RAILROAD SCHEDULE.

H. & T. C. R. R.
Grand Central Depot.
Leave No. 1 ... 7.00 a. m. Arrive No. 8 ... 5.25 p. m.
Leave No. 3 ... 10.30 a. m. Arrive No. 4 ... 7.20 p. m.
Leave No. 5 ... 11.00 p. m. Arrive No. 6 ... 6.10 a. m.

T. & N. O. R. R.
Grand Central Depot.
Leave No. 1 ... 4.25 a. m. Arrive No. 8 ... 10.00 p. m.
Leave No. 3 ... 7.50 a. m. Arrive No. 4 ... 9.45 a. m.
Leave No. 5 ... 6.30 a. m. Arrive No. 6 ... 10.30 p. m.

G., H. & S. A. Ry.
Grand Central Depot.
Leave No. 1 ... 10.05 a. m. Arrive No. 8 ... 7.30 p. m.
Leave No. 5 ... 11.15 p. m. Arrive No. 10 ... 4.00 a. m.

G., H. & N. R. R.
Grand Central Depot.
Leave No. 1 ... 10.05 a. m. Arrive No. 8 ... 9.00 a. m.
Leave No. 3 ... 1.50 p. m. Arrive No. 4 ... 10.00 p. m.
Leave No. 5 ... 8.00 a. m. Arrive No. 6 ... 7.00 p. m.
Nos. 6 and 8 Sundays Only.

B. V., T. & M. R. R.
Grand Central Depot.
Leave No. 12 ... 10.15 a. m. Arrive No. 11 ... 3.35 p. m.

S. A. & A. P. Ry.
Grand Central Depot.
Leave No. 1 ... 9.55 a. m. Arrive No. 8 ... 6.25 p. m.

G., C. & S. F. R. R.
Grand Central Depot.
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 ... 7.30 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.
All these trains leave the Santa Fe Congress Ave. Depot 10 minutes later than the above.

H. E. & W. T. R. R.
Fifth Ward Depot.
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.

H., R. & T. R. R.
M. K. & T. Depot, Fifth Ward.
Leave 9.30 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.
Leave 3.35 p. m. Arrive 4.30 a. m.
Leave 8.00 a. m. Arrive 8.30 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.
Leave ... I. & G. N. Depot ... 6.00 a. m.
Leave ... M., K. & T. Depot ... 9.45 a. m.
Leave ... I. & G. N. Depot ... 9.55 a. m.
*Leave ... Grand Central Depot ... 4.45 p. m.
Leave ... I. & G. N. Depot ... 4.55 p. m.
*Leave ... Grand Central Depot ... 9.00 p. m.
Leave ... I. & G. N. Depot ... 9.10 p. m.
*Sundays only.
Midnight special arrives 8.50 a. m. Sundays.

RICE HOTEL

In the Heart of Houston.

210 Rooms.

60 rooms with private baths. 40 high sample rooms.

American Plan.

JAMES LAWLOR, - - Proprietor.
MILTON POWELL - - Manager.

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 Lawlor, opposite Grand Central Depot.

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.

FOUR HUNDRED MILLIONS

New York Paper Figures that Amount Will Be Spent on Improvements.

The Brooklyn Eagle figures it out that the railroads of the country will spent $400,000,000 on improvements the coming summer. The Eagle says:

"Traffic has assumed such vast proportions that the railroads are unable to handle it. Thirty million dollars in earnings were lost to the railroads last year simply because they could not haul the freight offered notwithstanding the fact that 150,000 cars were added to the equipment. To prepare for the coming busy season many millions are to be spent for rolling stock so much heavier than anything now in use that it becomes necessary to rebuild bridges and track to carry the 130-ton locomotives and the cars containing fifty tons of cargo.

"Roadbeds are to be rebuilt, curves straightened out, grades reduced and cutoffs constructed. Long stretches of single track will be made into double track systems. Lines that have suffered to carry trains of average weight are to be made over to suit the exacting demands of the heavy traffic of today. A great proportion of the rolling stock of the last few years must be swept out of existence. Engines and cars are no longer big enough, powerful enough to handle the rapidly increasing traffic. The city everywhere is for more powerful rolling stock. For these there must be better roadbeds.

