

THE RAILROADS.

**A Party of Surveyors Running a Line Through the Territory with Fort Worth as Their Destination.**

**The Atchison Will Surely Build to Chicago. The Southern Kansas Fort Worth & Denver Earnings.**

Home Notes.

There are now about \$15,000 freight cars in use in the United States. Chautau, Kan., will be the general division of the main line of the Kansas Southern road.

The Texas & Pacific is determined to have a flowing well, and those in charge of the work say a few more days will bring it.

The 'Frisco calculates that it will have \$800,000 surplus for the year ending December 31, 1916, after paying the first preferred dividend.

It is said that the Texas & Pacific will not only build good houses here but will put up car sheds, where cars will be repaired, which is better still.

It appears that Mr. Huntington will not get control of the Houston & Texas Central until the reorganization is completed in New York.

In a short time the solid iron bridge of the Gulf, Colorado & Santa Fe over the Trinity river here will be completed. This will be one of the best bridges in the state.

Commissioner Waldo of the Texas Traffic association, who is now in St. Louis, states positively that there is no foundation whatever for the rumored disposition of that organization.

Every train coming into Fort Worth was late last night. The Missouri Pacific due here at 8:20, will not arrive until this morning, being twelve hours late, said to be caused by a wreck in the Territory.

Work is said to be progressing favorably on the bridge and approaches over Peace river between Vernon and Quanah on the Fort Worth & Denver. This work has been delaying the track-layers, but when finished the road will soon be built into Quanah.

The contract for grading the Fort Worth & Rio Grande road from here to Granbury has been let to J. P. Hughes of this city, an old railroad man. Mr. Hughes is getting his forces together and will push the work with a vim. He will probably be ready to get to work early next week.

When the railroads now in course of construction are finished vast quantities of cotton seed can be obtained, and then the magnificent oil mill here will be in full blast. As is known this mill is second to none in the state. The machinery is new and the building of stone well constructed.

Engineers of the Fort Worth Western railway will take the field tomorrow to locate the most practical route in a westerly direction from this city. The route of the new road can only be known after the report of the engineers is made public. Behind the Fort Worth Western is a syndicate of Eastern capitalists who evidently mean business, from their prompt action.

On the extension of the Southern Kansas line through the Indian Territory some sixty miles are now graded. The work is progressing rapidly. The track is laid from the starting point at Arkansas City, Kan., southward for twenty-five miles. A very large force is employed on this work and with anything like good weather the road will soon be bearing down into the Panhandle. It is understood that as soon as the South in Kansas strikes Oklahoma county work will begin on the Southern Kansas of Texas from Fort Worth its initial point.

An engineer in conversation with two officials at the Union depot, said while recently in the Indian Territory he came across a surveying party running lines to the south. The engineer in charge informed him that the lines were being run for the Chicago, Burlington & Quincy people, and the line would penetrate Texas and go through Young and Jack counties, where stockholders of the road had purchased thousands of acres of coal lands. From Jack county the road would run southward to Fort Worth. The gentleman is trustworthy in every particular.

Several days ago THE GAZETTE published a telegram from Houston to the effect that the Texas Traffic association would soon go to pieces. The St. Louis Railway Register denies the report in the following paragraph: In reference to the published rumors telegraphed from Houston, stating that the Texas association will soon be dissolved, Mr. Hutchinson, general manager of the Atlantic system of the Southern Pacific, says there is no foundation for the rumors. At no time has the association been working more harmoniously than at present. The reason assigned for the rumor is without any basis, as both the widening of the gauge of the Texas & St. Louis railroad, and the approach of the Atchison, Topeka & Santa Fe were arranged for at the meeting of the association at Saratoga in July last. In reference to the St. Louis railroads slashing rates, no one connected with the association knew it, and it is quite likely that they would be the first to hear of any cutting in rates.

