4:30 a.m 4:15 p.m	International & Great Northern St. Louis and Chicago Fast Mail.	3:30 p.m 11:00 p.m
10:30 a.m	Columbia Tap.	4:30 p.m
6:40 a.m	Houston East & West Texas "Shreveport, Kansas City and Cincinnati Mail and Express."	9:05 p.m
7:10 a.m 7:15 p.m	Houston & Texas Central.	9:30 a.m 10:45 p.m
8:40 a.m 3:20 p.m 8:50 p.m	Galv., La Porte & Houston	8:00 a.m 11:40 p.m 6:00 p.m
6:30 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 pass the International and Great Northern depot.

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Are you going away? Phone 56 and have your trunk delivered at the depot, night or day. Demand a claim check from the driver—you take no chances then of losing your baggage. .....

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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.

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—o—

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W. F. Griffin, Conroe; W. T. Magee, Cypress; O. L. Morey, city; G. W. Harris, Palestine; T. S. Tarbutton, I. and G. N.; M. D. Fagan, Beaumont; C. E. Linn, Fort Worth; Mrs. Vina Priestley, Hillster; W. C. Edwards, Smithville; Chas. Alexander, city; P. A. Balzaro, Chicago; Ed R. Salter and wife, M. B. Snyder and wife, Blanche Chapman, Annie Greenens, Fred Peters, C. Jay Williams, D. W. Siegrist, Why Smith Left Home Co.; R. F. Chester and wife, Beaumont; S. L. Hain, city; John Thomas, Brownsville; Mrs. J. M. Kirtish, Mrs. M. Morris, Galveston; Homer T. Wilson, Fort Worth; G. L. Russ, Palestine; F. L. Wilder, San Antonio; N. J. Dobbs, Tyler; T. A. Warden, Galveston.

Rev. E. Edwards, pastor of the English Baptist church at Minersville, Pa., when suffering with rheumatism, was advised to try Chamberlain's Pain Balm. He says: "A few applications of this liniment proved of great service to me. It subdued the inflammation and relieved the pain. Should any sufferer profit by giving Pain Balm a trial it will please me." For sale by all druggists.

One car each of early amber and sorghum cane seed. Get our prices before buying. Oats, corn, bran, chops and hay. Mercantile Storage Company. Box 551. Phone 623.

NOTICE TO THE PUBLIC.

It having come to my notice several times that the impression has gone out that I am buying property at tax sales and trying to dispossess parties from their homes, I want it distinctly understood that I am not or would not be a party to any such transactions. T. H. Scanlan, President Water Works Company.

WELLS-FARGO CHANGES.

Will Control Business of Two More Texas Lines After April 1.

COLORADO AND SOUTHERN ALSO SECURED

Pacific Company Will Retire from that Line After May 1—An Important Acquisition.

Effective April 1 the Wells-Fargo Express company will commence a service over the Marshall, Timpson and Sabine Pass and the Texas, Sabine Valley and Northwestern roads. The first will extend from Longview to Carthage, a distance of thirty-eight miles, and the second from Carthage to Timpson. This will give a connection from the Houston East and West Texas, on which the latter point is situated, to the Texas and Pacific and International and Great Northern at Longview.

In this connection it may be stated that during the week the Wells-Fargo people have made arrangements which will on May 1 give them control of the express business of the Colorado and Southern from Denver to Leadville and Cheyenne. This in connection with the Fort Worth and Denver City, will give Texas a new express line to points which were formerly reached over the Santa Fe via Newton.

The Pacific Express company has charge of the Colorado and Southern business at present and its retirement therefrom is regarded as an indication that it will hereafter restrict its operations to the Union Pacific system and the Gould lines. The addition of 1600 miles to the lines the express business of which is handled by the Wells-Fargo will place that company at the head of the express organizations of the West. It is announced here that all of the Pacific employes on the line of the Colorado and Southern in Texas, Colorado and Wyoming will be retained.

