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 W. O. WILKES, M.D. Residence 309 N 12 St.
DRS WILKES & WILKES
 Physicians and Surgeons.
 ROOMS IN PROVIDENT BUILDING.
 State at Old Corner Drug Store. Telephone
 at Office and Residences.

R. T. DENNIS & BRO.



FUNERAL DIRECTORS & EMBALMERS
 518 Austin Avenue.
 WACO, TEXAS.

COMMERCIAL HOUSE.
 Cor. Eighth & Clay Sts.
 Only two blocks south of Mo. Pacific R. R. Depot.

FIRST CLASS.
 Terms reasonable. Commercial Travel especially solicited.
 MRS. N. H. KIRKPATRICK.

JOHN H. JERGENS,
 —ARTISTIC—

Paper-Hanger, Painter & Grainer.
 PRICES REASONABLE.
 Leave orders with C. H. Rosenthal No. 307 Austin Avenue.

Blackwell Hotel.
 Good beds and best of fare. Rates \$1.00 per day. Meals 25 cents, 120 Second street, next door to the court house.—tf

Rules and Regulations at the Park Natatorium.
 Open 6 a. m. to 10 p. m. closed on Sunday night. Pool reserved for ladies exclusively Wednesday evening 2 to 5:30; Saturday morning 9 to 12, Monday night 9 to 10 for ladies and gentlemen, pool party, tub, needle, and vapor baths at all hours for patients and others. Experienced male and female attendants day and night.
 TOM PADGITT, Proprietor.
 J. B. CHESNUT, Manager.

The best restaurant in town, Joe Lehman's, No. 117 South Fourth street.

Sleeper, Clifton & Co., Ladies' Oxford Ties \$2
 Ladies Oxford Ties \$2.50, Ladies Oxford Ties \$3.

Joe Lehman's for ice cream and confectioneries 117 South Fourth street.

Cheap Lots.

The only cheap lots offered in Waco for the last five years are those now on the market in the Kirkpatrick Addition, East Waco. These lots are being sold for one-half their real value, making a chance to secure a desirable home such as will never occur again.

Cheap Lots.

These lots lie high and dry. They overlook a large portion of the city and have perfect drainage. They lie in the healthiest part of the city, catching the pure breezes from the prairie unobscured by passage over any part of the city.

Cheap Lots.

These lots have the finest soil, a rich sandy loam, admirable for gardens, and are underlaid with pure water in inexhaustible quantities at a depth of fifteen and sixteen feet, which can be used for irrigation.

Cheap Lots.

These lots are closer to the center of the city than any other addition, and at the same distance lots are selling for three and five times the price asked for these. There is millions in it for persons of small means. Call on Mrs. or P. G. Kirkpatrick, southwest corner Eighth and Clay street.

All parties desiring plats of the Kirkpatrick addition can obtain them upon application.

CLOTHING.

We have had but little to say of late of this department for the simple reason that owing to a very heavy early Spring trade our stock was badly broken, not to say in a rather delapidated condition, owing to the fact that our buyers were "laying low" watching the opportunities to make deals that would make competitors howl.

We are now opening large invoices of

BALTIMORE
 —AND—
CINCINNATI
Tailor Made Goods

and are showing everything new and nobby in men's, boys, and children's suits and pants, and at prices that will make business hum.

We claim to be in position to save our patrons big money, and don't ask them to take our word for it either.

Take the trouble to investigate. We don't charge anything to show you through the stock. But if at all bashful our windows will keep you posted as to the values we are offering.

ONE PRICE in plain figures, strictly spot cash.

H. B. Mistrot & Co.,
 8th and Austin.

WOMEN.
 The hand that rocks the cradle is the hand that rules the world.

The influence of a mother, the influence of a sister, the influence of a wife. The world feels this influence. It shapes the destiny of men. For a mother's sake, for a sister's sake, for a wife's sake a man will strive to be honorable. He becomes ambitious. He becomes successful. Happy the household where the women folks are cheerful, contented, and happy. How pitiable the home where mother, sister, or wife lies ill. How grand the remedy that will restore nervous, sickly, aching, dependent women to health and strength.

