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Packard's Laundry
In the business front row. The place in foremost if not in the highest rank has won by deserving it. Our work is so superior to that of others that comparisons are unnecessary.
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HOUSTON DAILY POST.

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Smokers hardest to please are the ones who smoke these cigars.
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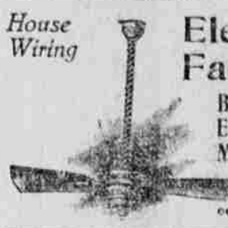
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20¢ FRENCH EACH DOLLAR SALE
RETURNED

WEATHER INFORMATION

Probabilities.

Washington, April 22.—Eastern Texas.—Fair Tuesday and Wednesday; variable winds.

Oklahoma and Indian Territory.—Fair Tuesday and Wednesday; variable winds.

General Observations.

Observations taken by United States weather bureau at 8 p. m., 75th meridian time:

	Temp.	Rainfall.
Abilene, Kan	80	.00
Amarillo, Texas	70	.00
Atlanta, Ga	46	.02
Corpus Christi, Texas	72	.00
Davenport, Iowa	50	.01
Dodge City, Kan	76	.00
El Paso, Texas	76	.00
Galveston, Texas	68	.00
Jacksonville, Fla	62	.00
Kansas City, Mo	66	.80
Memphis, Tenn	60	.00
Montgomery, Ala	62	.02
Nashville, Tenn	44	.10
New Orleans, La	72	.00
North Platte, Neb	70	.08
Oklahoma, O. T	72	.00
Omaha, Neb	66	.00
Palestine, Texas	76	.00
St. Louis, Mo	48	.04
St. Paul, Minn	62	.00
Vicksburg, Miss	68	.00

Masons Celebrating.

Chicago, April 22.—Several hundred members of the order of Scottish Rite Masons gathered here today from all parts of the Union to participate in the celebration by Oriental consistory of the centennial anniversary of the founding of the rite in the United States. The ceremonies will last four days.

Thursday evening the annual banquet will be held in the Auditorium hotel. Congressman James D. Richardson of Tennessee will be one of the principal speakers.

Four Men Supposed to Be Drowned.

Erie, Pa., April 22.—An upturned yawl boat floating about in the bay this afternoon explained why four men of the Rockefeller fleet, who were missing, failed to put in an appearance. The names of the missing men, who it is supposed were drowned, are:

THOMAS JONES.
MILES CARTER.
GUY LAPPAN.
F. E. DURBAN of Painesville, Ohio, son of Captain Durban, in charge of the fleet.

Six Coal Barges Sunk.

Henderson, Ky., April 22.—In attempting to pass under the Louisville and Nashville bridge at this place this afternoon the coal boat Queen City, with a tow of twenty barges, struck the forward pier and six barges sunk. It is said six men were seen to go down, but as the boat proceeded down the river without landing this can not be verified.

Texans in New York.

(Special to The Post.)

New York, April 22.—The following Texans are registered in New York:

Dallas.—Maurice E. Lork.
Waco.—W. F. Giraldey, St. Denis.

BUSINESS NOT FUN

Is the Mission of the New York Business Men in Texas.

TO MAKE INVESTIGATIONS

In the Lone Star State in a Thorough and Systematic Manner.

A STATEMENT FROM C. M. JESSUP.

Outlines What the Visitors Hope to Accomplish by the Tour.

THE PARTY WILL ENTER TEXAS TODAY

Orange and Beaumont Are to Be the First Points Visited; Houston Will Be Reached Wednesday.

(Special to The Post.)

New Orleans, April 22.—The New York business men who are to spend the ensuing two weeks investigating commercial conditions in Texas left here tonight at 9:30 via the Southern Pacific. The special train in which they made the trip from New York will be used throughout the Texas tour and two Pullmans were added here for the convenience of the Texas arrangement committee and the correspondents who are to accompany the visitors. The first stop will be made at Orange, which will be reached early tomorrow morning. After breakfasting, the party will visit the several large lumber mills at Orange and make a general tour of that thriving little city.

The train will leave at 11 a. m. for Beaumont, which will be reached at noon. There the visitors will be given an opportunity to see the gushing of some of the great oil wells which have attracted the attention of the world since the discovery of the first one. The other industries of the bustling town the name of which is now on so many tongues will also be visited and it is likely that a short trip will be made over the Sabine and East Texas.