The total mileage of the Wells-Fargo after May 1 will be 38,000, rail, stage and steamer lines being included therein. The company was organized in Colorado, its charter being granted by the legislature of that State—then a Territory—in 1866. Wells and Fargo, two prominent express handlers, were operating on the Pacific coast at the time and bought out the Halladay Overland Mail and Express company, which was organized early in 1866, but was absorbed before the end of the year by the larger concern. The Wells-Fargo has had a history of phenomenal growth, and today has representatives in every civilized country of the world. The company handles the express business on all the railways of Mexico with one exception, and reaches the Pacific coast by three distinct routes across the continent. A number of years ago the company began running trains on several of the trunk lines, carrying nothing but express matter. Its express trains now come as far West from the coast of the Atlantic as the Missouri river.

TRAINMEN WANT AN INCREASE.

Cotton Belt System Has Been Asked to Grant It.

Waco, Texas, March 24.—The conductors and brakemen employed on the Cotton Belt system are not satisfied with the present rate of wages and have been engaged for some time in an effort to get a revision of their contract with the company. Conductor A. C. Murrelle, chairman of the contract committee, has just returned from St. Louis, where the committee has been endeavoring to obtain an interview with Vice-President Harding, but the visit was in vain. However, the committee has not abandoned the effort and will return to St. Louis on the same mission.

Asked about the movement of the Cotton Belt trainmen to secure an increase of salaries, Mr. Murrelle said: "The conductors and brakemen on the Cotton Belt system, feeling that the present contract governing rates of pay did not give sufficient compensation for their services, the general grievance committees of the Order of Railway Conductors and of the Brotherhood of Railway Trainmen of the Cotton Belt system were called together for the purpose of securing a revision, if possible, so as to make it satisfactory to all concerned. On January 9, 1899, a joint committee representing the two orders named gave notice to Mr. Edson, the general superintendent, and he granted an interview to take place on February 24. The committee met him at Tyler on that day. Several postponements were had at Mr. Edson's request and many days passed before he gave his final basis upon which a revision was to be made. The committee, feeling that an acceptance of the basis proposed would be doing those it represented injustice, declined the proposition. Mr. Edson's basis was in many respects not so liberal as the present contract. The only alternative for the committee was to appeal to the next ranking officer, the vice-president at St. Louis. An interview was granted, to take place Monday, March 20. The committee was on hand promptly, but Vice-President Harding was at Hot Springs and the committee was informed that he was very ill. A communication was received from him asking that the interview be postponed until Monday, March 27. The committee has been very patient, granting every postponement asked for by either Mr. Edson or Vice-President Harding. I am free to say that there is no friction existing between the trainmen and any of the officials and there are no railway officers anywhere better liked than General Superintendent Edson and Superintendents Liggett and Coughlin, and we all believe that a satisfactory settlement will be reached without any resort to extreme measures. The trainmen do not desire anything to the contrary. We all believe in arbitration; that, according to reason and the law of God, gives to each man his due. I say candidly that we are only asking for that which the trainmen think is justly due them, and nothing more than has been granted by other roads in Texas. One of the changes asked for is an increase of pay to passenger conductors from $100 per month to $115 and on some runs $125 per month. Several of the Texas roads some time since voluntarily increased the pay of the passenger conductors on the main line to $125, and two of the roads were of the Gould system. It is my intention to return to St. Louis Saturday next, accompanied by C. E. Sparks, chairman of the grievance committee of the Brotherhood of Railway Trainmen, and James Haynes, member of the general committee of the Order of Railway Conductors. We will there convene the joint contract committee on Monday morning, March 27. The committee is instructed to camp in St. Louis until a satisfactory settlement is reached."

THE WACO NORTHWESTERN.

Orders Relating to Winding Up the Receivership.

Galveston, Texas, March 24.—Judge Bryant today issued several more orders in the Waco and Northwestern case, and the receivership in that road is now finally wound up. The application of the receiver for additional compensation was allowed to the extent of $2000. A. F. McCormick, Jr., attorney to the receiver, was allowed $1000, and W. L. Prather was allowed $1750 for services as special master since 1898.

The order approving the final report of Receiver Abeel was also entered today. It requires him to pay into the hands of the clerk of this court at once all funds and moneys now in his possession, whereupon the receiver and his sureties will be finally discharged of liability. Mr. Abeel will continue to act as receiver only so long as it may be necessary to prevent the abatement of any suits now pending in the State courts. The coupons of bonds redeemed by him while acting as receiver are to be destroyed by burning, and all books and other material in his possession are to be turned over to Wilbur F. Boyle, the purchaser of the road. The receiver now has about $20,000 in his hands to be turned over to the clerk of the court.