"Freight yards are growing too small. The volume of trade has grown beyond them. The press of cars is so great that new sidetrack facilities must be devised for their loading, their unloading and their shifting. The problem of the freight yards is being added to as well by the increase in size of the new cars that are now coming into use. Altogether it is an era of new construction. One new set of conditions has made necessary others. Two years from now will see the country's railroads on quite a different plane.

"The day has come of the decaped locomotive, with its ten driving wheels, a machine that rises so high in air, that to pass through tunnels the smokestack has to be dwarfed; of the freight car twice as large as that of half a dozen years ago; of some arch bridges in the place of steel, of the freight yard of several stories.

"Such a freight yard is now being designed for the new Wabash terminal in Pittsburg. A huge steel building that will be several stories in height. The cars will be run in here and will be lifted on huge elevators and unloaded and released on the upper floors. No one has as yet been allowed a view of the preliminary designs. But their importance can be readily realized.

"A building of this sort, revolutionary as it is, is a necessity for this Pittsburg terminal. Since it was impossible to get sufficient land to build a freight station of the ordinary kind. If it proves a success it will mean a new era in freight handling."

Prescription No. 2831 by Eimer & Amend will not cure all complaints, but it will cure rheumatism. E. F. Schmidt, Houston, Texas, sole agent.

THE HARRIMAN SPECIAL

Came Into Eagle Pass from Mexico Yesterday Afternoon.

MET BY MARKHAM AND VAN VLECK

The Object of the Trip Into Mexico Was Not Divulged—An Unpleasant Scare for the Party.

Eagle Pass, Texas, March 23.—The Harriman special returning from Mexico crossed the frontier here at 3 p. m. today. It conveyed the same party that entered Mexico at this point just fourteen days ago, namely: President E. H. Harriman, Vice President Julius Kruttschnitt, President S. M. Felton of the Chicago and Alton, Dr. Lyle and Mr. Harriman's private secretary.

Their stay here was brief. Their trip embraced the principal cities of Central and Southern Mexico, including Durango, Guadalajara, City of Mexico, Cuernavaca, San Luis Potosi, Tampico and Monterey.

They have therefore seen practically the whole of Mexico and its railroads, except the portion north of Torreon and the long northern limb of the Central.

The real significance of Mr. Harriman's visit can not be learned. It may be noted that he took in the entire Gulf road, recently bought by the Central, Tampico to Monterey, and the whole of the Mexican International and that these two roads with the Central, all in one master hand, would dominate the railroad situation in Mexico and control seaboard rates.

In descending the 4 per cent grade to Tampico, one of the cars got off the track, but on the side of the mountain, the other side is a precipice of 1,000 feet, so unpleasant some.

The party was met here by First Vice President Markham and Manager Van Vleck of the Galveston, Harrisburg and San Antonio railroad. They returned to San Antonio. The Harriman special left for San Francisco via El Paso.

DENVER NOT FAST ENOUGH.

A Fine Boat but Speed Is Not Up to Contract.

Galveston, Texas, March 23.—The new steamship Denver of the Mallory line is now making the last trip of her six months of trial and has failed to come up to the speed contract under which she was built. It will be remembered that the ship was expected to make the trip from New York to Galveston in five days. This she has never been able to do. Captain Hoodless, a representative of Harland & Hartnagsworth, the builders of the Denver, has accompanied the master of the ship on per six passages for some time, off in respect to speed the Denver has been a disappointment. The ship, however, is far from a failure in other respects and is one of the finest in the service of the company. However, it will be necessary for the Mallory people and the firm of Harland & Hartnagsworth to come to some agreement regarding the ship.

The plans for two new steamers for the Mallory line are already drawn and the contracts for the construction of the ships will be made after the Denver has been finally accepted or rejected. The two new ships are expected to make the trip from Galveston to New York in four and one-half days. During the summer season the passenger business between Galveston and New York has often taxed the capacity of the ships. The company has found that there is money in the business.

O. AND N. W.

Orange Business Men Looked Over the Line.