The special train is due at Houston at 8 p. m. and the party will spend as much of the afternoon at Beaumont as will leave sufficient time to make the trip to the Bayou City.

The visitors were today the guests of the local representatives of the Illinois Central on a trolley ride around the city and a trip on the river. Other than this, no attempt at formal entertainment was made by the citizens of New Orleans, but an invitation to remain another day and participate in a banquet was made by the local board of trade and declined on account of lack of time.

The fact that the New Yorkers are coming to Texas for business and not for fun is clearly demonstrated by their conversation.

They are going about the matter of investigating conditions in the great Lone Star State in a thoroughly systematic manner and that an inestimable amount of good will result from their visit is not to be doubted.

James B. Dill, general counsel for the Merchants' association, a partner of ex-Attorney General Griggs and one of the best known corporation attorneys in the United States, is especially sanguine over the possibilities of the trip. "It is the greatest thing of the kind in the history of the country," he said today, "and I am confident that much mutual benefit will ensue." Mr. Dill merely voices the sentiments of the other members of the delegation, although not all of them are known to be as enthusiastic as he. Mr. Charles M. Jessup, chairman of the chamber of commerce delegation, tonight gave out the following statement in the premises: "When the chamber of commerce of the State of New York received the invitation from Governor Sayers of the commonwealth of Texas, Mr. Morris K. Jesup, its president, was duly authorized at a regular meeting of the chamber of commerce to appoint a committee, the number of which was left to his discretion.

"The personnel of the delegation chosen I consider in every sense thoroughly representative. The names of the members are already known by public announcements, so I will only state in their behalf that each one realizes fully the responsibility placed upon him and has entered upon the task with the determination to discharge it as fully as possible.

"The policy, concisely stated, is to undertake such investigation as is possible of accomplishment without any preconceived judgment, in a spirit of absolute impartiality and with entirely receptive minds. As I understand the functions of the delegation, it is to act in an advisory capacity, to receive information in regard to the varied and promising activities of the State, as well as the laws affecting same; to carefully consider the situation, and then, after the formulation of its opinion, to submit it to the Chamber of Commerce, under whose authority it acts. I can only say in behalf of the delegation that it will feel amply compensated for the time given if the result of its investigation may be followed by the betterment hoped for in the business relations of Texas with New York.

"The delegation desires to convey to the citizens of the commonwealth of Texas through their representatives, the Texas reception committee, their appreciation of the plans that have been made for their comfort and pleasure while they are to be the guests of the State."

That the trip is considered very important is further shown by the fact that the Associated Press has sent a representative—Herbert B. Mulford—to accompany the party. Other correspondents who will make the tour are J. H. Sullivan of the San Antonio Express, Tom Finty, Jr., of the Galveston-Dallas News, C. Arthur Williams of the New York Commercial and the representative of The Post.

Heroic Operation.

St. Louis, April 22.—Phillip Gunn, who was stabbed in the heart Saturday night and was made the subject of a heroic operation at the city hospital, where Dr. H. L. Nietert, the superintendent, sewed up the wound in that organ, died. Dr. Nietert took three stitches in Gunn's heart. Salt water replaced the lost blood and heart stimulants kept the man alive until today.

A COTTON MILL TRUST

IS SAID TO BE FORMING, WITH MORGAN AT THE HEAD.

Will Consolidate the Print Cloth Mills of New England and the Southern States.

Fall River, Mass., April 22.—No little stir was made today by published statements that a further atempt to consolidate the print cloth mills of New England and the Southern States was on foot and J. P. Morgan & Co., of New York were behind the movement. On inquiry made quite generally among the men who are in control of many of the local mills or represent the big manufacturing properties tonight brought out almost unanimous statements that the rumors have no foundation in fact. The cotton mills are ready for consolidation, but not more so now than at any time during the past two years, in which time the subject has received much attention. It was directly stated in one publication that an option had been given for the American Printing company and the Fall River Iron Works Mill in pursuance of the plan, but the representatives of these two interests deny any knowledge of such a transaction and ridicule its probability under the present prosperous condition of the cloth market. Inquiry among the largest stockholders and the prominent bankers who were interested in the previous consolidation movement shows that no one here having authority to act for the controlling interests has been interviewed on the matter. The men who were prominent in trying to effect a consolidation two years ago and those who were trying to prevent it agree that the rumor at this time started in the South, because of a plan to bring the mills there under a general control. The mills spoken prominently of as being in the combine included the Goddards of Rhode Island, and M. C. D. Borden.

