RAILROAD SCHEDULE.

H. & T. C. R. R.
Grand Central Depot

Leave.		Arrive.	
No. 5	10.00 a. m	No. 8	7.35 p. m
No. 3	11.00 p. m	No. 4	6.00 a. m
No. 15	5.00 a. m	No. 16	1.00 a. m

T. & N. O. R. R.
Houston and New Orleans Trains.

Leave.		Arrive.	
No. 5	4.25 a. m	No. 8	10.00 p. m
No. 3	8.20 p. m	No. 4	9.25 a. m
No. 10	6.45 a. m	No. 9	10.30 p. m

Nos. 9 and 10 are fast mail and express between the two cities only, and will carry through cars for Dallas and Denison, going from Houston via the Central.

G., H. & S. A. Ry.
Grand Central Depot.
California Trains.
Leave..... 11.15 p. m Arrive..... 4.00 a. m
San Antonio Trains.
Leave..... 9.45 a.m Arrive..... 8.00 p. m

G., H. & N. R. R.
Grand Central Depot.
For Galveston and La Porte.
Leave No. 5...9.45 a. m Arrive No. 2...8.00 a.m
*Leave No. 1...8.00 a. m Arrive No. 4...9.00 a.m
Leave No. 6...1.50 p. m Arrive No. 8...3.30 p.m
Leave No. 3...6.00 p m Arrive No. 4...10.15 p.m
*Nos. 6 and 7 runs Sunday only.
Nos. 3 and 6 daily except Sunday.

N. Y., T. & M. R. R.
Leave.....9.55 a. m Arrive.....3.38 p.m

S. A. & A. P. Ry.
Grand Central Depot.
Leave.....9.35 a. m Arrive.....6.25 p.m

G., C. & S. F. R. R.
Grand Central Depot.
Main Line.
Leave .....7.00 a. m Arrive.....8.55 a.m
Leave.....7.45 p. m Arrive.....9.20 p.m
Galveston Trains.
Leave .....7.00 a. m. Arrive.....3.30 p.m
Leave.....7.45 p. m Arrive.....7.45 p.m
Additional Sunday Specials.
Leave .....8.55 a. m Arrive..... 8.40 a. m
Leave.....1.50 p. m Arrive.....9.20 p. m
Seaside Special arrives 11.30 p. m.
All these trains leave the Santa Fe Congress Ave. Depot 10 minutes later than the above.

B. E. & W. T. R. R.
Fifth Ward.
Leave 7.00 a. m..Express Train..Arrive 10.00 p. m
Grand Central Depot.
Leave 8.05 p. m.....Arrive 9.02 a. m
(Shreveport, Kansas City and Cincinnati.)

M., K. & T. R. R.
M., K. & T. Depot, Fifth Ward.
Leave 9.05 a. m .....Arrive 9.30 a. m
Leave 7.05 p. m .....Arrive 8.50 p m
For Galveston Trains see G., H. & H.

I. & G. N. R. R.
Depot foot of Congress Avenue.
Fast Mail to St. Louis and Chicago.
Leave 3.00 p. m.....Arrive 4.30 a. m
Leave 7.00 a. m.....Arrive 7.15 p.m
Columbia and Velasco Trains.
Leave 8.00 a. m.....Arrive 4.45 p. m
Daily Except Sunday.
Leave 9.00 a.m. (Sunday only.) Arrive 4.45 p.m.

G. H. & H. R. R.
Depot foot of Congress Avenue.
Galveston Trains.
Leave 7.00 a. m. Sundays.
Leave 6.00 a. m. week days...Arrive 3.50 a. m
Leave 9.55 a. m.....Arrive 10.25 a. m
Arrive 2.55 p. m
Leave 4.55 p. m.....Arrive 6.45 p. m

NOTE—Trains leaving Houston at 6.45 p. m. and arriving at Houston at 9.40 a. m. and 10.25 a. m. also run into Grand Central depot, departing 10 minutes earlier and arriving ten minutes later than time given above.