WORK WILL BE STOPPED.

Governor's Veto Put an End to G., B. and G. N. Construction.

Mr. John H. Kirby, president of the Gulf, Beaumont and Great Northern Railway company and vice-president and general manager of the Gulf, Beaumont and Kansas City Railway company, was seen by a reporter at his Main street office yesterday. The two corporations named are those which were sought to be consolidated under the bill which was vetoed by the governor on Thursday last.

Mr. Kirby said the veto was a great surprise to him and especially in view of the reasons that were assigned for same.

"When the Gulf, Beaumont and Kansas City Railway company was organized," said Mr. Kirby, "provision was made for the issuance of bonds on seventy-five miles only. This mileage was completed when the road reached Newtonville. Any bonds issued on the line north of that point would be second mortgage bonds and unsalable and to get around this difficulty I conferred with Judge Reagan of the railroad commission and he suggested that a new corporation be organized and that when the legislature convened the two be consolidated. Acting on his suggestion I took out the second charter at considerable expense and have also expended considerable money in making surveys and permanent locations from Newtonville northward. All of this expense I have borne personally and individually. When the legislature convened I applied for an act of consolidation in pursuance of Judge Reagan's original suggestion and our bill passed the house without a dissenting vote and there was but one dissenting vote in the senate. The reasons assigned by the governor for his veto have no application to our bill at all and can not be inferred from any reasonable construction of its language.

"The bonding privilege is left solely within the discretion of the railroad commission and is to be based upon their ascertainment of values. From their conclusion there is absolutely no appeal and there can be nothing obnoxious in this provision if the people have any confidence in the judgment and honesty of the commission. There is not one word in the bill which relates to the bonds or obligations of the Gulf, Beaumont and Kansas City railway. That corporation is not permitted under the bill to either increase or diminish its outstanding obligations; in fact there is absolutely no reference to such obligations and yet the bill is vetoed because it is alleged to provide for the cancellation of the bonds of the Gulf, Beaumont and Kansas City railway.

"All I sought at the hands of the legislature was authority to build this road coupled with the privilege, under the orders, guidance and action of the railroad commission, of issuing sufficient securities to provide the means to pay construction bills. The refusal of the governor to permit the bill to become a law is a serious disappointment to me and will be a more serious one to the counties through which the road was to be built and which stands greatly in need of transportation facilities. I have labored in this effort for six years practically without compensation and had made my financial arrangements for pressing forward with the work as soon as this bill became a law. This veto destroys all prospects, as without some such measure as the one proposed it is impossible to get outside help to build the line, and neither I nor the people whom the road will serve have the money with which to build it.

"So far I have personally furnished all the money expended by the Gulf, Beaumont and Great Northern, but as I have not the means to put it through it would be unwise and foolish to continue the struggle with its incidental expenses and in the sense of the constitution and laws of Texas.

If these lines of railway, under the indisputable facts before us, can be held to be competing, and can so authorize the annulling of their charters, then we can safely assume that there are very few railroads in Texas whose charters can not be annulled for similar reasons, and it would be difficult to determine how any railroad hereafter to be built in the State could escape a like fate.

Except as to this point I concur with the opinion of Commissioner Storey. Very respectfully,

John H. Reagan, Chairman.

Hon. Joseph D. Sayers, Governor, Austin, Texas.

Railroad Commission of Texas, Austin, Texas, March 11.—Dear Sir: Referring to your favor of the 9th instant, addressed to the railroad commission, accompanied by senate bill No. 154, and requesting the opinion of the commission in reference thereto, I beg to say:

The bill was received by the commission and returned to you during my absence from Austin on official business, and to avoid any possible misapprehension as to my individual opinion as to the constitutionality and wisdom of this bill becoming a law, have deemed it not inappropriate to advise you that I can not agree with the opinions furnished you by the majority of the commission. Broadly speaking and without any attempt at detail it seems plain to my mind that the bill violates both the spirit and the letter of sections 5 and 6, article x, of the constitution of this State. That it is against public policy seems to me equally clear. I have so frequently expressed myself with reference to this feature that it would appear unnecessary to amplify further. Yours truly,

Allison Mayfield, Commissioner.