EXPRESS TRAIN ROBBED.

Amount of Money Taken Has Not Been Learned.

Little Rock, Ark., April 23.—Express train No. 3 of the Choctaw, Oklahoma and Gulf railroad, which left Memphis at 11:40 last night, was held up at 12:30 this morning at a point about half a mile west of the Iron Mountain crossing, four miles west of Memphis, by bandits. No particulars are obtainable at this hour.

The train was in charge of Conductor Nelson, one of the oldest employes of the road, and Engineer Johnson. The express messenger, Meadors, is said to have been shot, but it could not be learned if there were any valuables in his charge. The negro porter, Gould, was shot and badly injured. The train was delayed about twenty minutes.

Superintendent J. H. Harris received the news at 1 o'clock this morning, and when seen he had not yet the particulars. He said the Choctaw would take up the matter of a reward before daylight with the Wells-Fargo officials, and would in all probability offer a reward for the capture of the bandit or bandits. He will leave here at 5 o'clock this morning in a special train for the scene of the hold-up and will make every effort to have the robbers captured. The train will arrive here at 7:30 this morning.

The engine, mail and express cars were cut off from the train and run to a point half a mile west of the place where the train was stopped. The engine was then detached and run a short distance away, two men remaining to guard the trainmen. The others used dynamite on the express car and blew it up. Express Messenger Meador being seriously hurt by the explosion. It is reported everything of value in the express car was taken, which will be considerable, as this was a heavy money run. The report is that there are eight men in the party. Bloodhounds from the convict camp at Hulbert, three miles this side of the scene, are now on the bandits' track.

DAMAGE WAS GREAT.

In and Around Pittsburg It Will Reach $2,000,000.

Pittsburg, Pa., April 22.—The flood is over here, but towns on the Ohio river below here are not yet out of danger, because of rains in the valley last night and today. All the up river points report the rain and snow having ceased and the rivers falling. The Ohio registered 19.8 feet at the dam here at 7 o'clock, and falling.

The rivers about this city are down so that the works along the banks are running.

The flood left much slimy mud and it will require several days to remove it from the mills. In many places the mud has clogged up the machinery, some of which will have to be taken apart and cleaned. Carnegie borough is rapidly cleaning up and repairing bridges, houses and works that were destroyed when the Charitiers ran wild. The same state of affairs exists at McKees Rock and other towns that the waters reached. The railroads have resumed operations to all points, but for several days no pretension at running on schedule time will be made. In and about Pittsburg it will probably take $1,000,000 to pay the total injury to property by the water and landslides. Add to this the great loss of the railroads in this vicinity and the loss of wages to the workingmen, and the total will not fall short of $2,000,000.

The Snow Continues.

London, Ky., April 22.—The snow which commenced last Friday has never ceased. The waters are higher than they have been since 1883. Great damage is being done by the drowning of live stock. The farmers are also heavy losers by having all the soil washed off their freshly plowed fields. Many bridges have been washed away.

PATRICK'S CASE.

The Grand Jury Resumed Its Consideration.

New York, April 22.—The consideration of the case of Albert T. Patrick, accused of the murder of William M. Rice, was resumed today by the grand jury.

Shortly after noon the grand jury sent for Patrick, Meyers and Short, and the three men were brought from the Tombs and taken into the jury room. Patrick, Short and Meyers refused by advice of counsel to testify before the grand jury and they were taken back to the Tombs. The grand jury adjourned for the day without having taken action in the Patrick case.

SITUATION SERIOUS

Several Towns Threatened with Damage by Flood.

RIVER ABOVE DANGER LINE

At Several Points and Is Likely to Go Higher.

AT POINTS BELOW PORTSMOUTH

Serious Conditions Are Expected to Arise from the Overflow.