All trains arrive and depart from the Grand Central depot except the Missouri, Kansas & Texas trains, which have a depot in the Fifth ward, the International & Great Northern and Columbia Tap, which use the International and Great Northern depot on Congress avenue, and the Houston East and West Texas morning train which leaves from and arrives at the Houston East and West Texas depot. The Missouri, Kansas & Texas and Galveston, Houston & Henderson trains pass the International and Great Northern depot.

HOTEL BRISTOL
HOUSTON, TEXAS.
American Plan, $2 and $2.50 Day
European Plan, Room, $1.00 Day
Electric Lights. Steam Heat. Passenger and Baggage Elevator. Call and Return Bells in all rooms. Newly and Finely Furnished. Everything Modern.
W. A. MALIN, Manager,
Formerly of Capitol Hotel, Houston, Texas.

HOTEL LOGAN,
Formerly the Lawler, opposite Grand Central Depot.
American Plan, $2.50 Per Day
European Plan, $1.00 and Up
Electric lights, passenger and baggage elevator, Call and return bells in all rooms; recently renovated. First-class and everything modern.
MALIN & BROWDER, Mgrs.

IN THE HEART OF HOUSTON.
RICE Hotel
FORMERLY CAPITOL.
200 ROOMS. 60 ROOMS WITH PRIVATE BATH.
40 LIGHT, AIRY SAMPLE ROOMS.
AMERICAN PLAN. RATES $2.50 to $4.
FRANK A. HERVEY, SR., Proprietor.
CHAS. B. HERVEY, Mgr.

SHERWOOD DECLINED TO STAND.

Would Not Consent to Head the Ticket of the Ohio Bolters.

Cleveland, Ohio, July 27.—A committee which included George A. Groot and others prominently identified with the dissatisfied wing of the democratic party in Ohio today called upon General Isaac R. Sherwood of this city with the request that he permit the name to go before the convention to be held at Columbus July 31 as a candidate for governor on the independent ticket. Sherwood is said to have declined the honor, saying that he was not in sympathy with the movement and would not under any circumstances accept the nomination.

Proving Nationality of Victims.

Washington, July 27.—Mr. Carignani, the Italian charge d'affaires, today laid before the state department affidavits from the Italian consul general at New Orleans, the consular agent at Vicksburg, Miss., and the clerk of the circuit court of Washington county, Mississippi, to establish the nationality of the two Italians who were killed at Erwin, Miss., recently. Mr. Carignani is now awaiting reply of the state department to these documents before communicating with his home government as to the next step to be taken.

Foster's Local Forecasts.

July 28.—Variable.
July 29.—Warmer.
July 30.—Warmer.
July 31.—Threatening.
August 1.—Threatening.
August 2.—Cooler.
August 3.—Cool.

FOR GENERAL CONTRACTING
Of grading of railroad and rice canals, of all kinds of grading work please phone 870 or address 1202 Capitol avenue. W. E. Foster, Houston, Texas.

GOING OVER THE GROUND.

Officials of the Frisco Inspecting Terminals in Fort Worth.

CHANGE IN SWITCHING ARRANGEMENT

Texas and Pacific Unable to Longer Handle Rio Grande Road's Business. Santa Fe Will Do the Work.

Fort Worth, Texas, July 27.—President B. F. Yoakum of the 'Frisco, General Superintendent Davidson and B. L. Winchel, late president of the Memphis road, reached here tonight in Mr. Yoakum's private car. They have come to inspect the company's recent acquisitions here, the Fort Worth and Rio Grande road, and also to look into the matter of terminals and general headquarters now being arranged in the Wheat office, corner Eighth and Main streets.

It is learned tonight that official notice has been given the Fort Worth and Rio Grande Railroad company, now a part of the 'Frisco system, by the Texas and Pacific that after August 15 the latter company will be unable to handle the freight business of the former company in this city, or to do its switching. It is believed that this work will now be done by the Santa Fe, as the 'Frisco will for the time being use the tracks of that road from the stock yards into the city.

MONADNOCK HANDICAP STAKES.

Victory of Cambrian in the Event Was a Surprise.