Orange, Texas, March 23.—About seventy-five of the business men of the city accepted the invitation of General Manager C. W. Hole of the Orange and Northwestern railroad to take a trip over that road today to Bons and return. The train left the Orange and Northwestern depot at 9:30 o'clock this morning and went to Bons, where the party spent two hours and then began the return trip.

At Mauriceo, the junction of the Orange and Northwestern and the Kansas City, Pittsburg, the train was stopped and the strange party and its parts all left the train and assembled on the platform. C. W. Hole, the general manager, and H. A. Meguiden, engineer of maintenance of way, were called to the front and a set of resolutions which had been prepared en route were read to them, expressing the thanks and appreciation of the guests for the courtesies extended by these gentlemen. The party reached Orange about 5 o'clock after a most enjoyable trip. The road is in excellent condition already and a big force of men is at work ballasting it the entire distance. The regular passenger schedule will be inaugurated tomorrow morning and bids fair to become very popular, as the trains will make close connections with the Pecos and the Santa Fe both ways.

AFTER THE BIG FIGHT.

The Southern Athletic Club of Charleston Will Make a Bid for It.

Savannah, Ga., March 23.—Al McMurray, an official of the Southern Athletic club of Charleston, will leave for New York tomorrow to make a bid and post a forfeit for the Jeffries-Fitzsimmons contest to be pulled off in Charleston. In this instance it is said Mr. McMurray acts as the direct representative of the exposition corporation. It is proposed that the contest shall be held in the exposition grounds, which are beyond the corporate limits of Charleston. The bid that will be made on behalf of the exposition will prove very attractive.

Honor for Mr. Kruttschnitt.

The New Orleans Picayune says: The selection of Julius Kruttschnitt, vice president and general manager of the Southern Pacific, as one of committee on classification of the Civic Federation, is a compliment greatly appreciated by the people of New Orleans, the city of Mr. Kruttschnitt's nativity. Especially is it grateful to those who have worked under him. The entire force of Southern Pacific employes will, as a matter of fact, be highly pleased by his selection, for he is wonderfully popular with his men. He has the reputation of receiving a real-begrimed fireman with the same courtesy he uses to greet a general superintendent, and there is not a case on record where he has refused to hear and examine into any complaints which may be addressed to him.

RAILWAY BUILDING FOR 1902

Expected to Surpass the Record Made in 1901.

Railway Age.

Although 1901 showed a larger new railway mileage than any year since 1893, present conditions justify the prediction that 1902 will produce a still better record. Elsewhere in this issue is presented a list of new railroads projected and under construction in the United States. Many of the lines there enumerated are mere projects and recent incorporations which may never get beyond the preliminary stage, but on the other hand, it is certain that there will be considerable building by companies which have not yet made public their plans and authoritative information in regard to which has not been obtainable this early in the year. No attempt has been made to give the grand total mileage of all the new lines, but what makes it apparent that there will be a larger mileage built this year than last is the fact that a careful compilation based upon official reports shows that at the present time not less than 7,984 miles of new road are already under contract or actually under construction, while there are in addition 6,799 miles on which it seems probable that work will be undertaken this spring or summer. These figures do not include several hundred miles of old grade which was completed previous to 1901. The accompanying table of new roads under contract or construction will indicate the distribution of the new mileage:

	Under Contract or Construction. Miles.	Live Projects. Miles.
New England States	106	...
Middle States	327	231
Central North States	558	671
South Atlantic States	1,135	614
Gulf and Mississippi Valley States	292	130
Southwestern States	3,123	1,240
Northwestern States	783	382
Pacific States	1,162	764
Total	7,984	3,799

A CURIOUS CASE.

Health Seeker Goes Back a Corpse, Same Ticket Being Used.

Charles Marshall, superintendent of the Louisville and Nashville railroad, was yesterday called upon to pass on a curious case, says the New Orleans Picayune. The proposition submitted to him was whether or not the corpse of a man who had purchased a round trip ticket from a North city to a point on the gulf coast, and who had died there, should be returned to that city as a passenger on the return coupon of the ticket which would have entitled him in life to passage home.

In the particular case in point, the deceased had bought round trip tickets for himself, wife and daughter from a North city to a point on the gulf coast. His purpose in coming South was to regain his health. He was too far gone however, and died at the resort which he had selected.