WEAK WOMEN
 Such a remedy is Dr. John Bull's Sarsaparilla. It is eminently the best remedy for the weakness and distress incident to and following a condition of disordered female functions. It revives, strengthens, and regulates the feminine constitution. Mrs. Mary F. Wilkinson, Jackson, Tenn., writes:

"I was a very healthy woman before my marriage, but falling from a miscarriage, my health got to be very bad. My complexion became sallow. I became nervous and sleepless; I grew thin and dependent. My appetite was sickly, and what I ate laid like lead upon my stomach. My habits were irregular, and I suffered much pain. I used

MADE
 prescriptions of several good doctors, but my ailments increased. A bearing down pain about my back and loins seemed as if it would kill me. I was subject to frequent headaches and bilious attacks. In this condition I began a use of Dr. Bull's Sarsaparilla. It seemed precisely suited to my condition. Every spoonful seemed to go to the right spot. I soon showed great improvement, and my friends rejoiced at my returning health. I used it during the months of March and April, and give it all the credit for my present enjoyment of life and good health. It is a boon to weak and suffering women."

STRONG.
 Nelly Davis, Helena, Ark., writes: "Dr. Bull's Sarsaparilla has improved my health wonderfully, also greatly improved my looks. I had eruptions on my face, but they have disappeared, and I was very weak, with no appetite, and at times suffered great pain, but now I feel quite well again."

"My many a pale and sickly looking little child has been saved by its good mother giving it Dr. John Bull's Worm Destroyer. They taste good. Price 25 cents."

"Nothing makes a person feel so bad as a touch of chills and fever. Smith's Tonic Syrup is pleasant to take, and cures this ailment quickly."

JOHN D. PARK & SONS, Wholesale Agents,
 175, 177 and 179 Sycamore St., Cincinnati, O.
 [6]

Farms and ranches in all parts of the state for sale by Kellum & Lawson, the leading real estate dealers, 113 South Fourth street,

RANKIN IS IN IT.

He Announces Himself for Congress Squarely.

ON THE ST. LOUIS DEMANDS

Especially the Demand for the Government Ownership of Railroads. He Invites a Joint Discussion With any Man in the State in Which He will Defend the Proposition to Purchase All the Railroads by the Government.

Editor Waco News.

I hope you will give space in your paper for a reply to an article headed "The St. Louis Demands," in which my name, as a candidate for congress is mentioned. I will go before the people on the St. Louis demands, and am willing to go into a joint discussion, with any man in the state on the merits of the St. Louis platform, especially the ownership of railroads.

No one can form any just conception of the railroad question without looking into the extent and wealth of these vast corporations. Under the influence of pools and combines they abolish completely all competition and fix the rates. They levy all tribute on commerce that the article transported will bear short of prohibition. With the power of money to corrupt, they use their money to purchase all legislation in their favor both state and national, and they do not stop at this. They purchase the decisions of the courts both high and low; they still go further than this, by purchasing the influence of citizens, high in position, to publish letters in the leading papers to justify their legalized robbery, which is greater than that of Sicily by Verri, that of Rome by Crassus, or that of the Ideas by Hastings, and not stopping at this, they purchase the most popular daily and weekly newspapers of the country and thereby control public opinion politically and socially.

When we consider one hundred and sixty thousand miles of railroad in the United States, which is a greater length of mileage than all the railroads in the balance of the world and when we consider that they carry the material for more than one hundred and thirty billions of commerce annually and when we further take into consideration that the tonnage of this one hundred and sixty thousand miles of road is annually more than one hundred and seventy millions of tons more than all the tonnage of all the water navigation of the entire world, we can then form some just conception of the power, influence and wealth of the monstrous corporations.