Chicago, July 27.—The victory of Cambrian in today's $5000 Monadnock handicap stakes at Hawthorne came as a surprise to the general racing public. Cambrian was eligible to all of the big handicaps at Washington Park, but he did not go after any of those events. A big crowd saw the race. Cambrian was well placed at 10 to 1. Knight took him right to the front and set the pace most of the way. Advance Guard came like a shot in the stretch, but Cambrian finished with remarkable gameness and won by half a length. A length back of Advance Guard came Louisville, John Bright and The Conqueror, all heads apart. Robert Waddell made a poor showing and finished next to last.

Five furlongs—J. V. Kirby, Jack Rattlin, Rose Fame. Time, 1:02.

Mile—Obia, Vesuvian, Conundrum. Time, 1:42¾.

Mile and a sixteenth, selling—Helen Paxton, Rasselas, Dagmar. Time 1:51¾.

Mile and a furlong, Monadnock handicap—Cambrian, Advance Guard, Louisville. Time, 1:54¾.

Six furlongs—The Pride, Rival Dare, Maggie Davis. Time, 1:14¾.

Mile and a sixteenth, selling—Odnor, Lilckley, Gawaine. Time, 1:49¾.

COTTON BELT FOR DALLAS.

A Proposition Has Been Made by the Gould Line.

Dallas, Texas, July 27.—President W. C. Connor of the Dallas Terminal Railway company tonight announced that President Britton of the Cotton Belt had made a written proposition to build the St. Louis Southwestern into Dallas provided the city will agree to give a right of way from the Fair Grounds to Caruths Switch, a distance of five miles. It is expected that the offer will be accepted. The line will probably be built from Wylie, a distance of twenty miles.

Santa Fe Improvements.

Galveston, Texas, July 27.—H. P. Koeppe, assistant engineer of the Santa Fe, with headquarters at Cleburne, is in the city. He says that the engineering department is being kept very busy at present devising plans for new structures that are being built by the company. At Cleburne the depot is being enlarged so as to add a baggage room and a room for the trainmen and the lunch room is also being made larger.

The plans for new depots are now being made for the following places: Brenham, Gainesville, Ardmore and Morgan. Next Monday work will be commenced on the plans for a new depot at Beaumont, which will cost $13,000. A nine-stall round house will also be constructed at that place in the near future.

The work of repairing the damage caused by the fire at the depot in Fort Worth is just being completed and has cost $18,000, making the building far more handsome structure than it was before the fire. A new depot is also about completed at Silsbee.

Mr. Koeppe states that the town of Cleburne is rapidly recovering from the recent fire and that there are now eighteen new buildings in the course of construction in that city.

Commission Valuations.

Austin, Texas, July 27.—In compliance with the stock and bond law, Engineer Thompson of the railroad commission has placed valuations on the following railroads:

Texas Midland, from Commerce to Paris, a distance of 37.61 miles, total valuation $972,067.56, or $25,835.41 per mile.

Jacksboro branch of the Chicago, Rock Island and Texas, from Bridgeport to Jacksboro, 28.77 miles, total valuation $485,700.78, or $16,814.50 per mile.

Texas Central, from Albany to Stamford, 59.41 miles, total valuation $536,589.46, or $13,613.50 per mile.

No Proceedings Were Had.

Austin, Texas, July 27.—This was the day for the trial of the injunction suit against the Pacific Express company. Nothing was done on account of the recent adjustment of affairs, and when seen by a reporter Attorney General Bell said the suit would be dismissed, as the petition charged the company with not having a permit to do business in the State, but since filing the suit the company has procured a conditional permit.

D., F. and G. Acquires Terminals.

Dallas, Texas, July 27.—Ex-Governor Barnett Gibbs today sold for $22,500 1000 feet frontage of unimproved property on the east side of Lamar street in the southwestern part of the city to the Dallas, Fort Worth and Gulf railway. The property is to be utilized at once for railway terminal purposes, the Cotton Belt system being closely identified with the negotiations involved in the transfer.

Mexican Southeastern.

Mexico City, July 27.—There is renewed talk of reviving the charter of the Mexican Southeastern railway from a point on the Isthmus of Tehuantepec railway to Guatemala. The road would open up the State of Chiapas, now isolated from the central part of the republic. The government asks for a deposit of $50,000 as a guarantee of good faith. The road is likely to be built with American capital.