Now, upon his death, the return coupon of his ticket was an asset belonging to his estate. His wife wished to carry the remains back home for burial. Superintendent Marshall was asked as to whether or not the return coupon of the ticket which had been purchased by the deceased in life would carry his body back home. The superintendent ruled that it would, and yesterday the body passed through New Orleans on a Louisville and Nashville train in a baggage car.

The ordinary course in railroading, when a corpse is to be taken from one point to another, is sell to the party in charge of the remains a first class ticket, and then place the casket in the baggage car. It is seldom, however, that an instance is noted where a man dies with the return coupon of a ticket in his possession, and his remains are taken home on the same ticket which he would have used had death not intervened.

Frisco's New Train.

Sherman, Texas, March 22.—For several hours this morning the first of the World's Fair motor trains to be put on between St. Louis and Sherman by the Frisco and between Sherman and Brownwood by the Fort Worth and Rio Grande, tomorrow, March 23, was on exhibition in the Frisco commercial yards. The train consisted of two sleepers, two chair cars, an observation cafe car, one combination smoker and mail car and baggage car. Ventilated throughout, steam heated and lighted by electricity, with a Pullman gas reserve. Transportation Superintendent Gray states it will require four of the trains to conduct the motor service.

Rates for Future Events.

The following rate announcements have been made:

Santa Fe Texas conference, Methodist Episcopal church, South, April 14-16, Austin, Texas. Rate one and one-third fare, good to April 17. National Baptist anniversaries, St. Paul, Minn., May 20-26. Excursion tickets, one standard first class fare, plus $2.

Excursion from Austin.

The Houston and Texas Central brought down five coach loads of excursionists yesterday morning from Austin. Arriving here the train was turned over to the Texas and New Orleans and continued on to its destination, Beaumont. The party will leave Beaumont this morning on the return trip.

The Frisco's New Service.

Fort Worth, Texas, March 23.—The Frisco's first electric lighted passenger train left the union station for St. Louis at 11:05 this morning, with a large number of through passengers, and the start was witnessed by thousands of spectators, among them prominent officials of different roads and city officers.

Mr. Littlefair Has Resigned.

Weatherford, Texas, March 22.—Mr. G. E. Littlefair, general freight and passenger agent of the Weatherford, Mineral Wells and Northwestern, has resigned his position to accept service with the Frisco system, as general agent, with headquarters at Fort Worth, to take effect March 24.

Notes and Personals.

G. M. Winstead, traveling freight agent of the Cotton Belt, came in yesterday from a trip West.

Paul Kirkpatrick, traveling freight agent of the Katy, came in yesterday to spend Sunday at home.

Manager Frank Goodrich of the Houston East and West Texas left last night for Lufkin on a business trip.

Manager Miller, Superintendent Lee, Engineer Kelling and Right of Way Agent Wescott of the Houston and Texas Central will return today from a trip over the Lampasas extension.

Texans in New York.

(Special to The Post.)

New York, March 23.—The following Texans are registered in New York:

San Antonio—M. Stoffel, Herald Square.
Dallas—A. J. Toole, Astor; W. F. Graham, Marlborough.
Paris—H. Marthblinks, Normandie.
Galveston—George Ferguson, Imperial.

Smallpox at Weatherford.

Weatherford, Texas, March 22.—Twelve cases of smallpox have developed in the past three days. The disease, however, is of a light form, and no great uneasiness is felt. Although the county and city health officers are doing all they can to get it under control.

A STUBBORN COLD OR BRONCHITIS.

yields more readily to Scott's Emulsion of cod-liver oil than to anything that you can take; and if persistently used a few days, will break up the cold.

When you awake in the night choked up and coughing hard, take a dose of the Emulsion, and you will get immediate relief, where no cough medicine will give you relief. It has a soothing and healing effect upon the throat and bronchial tubes.

Send for Free Sample.

SCOTT & BOWNE, Chemists, 409 Pearl St., N. Y.

IMPORTANT LAND CASE.

The Questions Which Are Involved in Waggoner vs. Flack.