It is proper in this connection to look into one more crime of the corporations. The real cost of all these one hundred and sixty thousand miles of railroad is about two and one-half billion dollars, they have wattered this stock up to about nine billions, thus fixing, charging and collecting an outrageous freight upon more than seven thousand millions of watered stock, independent of an exorbitant rate of freight charged upon the actual capital invested in the roads. In order that the reader may form some just conception of the above statement it will be proper for me to make reference to Poor's Manual and the census report of the United States for 1880; by doing so it will be seen that prior to that date and before the corporations pooled their issues and consolidated their general interests, and at a time when they were competing with each other as a business enterprise, that all the roads running west from Boston, New York, Baltimore and Philadelphia, charged, at their own will, one cent a ton per mile on all through hauls and one and a sixth for all short hauls. The census report for 1880 shows that the average freight rate for the United States was less than one cent a ton per mile. They also show that the roads from St. Louis to Galveston prior to the general combination, and when she was competing as a business transaction, only charged seven tenths of a cent a ton per mile on a through haul from city to city. The census reports and Poor's Manual show that at the above dates, and the above named rates 55 per cent of the gross earnings of these roads was net profit. This most unquestionably settles the question as to whether one cent a ton per mile is a paying rate or not.

The most authoritative statistics show 45 per cent net on the gross earnings of the principal Texas roads, and these roads have their stock watered from 50 to 60 per cent, while many of the roads in the older states have their stock watered up to 80 and

85 per cent. One company in New York when it commenced business was worth \$150,000 and in a few years it was worth \$200,000,000.

For the purpose of more fully portraying to the people the danger of the power of the railroads and to show the necessity of destroying this colossal power, I will refer to the message of Gov. Hogg. This is an official document and no one can question the correctness of the matter contained in it. He states that the Texas roads contain more than 450,000,000 of watered stock, and that they are adding 40,000,000 of fictitious stock annually for the people to pay dividends on in every commercial transaction they make. He estimates this to be more than one-half of all the taxable property of the state including the value of the roads, and \$33,000,000 more than all the land values of the entire state. It is further seen that Texas has given to her railroads in lands and other values more than 40,000,000 acres of land, and a large amount of this land they still hold through fraud in transferring it from one person to another so as to avoid alienating it until in many instances it has become very valuable. The whole amount of it has probably yielded them more than \$8 per acre. In the light of the above statements no one can deny that the Texas roads have received donations which were more than sufficient to build and equip them. It might be said the roads are the gifts of the people to the corporations.

It is a well known fact that they pool their interest with other corporations and elect whom they please to fill the various offices from president down to bailiff, and dictate every line of law, both national and state, in their own interest.

A glance at the above statement of well-known facts will show that these corporations are more powerful than the government and the only way to save the government from being overthrown by these corporations is for the government to own and operate the roads in the interest of the whole people.

The framers of the St. Louis platform demands would rob no one, nor would they confiscate one dollar of private or public property. Neither would they interfere with the rights of any citizen or class of citizens, but they would protect the people from corporations that have usurped powers not delegated to them either by the state or the constitution of the United States. By purchasing all the roads in the United States, not as private property, but as public property, recognizing that the various companies only hold chartered rights in said roads.

By reference to the testimony taken by the committee of ways and means in congress during the investigation of the interstate commerce bill. The actual cost of all the roads is not more than \$2,500,000,000 after eliminating the watered stock from them. According to the same testimony the people are paying more than \$600,000,000 annually in the shape of freights to pay dividends on this fictitious stock, besides paying a just rate on the \$2,500,000,000 of real cost.