Work Resumed at Wharton.

Wharton, Texas, July 27.—Work has been resumed on the Southern Pacific improvements at Wharton. Superintendent McDougald and Foreman Black, both of the bridge department, came in yesterday, with a large force of hands. Ten cars of material preceded them, to be used on the $80,000 iron bridge which spans the Colorado at this point.

Rate Clerks Going to El Paso.

Fort Worth, Texas, July 27.—A large party of Texas rate clerks left here tonight over the Texas and Pacific for El Paso, where they go to attend a meeting next Monday. Besides the local rate clerks who went were Mr. Daniels of the Katy and L. M. Brown of the Cotton Belt of Dallas and Tyler, respectively.

Hearing Postponed.

Austin, Texas, July 27.—The railroad commission today issued an order postponing the hearing on the question of interlocking devices from July 30 to October 1. This was done at the request of several railroads.

Texas Mexican Earnings.

Austin, Texas, July 27.—The Texas Mexican railway paid the comptroller $70.88 today passenger tax on $7088.11 passenger earnings for the quarter ending June 30.

Notes and Personals.

Mr. J. H. Kellead of the San Antonio and Aransas Pass, with headquarters at Yoakum, is a guest at the Rice hotel.

Colonel L. A. Duffan, superintendent of the Houston and Texas Central at Ennis, visited Houston yesterday.

Mr. W. G. Kightlie, traveling passenger agent of the Big Four route, whose headquarters are at Dallas, spent yesterday in Houston.

Mr. T. C. Rady, division superintendent of the International and Great Northern, with headquarters at Palestine, visited Houston yesterday.

Chief Clerk Joseph Hellen of the Southern Pacific passenger department, was circulating among the railroad men in New Orleans yesterday.

Mr. J. W. Allen of Dallas, general freight agent of the Missouri, Kansas and Texas, visited the metropolis of the Southwest yesterday afternoon.

Commercial Agent M. F. Smith of the Chicago, Milwaukee and St. Paul, came down from Dallas headquarters yesterday and spent the day in Houston.

Mr. A. G. Hoover, who represents the Cotton Belt as traveling passenger agent, with headquarters at Waco, was among the visitors to Houston yesterday.

Mr. H. A. Jones, freight traffic manager and general freight agent of the Atlantic system of the Southern Pacific and the Sunset-Central lines, left yesterday for a visit to North Texas.

Colonel J. C. Andrews, Southwestern passenger agent of the Southern Railway, after a several days' absence, during which time he visited points in Louisiana and Tennessee, has returned to his headquarters in Houston. Colonel Andrews said his trip was a decidedly pleasant one and he was agreeably surprised to find things generally in excellent condition. Rains have fallen recently in the sections of Tennessee he visited, and the Northern part of Louisiana, he thinks has had enough rain to produce an average yield of corn.

Child Labor In the South

To the Editor of The Post.

My attention has recently been called to an article written by a young English woman—Miss Irene M. Ashby—on the subject of "Child Labor in the South."

There is a pathetic earnestness in her description of "the little gray shadow" which appeals powerfully to Southern chivalry and love of fair play. It seems hard, viewing the subject in the light which she envelopes it, that children in their tender years should be compelled to start at break of day to the cotton factory, there to toil twelve hours for a mere pittance. It seems hard that the poor farmer should quit the free, open air of the cotton patch and the corn field, where his children roam the hills as free as the wild cattle of the plains, unrammpled by any restraint of civilization, with no chance for any education, no hope, no aspiration above a semi-brute.

Bending with fatigue the honest laborer comes home at night to see hanging on the fence a multitude of tow-headed children, clad in divers kinds of rags, unkemt, uncouth—but enjoying the freedom of nature in its almost primitive state. He sees the stoop-shouldered wife as she rocks with one foot a box cradle, in which is contained a squirming, squalling brat, while with her unoccupied hand she tries to mend a garment for her husband to wear to town the next day.