DAMAGE WAS HEAVY AT PITTSBURG

The Loss to Property In and Around that City Will Foot Up Two Million Dollars.

Cincinnati, April 22.—Alarm over the flood has at last ceased in the lower Ohio valley. The low water in the Ohio below this city has allowed the floods from up the river to flow rapidly toward the Mississippi. The situation is still serious up the river, notably at Ripley, Maysville, Aberdeen, Portsmouth, Hanging Rock, Ironton, Ashland, Catlettsburg, Huntington, Point Pleasant, Pomeroy, Marietta, Parkersburg and smaller places between Wheeling and Cincinnati. The crest of the flood is below Wheeling tonight and the further down the stream it gets, the lower is the rate of rising. The uniform rate of three inches per hour this morning fell to two inches before noon and as low as one and a half inches per hour at Point Pleasant at 2 p. m.

This decrease in the rate did not extend far below Point Pleasant, so that it will be another day before it reaches Portsmouth, Ironton, Ashland, Catlettsburg and Huntington, where there are already very serious conditions. It usually takes the crest of a flood two days to reach Cincinnati from Point Pleasant, but the present unobstructed flow is much more rapid than in former floods.

At Portsmouth tonight fifty-five feet was reported. That means serious conditions at points below Portsmouth. The weather bureau tonight announced that the Ohio river in the Cincinnati district generally was above the danger line, from one foot at Cincinnati to fourteen at Point Pleasant, and rising at an average of two inches per hour. It indicated that the rise would continue at Cincinnati till Wednesday, when the river will become stationary and soon begin falling. The weather bureau reports fifty-four feet here tomorrow and fifty-six tomorrow evening.

At Pomeroy, which is located in a bend, the suffering tonight is reported less than in former floods. The large furnaces of the salt trust are located here and they have suffered much loss, as well as the lumbermen, the electric suburban lines, the light and gas plant and other corporations.

The stage of the river at Cincinnati at 6 o'clock tonight was fifty feet and rising at the rate of two inches per hour.

This means fifty-three feet at 6 o'clock tomorrow morning, when trains will be shot out of the Grand Central station.

The Big Four, the Baltimore and Ohio Southwestern, the Illinois Central, the Chesapeake and Ohio, the Queen and Crescent and other lines using that station have already arranged to use the Fourth and Eighth street stations.

Owing to the inability of the steamers to get under the bridges, navigation on the river is suspended, but it can be resumed on Thursday. Owing to washouts, the Cincinnati, Portsmouth and Virginia railroad can not run trains.

The residents of the tenement houses along the Ohio river front were run out of the first stories when the river reached a stage of forty-five feet last night.

What is known as the danger line of fifty feet was not reached until 1 o'clock today, since which time the jobbers, warehouses and manufacturers in the lower part of the city have been suffering. So far the damage here has been limited to the lumbermen and others located along the river front. The endless line of shanty boats and other craft along the river front have been swept away, but so far without loss of life.

Mayor Fleischmann, Chief of Police Deitsch and others inspected the flooded districts today in patrol wagons and boats and arranged for the relief of all who were in need.

At Newport and Dayton, Ky., many people have been driven from their homes. It is now settled that the Newport race track will not be flooded.

At Huntington, W. Va., tonight the Ohio is 54.3 feet and rising an inch per hour. A steady rain fell today throughout the central and southern portion of the State. Most all of the tributaries of the Ohio river are falling slowly.

DAMAGE IN MIDDLEFIELD VALLEY.

Houses and Barns Were Swept Down the River.

Middlefield, Mass., April 22.—For three miles down the Middlefield valley there is nothing but ruin and destruction as a result of the great flood of Saturday. There was formerly the reservoir a mile and a half long and covering nearly 200 acres; there is now but a diminutive pond from which flows the receding river through the gorge in the dam that broke away.

Down stream at the Boston and Albany railroad bridge nothing is left but a few granite blocks and the culm of the arch that spanned the Factory river and the highway leading to Middlefield Center. The flood carried in its wake houses and barns, bridges and culverts. It made great gullies in the highways and did thousands of dollars' worth of damage. So far as can be learned no one was injured.

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Via I. & G. N. R. R.
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