Now there is more than one plan by which the government can purchase and pay for the roads. One is to issue \$2,500,000,000 of full legal tenders and pay the roads spot cash for the property. This would be \$850,000,000 less than \$50 per capita, which amount every one is now contending for as a necessary per capita circulation. So every one will see that it will not get out the required volume of money. The present freight rates if continued four years would bring back to the government the \$2,500,000,000 paid for the roads therefore the government might reduce the present freight rates three-fourths and continue it for sixteen years and this would bring back the 2,500,000,000 the result would be that the government would own the roads and at the end of sixteen years would have collected enough from freight to pay their entire cost, and the cost of operating them, and a corporation that threatens the very existence of the government and the liberty of the people would be put out of existence. After this the government could run the roads at the cost of operating them, and if this government can do this as cheaply as other governments, and I think she can, we will pay 30 cents for riding 100 miles on a first class car, and 50 cents for hauling a bale of cotton from Groesbeck to Galveston, and everything else in proportion.

These corporations, as everyone knows, has rode rough shod over every law to regulate their charges and defy the states to interfere in any

way with their action to protect the people. Consequently the only hope is the ownership of the roads.

Respectfully,
 J. D. RANKIN.

Notice to Contractors.
 Sealed proposals will be received at the office of city secretary, to be opened at 3 o'clock p. m. April 28, 1892, at the city hall, Waco, Texas, by the mayor and street committee, for furnishing all material and labor, and constructing, approximately 9700 lineal feet of 15 inch double strength sanitary sewer, with all junctions and special connections, in Third and Fourth wards; plans, profiles and specifications on file at city engineer's office; a certified check for \$500 payable to the mayor of Waco must accompany each bid. The right to reject any or all bids, is reserved by the city council of the city of Waco, Texas.
 C. C. McCULLOCH, Mayor.

Attest,
 JONEY JONES, City Secretary.
 April 13, 1892.

Spring Medicine.
 Dr. Gunn's Improved Liver Pills on account of their mild action are especially adapted for correcting spring disorders, such as impure blood, tired brain and aching and worn out body. They act promptly on the Liver and Kidneys; drive out all impurities from the blood, and malaria from the system. Only one Pill for a Dose. Try them this spring. Sold at 25 cents a box by W. B. Morrison & Co.

Artistic Work.
 There are tailors and tailors, some are good, some indifferent and some bad, but Laek & Greenberg in their new place, 414 1/2 Austin street must be classed among the good ones. They are first class skillful cutters, fine workmen and careful and painstaking in their work. They make perfect fits and do the very finest work to be had. Although but recently started, work is flowing in on them from people who know the excellent fits they give and the work they do. They carry a fine line of stylish goods and samples and can get up nobby suits in short order. Give them a call and order and you are sure to be well dressed and well pleased.

Bucklen's Arnica Salve.
 The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, tetter, chapped hands, chilblains, corns and all skin eruptions, and positively cures piles, or no pay required. It is guaranteed to give satisfaction or money refunded. Price 25 cents a box. For sale by W. B. Morrison & Co.

Joe Lehman is the most popular restaurant man in Texas. His place 117 South Fourth street.

Money! Money! Money!
 Money loaned on farms, ranches and improved city property.
 R. M. CHAMBERLIN & SON,
 109 S. Fifth street.

Bottle beer always on ice at J. A. Early's.

—THE—
Cotton Belt Route
 (St. Louis Southwestern Ry.)

— TO —
St. Louis, Cairo, Memphis,
 AND ALL POINTS BEYOND.

Free Reclining Chair Cars
 and Pullman Buffet Sleepers

Two Daily Trains To
MEMPHIS
 AND ALL POINTS BEYOND.

The Only Line delivering passengers to connecting roads at MEMPHIS without a long and disagreeable omnibus transfer across the city.

The Only Line with through sleeping car service between FORT WORTH and MEMPHIS.

The Only Line with through car service between MEMPHIS and points in CENTRAL TEXAS.

The Shortest Route
 TO ALL POINTS IN THE
Southeast.

All Texas Lines have through tickets on sale via
The Cotton Belt Route

Rates, maps, time tables and all information will be cheerfully furnished on application to any agent of the company, or

R. M. CARRER, W. H. WINFIELD,
 General Pass. Ag't, (Gen'l Pass. Ag't, Head
 St. Louis, Mo. In Tex., Tyler, Tex.