The farmer puts up his tired mule and gets himself ready for the evening repast, which consists of bacon, glucose molasses and bread, with black coffee for drink.

The family eats heartily of this indigestible mess and in a few minutes retire in various attitudes for the night's oblivion. As the farmer lies on his humble bed, strange visions come to his imagination, produced, no doubt, by the bacon and glucose molasses. He sees in a dream the herd of children clothed and combed. He sees the stoop-shouldered wife straightened up, and in the sallow sunken cheek there comes the first blush of a purpose. There is kindled in the faded blue eyes the first light of ambition which he has seen there for years, and in a trembling hope that her children may be something else than a herd of wild humanity, that they may be as children she saw once in the town, clean and tidy and neat. He sees in the dream a beautiful school building over on the hill. He sees in that well lighted, well ventilated place, a group of rosy faced, happy, contented children. And in the midst of the group he sees a comely matron teaching the children how to acquire knowledge, how to behave properly, how to eat and how to drink; what kind of clothes to wear in summer, and how to dress in winter. Teaching, in fact, the difference between a human being and a brute.

The farmer groans in his sleep for he feels that there has appeared to him a glimpse of the place the preacher was talking about last Sunday, and that between him and the realization of his troubled dream lies a weary waste of years, years spent in vain endeavor and useless struggle, to find a end in despair. He feels that it is destiny to be miserable. The next day he goes to town and as he wends his way through the well-kept streets, as he beholds the wares of the merchants cunningly displayed, as he sees the inhabitants swarming like a hive of bees in their efforts to keep abreast of the times, as he sees shopkeepers using their whole family in their establishments—little boys and little girls, a vague undefinable feeling comes over him that perhaps there might be some way devised so that his herd of children would become to a great extent self-supporting. Finally, as he gets into the store where he does his trading, he learns that the new cotton factory wants several hundred hands. He learns that but a small amount of skilled labor is required and that the managers have decided to employ local labor so far as they can find it practicable. He finds out also that children from 10 to 14 years old may, after a few months training, earn fair wages. The farmer thinks of the things which he has heard. He ponders over them, and, as he drives his mule back to the little hilly, rocky farm, an idea forms in his head, and his head being a stranger to such visitors, well night burts, but, however, it doesn't, and though he appears to his wife like he had taken a "bottle too much," she does not break the monotony by any foolish questions.

After supper, when the children have gone to sleep, he tells her of what he has seen and heard. He tells her of the neat little cottage, and the strip of well kept lawn. He depicts the school advantages for the children, how, while part of them are at work in the factory, the others can attend the school. How he can obtain constant employment for himself. He shows his wife the possibility there is opened up to them of giving their children a chance.

A few months after this we find this family domiciled in their new quarters. The father has steady employment at better wages than he ever got before in his life. John and Mary and Susan are learning a trade which, unskilled as they are, already keeps them in comfortable clothes. Three of the smaller children are attending the school.

As we pass in we glance into the little cottage. We see the mother busy in her housework, but what a change since we last saw her rocking the box cradle containing the baby! She is ...ting about the house like a bird almost, singing a sweet old song which she has learned at Sunday school. There is a neatness about her well fitting calico gown which can be attributed in part, if not in whole, to the ambition which has been stirred up within her, born of a consciousness of a purpose.

Sunday comes and in the chapel nicely built by the factory managers the family, with perhaps a hundred more, attend the Sunday school and learn of the life to come, and also how to be happy and contented in this life.

Now I ask which of these states is preferable, the former or the last?

The first was a barren existence unstimulated by a single ambition, a single lofty desire. To be was the sum total of their existence.

As a matter of fact I have not zeal to portray the factory abuses. I don't believe it is right for a little child of 7 or 8 years to be compelled to toil the livelong night that its mother may provide nourishment for those weaker and more dependent than itself.

I don't believe it is right that such a condition of affairs should exist as will deprive any child of its childhood pleasures and period of growth, without which perfect development is impossible. But there are circumstances which, unjust as they appear, make it necessary that part of our child life should be miserable, should be deprived of its innocent enjoyment.