THE COTTON BELT BILL.

Austin, Texas, March 24.—The following is the text of the report of the senate committee on internal improvements recommending the passage of the Cotton Belt consolidation bill over the governor's veto:

Hon. J. N. Browning, President of the Senate.

Austin, Texas, March 24.—Sir: Your committee which has had under consideration senate bill No. 192, together with the governor's message returning the same without his approval, after having given the same due and careful consideration, begs leave to report:

1. As to the first ground of objection urged to said bill, assuming that the Tyler Southeastern Railway company is a competitor with the St. Louis Southwestern railway of Texas and the International and Great Northern railroad, and that the latter two are parts of the sme system and practically under one and the same control, we beg to state that the facts as ascertained are that the line of road now owned by the Tyler Southeastern railway company was originally projected and constructed by a corporation known as the Kansas and Gulf Short line from Tyler, in Smith county, to Lufkin, a distance of 38.60 miles. That subsequently the said Kansas and Gulf Short Line company getting into financial difficulties, the ownership of said property passed to the then St. Louis, Arkansas and Texas railway company in Texas, which company then owned the property now owned by the St. Louis Southwestern railway company of Texas.

That subsequently both of the companies then owners of the property were put into the hands of a receiver of the United States Circuit Court and all the property owned by both companies was sold out at one and the same time, and bought in by Louis Fitzgerald as purchasing trustee for the owners. Thereafter he conveyed the property formerly owned by the Kansas and Gulf Short line to the Tyler Southeastern company and the property formerly owned by the St. Louis, Arkansas and Texas railway company in Texas to the St. Louis Southwestern railway company of Texas, but the stock of these two new companies was then and is now owned by the same parties in the same proportion. Said lines connect only at Tyler, and are not over their own rails competitive between any two points. But they do compete at Tyler with the International and Great Northern railroad for business at some local points and with the International and Great Northern road the Tyler Southeastern may compete for Houston business in connection with the Houston East and West Texas railroad. The International and Great Northern road and the St. Louis Southwestern railway of Texas are under distinct and different managements, and are competitors for business at Tyler.

The St. Louis Southwestern Railway company of Texas and the Tyler Southeastern road are not competitors for business, but are operated practically in the same interest.

The two last companies do not compete at Tyler or elsewhere for any character of business.

2. As to the objection to said bill on the grounds of the increase of the mortgage indebtedness of the property owned by the Tyler Southeastern company, we would suggest that the facts as shown by the records and reports of the railroad commission are in brief as follows:

The Tyler Southeastern railway company has a mileage of 58.60. Its outstanding stock is $250,000. Its outstanding bonds are $990,000; making an aggregate of stock and bonds of $1,240,000, which is $18,996 per mile.

The St. Louis Southwestern railway company of Texas has a mileage of 551.70 miles. Its stock is $2,500,000 outstanding. Its bonded indebtedness is $14,167,500; making a total of stock and bonds of $16,667,500, which is $30,211 per mile. The two lines have a total mileage of 640.30 miles and a total of outstanding stock and bonds of $17,907,500—see seventh annual report, railroad commission of Texas, page 186.

The property of the Tyler Southeastern Railway company has been valued by the railroad commission of Texas at $914,748.98—see seventh annual report, railroad commission of Texas, page 291.

Under the provisions of section 2 of senate bill No. 193 the St. Louis Southwestern Railway company of Texas is only permitted to issue bonds or stock and bonds for the purchase of the property of said Tyler Southeastern company as fixed by the railroad commission of Texas, and said additional bonds or stock and bonds so issued can be used by it only for the purpose of taking up the outstanding stocks and bonds of the Tyler Southeastern company. All railroad bonds under the stock and bond law must be issued with the approval of the railroad commission of Texas. The commission before approving such bonds can see that the provisions of this bill are properly complied with and the outstanding stock and bonds of the Tyler Southeastern company canceled, so that the State will be properly protected. If this is done the stock and bonds of the St. Louis Southwestern company of Texas, after it purchases the property of the Tyler Southeastern, will be increased by $914,748.98, and will thereafter aggregate $17,582,248.98 on a total mileage of 640.30 miles. This would be an actual decrease in the capitalization of the two companies of $325,251.02 below what it is at present.