On the Indian Territory extension of the Gulf, Colorado & Santa Fe the track has been laid thirty-seven miles distant from Fort Worth. The stations of the Indian Territory extension are, beginning with Fort Worth: Kyle, Hazel, Justin, Gerald, Krum, Halling, Valley View, Gainesville and Red River, which stream is 417 1/2 miles from Galveston and seventy-two miles from Fort Worth. Morgan Jones, who has the contract for building this extension, has 1000 teams at work in the Nation, and is pushing the work for all its worth. As soon as the track is completed to Gainesville the work of ironing the 115 miles in the Territory will begin, and by May 1 it is thought trains will be running from Fort Worth into the Territory a distance of at least eighty miles. It is said that probably two good towns will be located in the Nation, one twenty-four and the other twenty miles from Red river.

**Placing the Bonds on the Market.**  
Special to the Gazette.  
TEXARKANA, Ark., Nov. 16.—Your correspondent is informed by one of the St. Louis, Arkansas & Texas officials that the meeting of the board of directors, which was held last night, was for the purpose of placing the bonds on the market in New York city for the extension of Sherman. It was also decided by the directors that this branch road from Mount

Pleasant to Sherman should be pushed through to an early completion. Part of the mortgages remained over last night and part of them returned to Waco.

**Cleburne Watching.**  
Special to the Gazette.  
CLEBURNE, Tex., Nov. 16.—The people of Cleburne are watching with much interest the development of the plans for securing a road from Weatherford to Cleburne.

**Investing at Dallas.**  
Special to the Gazette.  
DALLAS, Tex., Nov. 16.—The purchase yesterday by the Gulf, Colorado & Santa Fe Railroad company of a large tract of land in the southern suburbs for \$18,000 has revived the rumor that the company contemplates the establishment of machine shops at this place.

**Suing the Missouri Pacific.**  
Special to the Gazette.  
PALESTINE, Tex., Nov. 16.—Mr. George Washington Manis filed in the district court today a damage suit against the Missouri Pacific railroad for \$10,000. The damage is claimed because of the scalding of Mr. Manis' neck and face, the water being thrown on him from the escape valve of an engine.

**St. Louis & San Francisco.**  
It is reported that this company has sold on advantageous terms the entire issue of first mortgage bonds on its Kansas & Southwestern branch. These bonds are issued at the rate of \$15,000 per mile on the line from Arkansas City to Caldwell, the total being \$800,000. The bonds are guaranteed by the company, which leases and operates the road.

**Fort Worth & Denver.**  
The statement for September and the eleven months of the fiscal year from November 1 to September 30 is as follows:  
September—\$1,200,000  
October—\$1,300,000  
Total—\$2,500,000  
Expenses—\$1,800,000  
Net earnings—\$700,000

For the eleven months the gross earnings decreased \$43,146, or 10 1/2 per cent., and the expenses \$6,112, or 2 7/8 per cent.; the result being a decrease of \$37,034, or 21 1/2 per cent. in net earnings.

**A Frisco Acquisition.**  
PARIS, Tex., Nov. 15.—Chief Engineer Hinckley and Vice-President S. J. Wright of the St. Louis & San Francisco railroad have gone to Marshall to complete the purchase of the Marshall, Paris & Northwestern by the 'Frisco. The Marshall road is about half finished, but will be completed by the 'Frisco, forming a through line from St. Louis to the Sabine pass on the Gulf. The Marshall road is expected to be completed to this place by the time the 'Frisco has its trains running here—June, 1887. In view of this the city council has voted for the erection of waterworks costing \$95,000.

**The Texas & Pacific Offices.**  
MARSHALL, Tex., Nov. 15.—The attorneys for the Texas & Pacific railway and counsel for the city of Marshall have each filed bond for appeal to the supreme court of the United States in the case of the people of this city and county against the railroad company, recently decided in the United States district court at Jefferson. The people's attorneys will wait for the action of the railway's attorneys and will only take such action as is necessary to protect the people. The decision rendered is in effect that the Texas & Pacific officials shall remain at Marshall.

**Gigantic Scheme.**  
If the Baltimore & Ohio Railroad company makes all the extensions and connections with which it is credited by rumor and report, it will come, in course of time, to be a tolerably large-sized railroad. Within the past few days it has reached out to the Gulf of Mexico—on paper—by three different routes, and now comes a report of a contract with the Canadian Pacific railway, which itself extends from Montreal to the Pacific, and is said to contemplate connections with Boston and New York by rail, and steamship lines to China and India and to England. This is a day of great enterprises, but they do not always mature.—[Baltimore American.]