And while Miss Ashby has been busy investigating the conditions of child labor in our Southern factories, it has been my observation that in almost every ordinary vocation, such as farming, shopkeeping and the like, children are employed, and while they may not be required to labor at night, yet on the farms they are hurried out in the malaria poisoned atmosphere of the early morning to contract fevers, from which they very often die. I have noticed also that the "little gray shadows" appear to be about as healthy and happy as the little dun shadows who, wet to the waste and shoulders some September morning, are gathering the cotton grown on the farm, where free life abounds, where such peace and contentment and joy reigns.

The legislature of the State of Georgia very properly refused to interfere with the employment of child labor.

We have already enough protection and enough restrictions about labor. There are but very few parents who are prone to impose on their children. And while it is to be deplored that any child in all this beautiful Southland should have its pleasures marred by any illegal restriction, yet I believe that such cases come from necessity and not from a desire on the part of any will owner to thrive at the expense of the life of a child.

H. N. Banks.

Calvert Cullings.

Calvert, Texas, July 27.—Messrs. James Moslaw and Lee Shelton of Beck Prairie, eight miles north of this city, are in Calvert today. They report that a number of delegates have already arrived on that prairie to attend the Robertson county singing convention which will be in session there today and tomorrow. A large arbor has been built under which the convention will be held. Extensive preparations have been made to accommodate the large crowd of visitors. Many more delegates are expected to arrive tomorrow. This is by far one of the most important conventions of the kind ever held in Robertson county.

Jack M. Lewis, the youngest commercial traveler in Texas, is spending a few days with his parents in this city.

City Assessor and Collector J. W. Ford, accompanied by his daughter Marcia left this afternoon for a brief visit to San Antonio.

CURES WEAK MEN FREE

Send Name and Address Today—You Can Have It Free and be Strong and Vigorous for Life.

INSURES LOVE AND A HAPPY HOME.

L. W. KNAPP, M. D.

How any man may quickly cure himself after many years of suffering from sexual weakness, lost vitality, night losses, varicocele, etc., and enlarge small, weak organs to full size and vigor. Simply send your name and address to Dr. L. W. Knapp, 737 Hull building, Detroit, Mich., and he will gladly send free receipt with full directions so that any man may easily cure himself at home. This is certainly a most generous offer and the following extracts taken from his daily mail show what men think of his generosity:

"Dear Sir: Please accept my sincere thanks for yours of recent date. I have given your treatment a thorough test and the benefit has been extraordinary. It has completely braced me up. I am just as vigorous as when a boy, and you can not realize how happy I am."

"Dear Sir: Your method worked beautifully. Results were exactly what I needed. Strength and vigor have completely returned and enlargement is entirely satisfactory."

"Dear Sir: Yours was received and I had no trouble in making use of the receipt as directed, and can truthfully say it is a boon to weak men. I am greatly improved in size, strength and vigor."

All correspondence is strictly confidential, mailed in plain sealed envelope. The receipt is free for the asking and he wants every man to have it.

The Oldest and Best.

S. S. S. is a combination of roots and herbs of great curative powers, and when taken into the circulation searches out and removes all manner of poisons from the blood, without the least shock or harm to the system. On the contrary, the general health begins to improve from the first dose, for S. S. S. is not only a blood purifier, but an excellent tonic, and strengthens and builds up the constitution while purging the blood of impurities. S. S. S. cures all diseases of a blood poison origin, Cancer, Scrofula, Rheumatism, Chronic Sores and Ulcers, Eczema, Psoriasis, Salt Rheum, Herpes and similar troubles, and is an infallible cure and the only antidote for that most horrible disease, Contagious Blood Poison.

A record of nearly fifty years of successful cures is a record to be proud of. S. S. S. is more popular today than ever. It numbers its friends by the thousands. Our medical correspondence is larger than ever in the history of the medicine. Many write to thank us for the great good S. S. S. has done them, while others are seeking advice about their cases. All letters receive prompt and careful attention. Our physicians have made a life-long study of Blood and Skin Diseases, and better understand such cases than the ordinary practitioner who makes a specialty of no one disease.