This being true, and the other facts being as hereinafter stated, we are of the opinion that from the standpoint of the State's interest it is desirable that the bill become a law, because the burdens on the commerce of the State in the way of interest charges and the right, if such right exists, to earn any return from the outstanding stock of the railway company would be lessened, and no material interest of the State or any portion thereof would be injured by such consolidation.

Your committee has heretofore given due consideration to these matters, and after carefully reviewing the same are of the opinion that the bill should be passed, notwithstanding the objections urged by the governor.

In making this recommendation we are not unmindful of the constitutional provision prohibiting the consolidation of parallel or competing lines, but we understand that prohibition to be against lines which are in fact competitive, and these lines not being in fact competitive, we recommend that the bill do pass.

Stafford, Chairman.

Opposed to Text Book Law.

Waco, Texas, March 24.—The McLennan County Teachers' association in session here today adopted a resolution opposing the amendment to the text book law applying the same to cities. The vote for the resolution was practically unanimous.

THE LOCAL STAGE.

A Charming Presentation of "Why Smith Left Home."

The question of "Why Smith Left Home" is, perhaps, not quite so important as the matter of the disposition of the Philippines, or the relative chances of the opposing political factions in the next battle for National supremacy. It is, however, one in which a great many good people in this world of ours have seen fit to interest themselves and the Houstonians who have satisfied their burning curiosity anent the subject are convinced that it was well worth their trouble. In other words, the people who saw Broadhurst's more than clever comedy at Sweeney & Coombs' opera house last night will tell you if you ask them that the piece is at least equal, if not superior, to anything of the character ever seen on the local stage. The play is an amusement producer pure and simple, and the methods employed by the playwright along that line are commendable in every respect. First of all, he does not rely, as do some of his notable contemporaries, on vulgar and suggestive dialogue or situations, or on profanity used in a manner which always appeals to a certain class of theater goers, to produce the desired effect. On the other hand, the piece is clean and unobjectionable throughout and the amount of laughter and applause produced by it as presented last night would be surprising to those who were unfortunate enough to miss the attraction. There is not a dull line or a mirthless moment in it. It is as full of merriment as the proverbial egg is of meat, and the man who would not be amused by it should be prevailed upon to take a deep and heavy tumble to himself. Cold type can not be relied on to do justice to the subject. The piece must be seen in order to be fully appreciated.

Of the company presenting the comedy the unusual and unhackneyed name of which has attracted attention everywhere, nothing but words of praise can be spoken.

Mr. Arbuckle, who plays Smith, is not only clever, which quality is usually all that is required of a man in his business, he is talented. It would take but little more of the good work which he did last night to warrant the statement that he is a genius. He portrays the role of the luckless married man with too many vistiors and too much cook lady in an admirable manner. There is nothing strained or unnatural about his methods. He acts as a man in real life would act under similar circumstances, and surely nothing more than that could be expected. Although he is not generally referred to as a star, he is featured throughout the piece, so one may be safe in stating that his "support" is literally all that could be desired. There is not a single stick in the entire company, which is up to the requirements of the piece in every particular. The Count Von Guggenheim of Mr. Williams is an eminently pleasing portrayal and Mrs. Yeamans does some delicious work as Lavina. Mr. Snyder, who formerly played the part of the general in Hoyt's "A Milk White Flag," is seen to good advantage as the major and Mr. Peters as General Billetdoux does some clever work. Miss Usher is a charming little woman who is blessed with a degree of talen far superior to that of the average actress who plays such parts as that of Julia. She is a very handsome woman, moreover, and she does her work in a manner which is positively refreshing in these days of simpering and gyrocating soubrettes. Mr. Webster, Miss Chapman, Miss Williams, Miss Snyder, Miss Conant and Miss Roosevelt are all deserving of special mention.