STATEMENT BY ATTORNEY GENERAL

Titles of Several Hundred People to Their Homes Rest on the Decision of the Supreme Court.

Austin, Texas, March 22.—The following is an extract from the attorney general's brief in the case of Waggoner vs. Flack, now pending before the United States supreme court, which involves the question of titles to hundreds of land claims in the State. Mention of this was made in Thursday's Post:

The question involved in this case is one of very great public importance in the State of Texas, inasmuch as a decision of this question in favor of plaintiff in error would necessarily result in the setting aside of all forfeitures of public lands falling under the same conditions as presented herein and the cancellation of all sales made of such lands after declaration of forfeiture by the commissioner of the general land office.

As in the case of Wilson vs. Standifer, the forfeiture here complained of as being violative of the constitution of the United States, was had by the commissioner of the general land office under the provisions of the act of 1887, which provided for "office forfeitures," as distinguished from "judicial forfeitures" of lands sold, in case of failure to pay interest.

This act is, as shown in the brief for W. C. Waggoner, plaintiff in error, on page 7, "That if upon the first day of November of any year any portion of the interest due by any person to the State of Texas, for lands heretofore sold by the State of Texas, whether said lands be a part of the public domain or shall have been heretofore set apart for the public schools, university, or any of the other various State institutions, has not been paid, it shall be the duty of the commissioner of the general land office to indorse on the obligation for said lands lands forfeited, and shall cause an entry to that effect to be made on the account kept with such purchaser, and thereupon said land shall thereby be forfeited to the State, without the necessity of re-entry or judicial ascertainment, and shall revert to the particular fund to which it originally belonged, and be resold under the provisions of the existing law or any future law; provided, the purchaser of said land shall have the right at any time within six months after such indorsement of land forfeited to institute a suit in the district court of Travis county, Texas, against the commissioner of the general land office for the purpose of contesting such forfeiture and setting aside the same upon the ground that the facts did not exist authorizing such forfeiture, but if no suit has been instituted as above provided, such forfeiture of the commissioner of the general land office shall then become fixed and conclusive, provided, that if any purchaser shall die, his heirs or legal representatives shall have one year in which to make payment after the 1st day of November next after such death," and is referred to in the opinion of this court in Wilson vs. Standifer, page 4 (paragraph 12 of statement of facts quoted in the opinion).

In each case there was a forfeiture of the land by the commissioner of the general land office without judicial ascertainment and afterwards a sale to the defendants in error, respectively.

In the case of Wilson vs. Standifer the sale afterwards canceled for failure to pay interest was made under the act of July 8, 1876.

This statute does not give to any officer of the State the right to declare a forfeiture of sales made thereunder for failure to pay interest, but, on the contrary, the act, in section 12, expressly provided for a suit in the district court by the county or district attorney on the part of the State, in case of such failure. It was contended by plaintiff in error in Wilson vs. Standifer that this provision as to judicial forfeiture was part of the contract of sale under that act, which could not be abrogated by a subsequent act providing for a declaration of forfeiture by the commissioner of the general land office without judicial action. This contention was overruled by this court, in the case at bar the sale was made under the act of 1885, section 10 of which expressly provided for a declaration of forfeiture by the commissioner of the general land office without judicial ascertainment, for nonpayment of interest, by March 1, 1886.

The act of 1883 provided for forfeiture by the commissioner of the general land office without the action of the courts. The act of 1885 provided that the failure to make annual payment of principal and interest prior to August 1 after the same becomes due shall not cause a forfeiture of the rights of such purchaser.

Under the act of 1883 the only remedy provided by which the State could rescind the contract and recover the land was the remedy of a declaration of forfeiture by the commissioner of the general land office without judicial ascertainment. There is no express reservation of the cumulative remedy of judicial proceedings for that purpose, as in the act of 1887, so that the most that can be said for the contention of plaintiff in error is, that after the passage of the act of 1885, no remedy was provided by statute for rescission or forfeiture by the State in case of failure to pay interest on lands sold while the act of 1885 was in force. In other words, the act of 1885 repealed section 10 of the act of 1883. This did not bind the State, as an obligation of its contract of sale, not to provide a remedy by future legislation with regard to such sales. (Fristo vs. Blum, 90 Texas, 81; Stingis vs. Croninshield, 4 Wheaton, 122.)