SSS We are doing great good to suffering humanity through our consulting department, and invite you to write us if you have any blood or skin trouble. We make no charge whatever for this service.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

THE MK AND T
MISSOURI, KANSAS & TEXAS RY.
BUFFALO
AND RETURN
$38.40
On sale daily.
Through Chair Cars. Seats free. Pullman Buffet Sleepers on all trains.
Bruce R. Morton, City Tkt. Agt.
211 Main.

ILLINOIS CENTRAL
THROUGH PULLMAN CAR LINE.....
NEW ORLEANS TO BUFFALO.
Night Departure New Orleans.
Morning Arrival Buffalo.

SEASIDE SPECIAL
LEAVES
GALVESTON
10.15 p. m. Every Sunday
Santa Fe Route
$1 Round Trip
LEAVE HOUSTON
7 a. m., 8.55 a. m., 1.50 p. m.
LEAVE GALVESTON
1.40 p. m., 6.05 p. m., 7.45 p. m. and Late Special, 10.15 p. m.

SIBERIA REFRIGERATORS
WITH
PORCELAIN LINED WATER COOLERS
will keep the water at all times cold, without any drippings or impurities of melted ice.....
The use of our Refrigerator and Cooler will always insure a supply of pure cold water for drinking purposes.....
They are unequaled in finish, workmanship and durability. Only a few sizes left and to close them out quick we offer you bargain prices.
J. S. Dunlay Hardware Co.
410-412 Travis Street.

H. & T. C.
EXCURSION RATES
.....TO ALL.....
SUMMER RESORTS
THREE TRAINS DAILY TO THE NORTH AND EAST.
For Reservations see
E. N. DROUET, C. P. & T. A.
M. L. ROBBINS, G. P. & T. A.
S. F. B. MORSE, P. T. M.

THE CAFE CARS Run via "THE DENVER ROAD"
are one of several features, distinctively exclusive in the service of "THE DENVER ROAD" characteristics which make the motto, "Only One Road," where appropriate, and which also make it a real pleasure for this company's guests to say: "No Apology Necessary!"

A railroad president recently remarked that he had just returned from a trip through the North and Eastern States, and that the dining car service he found there below the standard of excellence, also more expensive than that of "THE DENVER ROAD."

Another prominent official said: "Advertise that Cafe service of yours as you want to. It's fine! You need not be at all backward in claiming superiority for it, as compared with the Diners on the larger and better known lines."

Traveling men who make this territory declare that "The best steaks in Texas are found on "THE DENVER ROAD'S" Cafe Cars! Tell you, boys, that line is all right!"

This excellent, and justly popular service is on the a la carte plan—you pay only for what you order, anything from two bits up, and the cost is no higher than that of good restaurants and hotels—as low as is consistent with first-class service.

These Cafe Cars are run in our through trains, the entire year 'round.

W. F. STERGEY, A. G. P. A.
A. A. GLISSON, G. A. P. D.
CHARLES L. HULL, T. P. A.
FORT WORTH, TEXAS.

Great Rock Island Route
CHICAGO
And Return, One Fare
PLUS $2.
Sell Tickets July 21 and 22. Return Limit August 31.
BUFFALO
EVERY DAY.

CHEAP RATES — SUMMER EXCURSION TICKETS VIA — CHEAP RATES
Houston East and West Texas R'y.
Round Trip Tickets on Sale Daily, Limit Oct. 31.
For particulars see
E. W. DORRIS, City Tkt. Agt. Phone 103
403 MAIN ST.

QUEEN AND CRESCENT ROUTE
Pan-American Special
Only 47 hours Houston to Buffalo. Two fast trains daily. Dining Cars. Through Sleepers New Orleans to Buffalo.
GEO. H. SMITH, G. P. A., New Orleans, La

Late Special Leaves Galveston Sunday, July 21, at 7:35 a. m.
$1 ROUND TRIP
VIA
G. H. & H. R. R.
Leave Houston 7 a. m. 8:50 a. m. 9:55 a. m.

PALESTINE.—The Baptist revival services now being conducted by the regular pastor, Rev. Sellers, in a tent on Debard street, is well attended and much interest is being shown.