The attraction will be repeated at a matinee this afternoon and again tonight. The opportunity of seeing it is one which should by all means be taken advantage of by every lover of good comedy.

Killed by a Train.

Denton, Texas, March 24.—William Anderson, an employe of the Texas and Pacific railway, was killed by a Missouri, Kansas and Texas passenger train at 12 o'clock last night at Mingo, five miles north of here. Anderson was riding a velocipede when run into. Death was instantaneous.

A New Trial Refused.

Tyler, Texas, March 24.—Judge Russell today refused the motion for a new trial of E. E. Roby, the banker who was recently given five years in the penitentiary. The case will be appealed to the court of criminal appeals.

BABY'S Terrible ECZEMA

My baby suffered from terrible Eczema. Doctor and every remedy tried, to no account. He cried all the time and his face was like raw meat. I had to carry him on a pillow, and was fairly discouraged. I used half a box of CUTICURA (ointment) and CUTICURA SOAP, and in one week my baby was entirely cured. To-day his skin is as smooth as silk. Mrs. J. C. FREESE, 349 S. 1st st., Brooklyn, N.Y.

SPECIAL CLEAN TREATMENT FOR SKIN-TORTURED BABIES.—Warm baths with CUTICURA SOAP, and gentle anointings with CUTICURA, greatest of skin cures.

Sold throughout the world. POTTER DRUG AND CHEM. CORP., Prop., Boston. How to Cure Baby's Eczema, free.

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TOURIST SLEEPERS Once a Week

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WESTBOUND.

St. Louis and San Francisco—St. Louis to Paris.

Leave St. Louis .....8:13 p. m. Fridays
Texas Midland—Paris to Ennis.
Leave Paris .....4:35 p. m. Saturdays
Houston and Texas Central—Ennis to Houston
Leave Ennis .....9:15 p. m. Saturdays
Sunset Route—Houston to El Paso.
Leave Houston .....9:15 a. m. Sundays
Leave San Antonio .....4:45 p. m. Sundays
Sunset Route—El Paso to San Francisco.
Leave El Paso .....2:35 p. m. Mondays
Arrive Los Angeles .....10:20 p. m. Tuesdays
Arrive San Francisco .....8:15 p. m. Wednesdays

EASTBOUND.

Sunset Route—San Francisco to El Paso.
Leave San Francisco .....9:00 a. m. Fridays
Leave Los Angeles .....8:15 a. m. Saturdays
Sunset Route—El Paso to Houston.
Leave El Paso .....2:50 p. m. Sundays
Leave San Antonio .....12:10 p. m. Mondays
Houston and Texas Central—Houston to Ennis
Leave Houston .....10:45 p. m. Mondays
Texas Midland—Ennis to Paris.
Leave Ennis .....6:30 a. m. Tuesdays
St. Louis and San Francisco—Paris to St. Louis.
Leave Paris .....11:05 a. m. Tuesdays
Arrive St. Louis .....7:05 a. m. Wednesdays

Boll through and local passengers can secure berths in these cars.

Each car will be in charge of a Tourist Excursion Agent.

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ALL TRAINS Run into the Union Passenger Station at GALVESTON.

Phone 700. W. F. McCLURE, General Passenger Agent.

Queen & Crescent Route

THE BEST LINE TO CINCINNATI AND NEW YORK.

GEO. H. SMITH, G.P.A., New Orleans. R. J. ANDERSON, A.G.P.A., New Orleans.

Boils

Capt. W. H. Dunlap, Chattanooga, Tenn., says: "Several years ago boils and carbuncles appeared upon me to an alarming extent, causing me great trouble and pain. Physicians' treatment did not seem to avail, and finally I decided to give S. S. S. a trial. I improved at once, and after taking six bottles, the boils and carbuncles disappeared entirely."

S.S.S. For The Blood

(Swift's Specific) is the only blood remedy guaranteed *purely vegetable*; it forces out every trace of impure blood, and cures cases that no other remedy can touch. Valuable books mailed free by Swift Specific Co., Atlanta, Ga.