The only difference, then, between the case at bar and Wilson vs. Standifer is that in the former the sale was made under a statute which did not provide any remedy for failure to pay interest, while in the latter the sale was made under a statute which did provide a particular remedy, i. e., by judicial proceeding for a rescission of the contract and the recovery of the land.

If, as declared in Wilson vs. Standifer, the legislature might, without violating the obligation of the contract of sale, drastically change the remedy expressly provided in the statute under which the sale is made, it is respectfully submitted that there can be no sound reason for holding that it could not, by subsequent legislation, provide a remedy where none is given in the statute under which the sale is made.

If the remedy expressly given by section 12 of the act of 1879 was not a part of the contract, as held in the above case, then surely the elimination by the act of 1885 of the statutory remedy given by section 10 of the act of 1883, can not be said to be a part of the contract of sale under the act.

The repeal by the act of 1885 of the provisions of section 10 of the act of 1883 left unimpaired the common law right of rescission (Fristo vs. Blum, supra), taking away only the statutory remedy of forfeiture. The case is as if no remedy at all had been provided for in that act. There was left the obligation of the purchaser to pay according to the terms of his contract, and the common law remedy of the State for a rescission of the contract of sale for failure on his part to do so. After the sale in this case, the legislature changed the common law remedy, or rather adds to it the specific remedy of rescission by the act of the commissioner of the general land office.

It is submitted that the case is clearly within the doctrine announced in Wilson vs. Standifer by this court and in Fristo vs. Blum, by the supreme court of Texas.

It is not too much to say that hundreds of titles of settlers on public lands in Texas will be overthrown if the construction of the plaintiff in error is sustained by this court. These titles rest upon a construction of the statute law of the State by the supreme court. We quote from the opinion of this court in Wilson vs. Standifer:

"But as the general rule is that the interpretation put on a State constitution or laws by the supreme court of that State is binding upon this court, and as our right to review and revise decisions of the State courts in cases where the question is an impairment by legislation of contract rights, is an exception, perhaps the sole exception, to the rule, it will be the duty of the court, even in such a case, to follow the decision of the State court when the question is one of doubt and uncertainty. Especial respect should be had to such decisions when the dispute arises out of general laws of a State, regulating the exercise of the taxing power, or relating to the State's disposition of its public lands."

It is respectfully submitted that the judgment of the court of civil appeals of Texas should be affirmed.

C. K. Bell,
Attorney General.
T. S. Reese,
Assistant Attorney General,
Counsel for the State of Texas.

BRENHAM BUDGET.

Brenham, Texas, March 23.—Rev. S. C. Zerner, who has been teaching the New Wehdem public school in this county, was stricken with paralysis last Thursday, affecting the right side of his head and body and his left leg. He continued the school until Friday evening in this condition, but grew worse instead of better, and was brought here for treatment Saturday afternoon and the attending physician, Dr. Beckett, says that his condition is precarious.

Judge E. B. Sinks left Saturday afternoon for his home in Giddings to spend Sunday with his family, returning Sunday afternoon to wind up the spring term of the district court. The criminal docket was concluded with the Mack Hanna murder case Saturday and only a small amount of civil business is to be transacted to close the session, which has been the lightest for years.

The services at the Baptist church were well attended today in spite of the bad weather. The meeting has been in progress for two weeks, the church membership has been revived and between thirty and fifty accessions made to the church. Rev. A. S. Umsin, the pastor in charge is an untiring worker and an able minister, and is greatly appreciated by the Baptist congregation.

Rev. W. A. Bowen of Dallas preached an able sermon at the Methodist church Sunday morning and night to fairly good audiences in spite of the inclemency of the weather.

Mr. Louis Whitfield, after three years' service in the Philippines, is at home with his honorable discharge, and is the guest of his brother in law, Mr. B. S. Farmer.

"A Royal Prisoner" was the attracting at the Grand Saturday night, and played to a small audience.

Mrs. C. E. Cline celebrated her eighty-second birthday Saturday, a few of her aged friends dining with her at a birthday dinner prepared by her own hands.

The Knowles will commence a week's engagement at the Grand Monday night.

Mr. W. L. Coleman is back from Alvin.

Elgin Local News.

Elgin, Texas, March 22.—W. H. Rivers and wife left for Galveston from there they will join the bankers on a trip to Havana.

Mrs. Dr. King gave an at home to honor of her friend, Miss Harrison, a charming young lady of Waco.

Some of the machinery for the sinking of a well for the water works has arrived and drilling will commence at once.

Miss Clara Freeman and Mr. L. Payne were quietly married at the home of the bride's parents, Rev. W. E. McCulloch officiating.

Mr. and Mrs. Max Hirsch have moved in their new home and going to housekeeping.

Miss Florence Sheasby has again been reappointed postmistress to the delight of her many friends.

Corpus Christi Items.

Corpus Christi, Texas, March 22.—Dr. Edward Thompson, the celebrated speaker of Little Rock, Ark., and who is noted as one of the most eloquent lecturers in the South, has agreed to lecture at the Presbyterian church on Sunday morning and at the Methodist church at night on "Sunday observance."

Dr. Dugman, the lecturer who illustrates his talks with colored moving pictures, entertained a good sized audience at Mecker hall last night and will repeat it tonight. The entertainment is given under the auspices of the ladies of the Baptist church.

LISTEN MEN!—Nature intended you to be a strong man. You have the physique, the constitution, and yet you do not feel the virile, the manly, the ambition one would expect in a man of your age. What is it? Why, a lack of vitality—the foundation of manhood. You have lost it, no matter how. Get it back, feel young, look young, act young. Life is beautiful when you have health. I can help you.

DR. M'LAUGHLIN'S ELECTRIC BELT with Suspensory for weak men has brought strength, ambition and happiness to ten thousand men in the past year. It is worth its weight in gold to every man whose strength and vitality are leaving them. It fills the body with nerve force, warms the blood, stimulates the circulation, and restores all the mental and physical energy wasted in earlier years. It does this while you sleep. Write today for my beautiful Science book. It is sent free, sealed, and is full of truths for weak men. Address DR. M. A. M'LAUGHLIN, 407 Lion building, Dallas, Texas.

Take the Old Reliable

G. H. & H. R. R.

For Galveston.

We offer the best service of any line. Our schedule is made to suit the people.

The only road that runs parlor cars without extra charge.

See schedule for departure of trains.

Queen and Crescent Route.

THROUGH SLEEPERS
New Orleans to New York, Cincinnati and St. Louis, leaving New Orleans daily 7:30 p. m.

THROUGH SLEEPER
New Orleans to Cincinnati daily, leaving New Orleans 9:10 a. m.

DINING CAR SERVICE
on Cincinnati and New York lines.

GEO. H. SMITH, G. P. A., New Orleans, La.

ILLINOIS CENTRAL The Very BEST

TO LOUISVILLE CINCINNATI

Dining Car Service. Try it this Trip.

KIAM'S MAMMOTH CLOTHING STORE.

Correct Easter Styles...

Everything a man or boy needs for Easter is here in the best styles and qualities at most reasonable prices. No shoddy, sham or "cheap" stuff here; our clothing is high grade, tailor made, ready to wear.

PRINCE ALBERT coats and vests of Clay Weave and Undressed Worsted, warranted to fit as perfectly as if made to order, price $19

CUTAWAY Coats and Vests of Black Clay Worsteds, excellent materials, thoroughly good in make and finish, price $11

BLACK AND WHITE Sack Suits, extremely stylish and sensible for business and for best wear, three and four button styles, in Cheviot and Worsted materials, price $15

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Immense assortment of Fine Silk Neckwear for Easter, all new styles and patterns, price 50c

Men's Shirts

Black and white and fancy patterns in Men's Neglige Shirts, Manhattan make, prices $1.50, $2.00, $3.50

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HOUSTON, TEXAS.

ROGERS.—Austin, Texas, March 22.—John M. Rogers, aged 66 years, and an old veteran at the Confederate Home, died yesterday. He was a member of Company A, Thirteenth cavalry, and had been in the home for the past three years.