1.00 To Galveston AND RETURN VIA ..Santa Fe Route.. SUNDAY, March 26.

Leave Central Depot at 7:00 a. m., 9:15 a. m. and 1:00 p. m.
Leave Santa Fe Depot at 7:15 a. m., 9:30 a. m. and 2:05 p. m.
Returning, leave Galveston at 1:40 p. m., 5:15 p. m. and 7:10 p. m.
NOTE—Midday train (1:30 p. m.) runs Sunday only

THE VETOED M., K. AND T. BILL.

(Continued From Page Five.)

FREIGHT MEN TO ORGANIZE.

Local Representatives Will Hold a Meeting Next Monday.

The Post last Tuesday mentioned the fact that up to that time the local freight representatives had taken no action toward the organization of an association in line with the suggestion made by the Southwestern bureau. Since then, however, the matter has been taken up by the various freight agents in the city and as a result a meeting for the formation of an organization will be held in the parlors of the Capitol hotel next Monday morning at 10 o'clock. A large attendance is expected. All of the representatives in the city with the exception of those of one system have received notices from their respective headquarters regarding the matter.

Commission Amendment.

Austin, Texas, March 24.—It is hereby ordered that item 1 of the exceptions to Western classification, as established by circular No. 766, be amended by adding thereto the following provision:

"When shipments of cotton factory products, as specified in the foregoing exception, are tendered for shipment, the shipping ticket or bill of lading shall plainly designate each article contained in packages."

This order shall take effect at once.

Change of Express Companies.

Cleburne, Texas, March 22.—Mr. H. L. Willis, agent of the Wells-Fargo Express company, this place, says that on the 1st of April the Wells-Fargo company will supercede the Pacific Express company on the Fort Worth and Denver City railroad.

Notes and Personals.

Mr. W. C. Conner, commercial agent of the 'Frisco, left last night for North Texas points.

Mr. J. N. Wisner, traveling freight agent of the 'Frisco, returned from a West Texas trip last night.

Mr. C. W. Bein, traffic manager of the Southern Pacific, will return from a trip to St. Louis today.

Mr. N. S. Meldrum, general manager of the Houston East and West Texas, has returned from a trip over the line.

Captain A. De Costa, traveling freight agent of the Southern Pacific, with headquarters at Cuero, was in the city yesterday.

Mr. Frank Matthews, claim agent of the International and Great Northern, with headquarters at Palestine, was in Houston yesterday.

Mr. D. P. Brown, chief rate clerk in the office of General Passenger Agent Keenan of the Santa Fe at Galveston, was in Houston on company business yesterday.

Sunset Limited Schedule.

I have instructed our chief engineer, who is now located somewhere in the vicinity of San Augustine, to discharge his men and abandon the work."

Advices were received at the general passenger office of the Southern Pacific in this city yesterday to the effect that the eastbound Sunset Limited will, after March 28, leave San Francisco on Saturday, arrive at Houston on Tuesday at 8.35 p. m. and at New Orleans on the following morning. As was noted in yesterday's Post the present semi-weekly service will be discontinued after next week and a weekly service put on instead. The westbound train will leave New Orleans on Thursday morning and pass through Houston Thursday night.

Pay of Section Hands Advanced.

Fort Worth, Texas, March 23.—The Rock Island has advanced the pay of the section hands from $1.20 to $1.25 per day. When it is remembered that the Rock Island operates over 6000 miles of road, it means quite a large expenditure on the part of the road.

The Rock Island is now paying its section hands from 5 cents to 10 cents per day more than any other railroad in Texas.

Southern Pacific Officials.

Mr. H. E. Huntington, first assistant to the president, Mr. J. Kruttschnitt, general manager, and Mr. W. T. Van Vleck, manager of the Atlantic system, all of the Southern Pacific, left yesterday morning for New Orleans, their private cars being attached to train No. 17. Mr. Kruttschnitt, as was stated in yesterday's Post, spent all of Thursday in Houston, and Mr. Huntington arrived in the city from the west yesterday morning. The three officials named will meet President C. P. Huntington of the Southern Pacific company in the Crescent City and after the transaction of some business there will accompany him all or part of the way on his trip to San Francisco. They will pass through Houston some time during the early part of next week. The exact date of their arrival is not known as yet, nor is it known whether or not Mr. Huntington will stop over in Houston.