**Missouri Pacific.**  
The grading is now well advanced on the branch from Paola, Mo., to Kansas City, and track is reported laid from Paola northward fifteen miles.

The new Council Grove, Oaage City & Ottawa branch is now completed to Admire, Kan., eighteen miles beyond the late terminus, and forty-eight miles from the junction with the main line.

The Dallas & Greenville branch of the Missouri, Kansas & Texas division has been completed from Greenville, Tex., southwest to Rockwall, thirty-one miles, and regular trains have been put on this section. Track-laying has been suspended for the present, as there is a good deal of bridging and trestle-work to be done through the bottoms of the East Fork of the Trinity.

**Atchison, Topeka & Santa Fe.**  
New extensions of this company's branch lines in Kansas are reported as follows: On the Larned branch, from Larned west to Burdett, twenty-three miles; on the Little River branch, from Little River northwest to Hollywood, twenty-five miles; on the Mulvane extension, from Mulvane to Norwich, twenty-four miles; on the Independence branch, from Independence southwest forty-one miles; on the Chanute branch, from Chanute west to Fredonia, twenty-five miles; on the Walnut Valley branch, from Douglas south to Winfield, eighteen miles. A portion of this track has been reported before, but the distances above giving the total amount of track laid up to date of the latest report.

**The Glorious Atchison Company.**  
Chicago, Ill., Nov. 16.—Messrs. C. W. Smith vice-president, J. F. Goddard, traffic manager, and other officials of the Santa Fe road, arrived here yesterday from Topeka, to attend certain meetings here. In an interview with Smith in regard to the company's proposed extension to Chicago from Kansas City, Smith said he knew that in certain circles it was claimed that the company was playing a big game of bluff to deceive other roads running between Chicago and Kansas City. He stated officially that there was no bluff about the transaction, that the company was thoroughly in earnest and was already at work preparing for the construction of the new line. The report that bonds were already issued, Smith said, was incorrect, although the matter

was being attended to in Boston. As regards the purpose of the extension, Smith stated that the company, which, by May, 1887, would control and operate 6000 miles of railway west of the Missouri river, they had not enough of the traffic. Present arrangements were totally un satisfactory and to a company of the Santa Fe's strength and enterprise meant nothing. The company's capital for the construction of the new line was placed at \$10,000,000, although the new road could be built for less. It will be thirty miles shorter than the present short line between Chicago and Kansas City, and will pass through Joliet, Streator, Galena, Ills., Chillicothe, Mo., and other less important points.

**Railroad Meeting.**  
Special to the Gazette.  
WEATHERFORD, Tex., Nov. 16.—At a meeting this evening of the committee appointed some time ago to raise the subsidy to offer to some railroad company to build another road to this place, which project was fully explained in today's GAZETTE, a public meeting of the citizens of Weatherford was called to meet Thursday evening, the 18th, at 7 o'clock, at the court house. The object of the meeting Thursday evening is for the purpose of appointing a committee to confer with the citizens of Cleburne, Alvarado, Corsicana and other towns along the proposed line and to confer with railroad officials and to attend to such other business as may come before the meeting. The bonds have already been raised by our citizens and they are now ready to work in earnest. The citizens of this place are determined to have another road and mess business. A very large and interesting meeting is anticipated Thursday. It is desired by the committee that every citizen in Weatherford will be present at the meeting.

**An Ambitious Scheme.**  
The International Construction company is operating thirty-one miles of the Parsons & Pacific, extending from Parsons to Coffeyville, Kan. Of course this little piece of track is just now of no particular consequence to the world or other railroads, but the projectors claim that it is the beginning of a great railway system.

From Parsons the road is to extend to Kansas City, but this part is not to be built at present. At Coffeyville three branches radiate. The first extends just north of the state line to the Colorado border and then defects to the south, through the public land strip and New Mexico to Albuquerque. The second line takes a southwesterly course to El Paso, and the third crosses the Indian Territory and Texas to Eagle Pass.

It will hardly be to assume either that this ambitious scheme will or will not be carried out. If the company is relying on its own resources a chilling frost may nip the promising flower in the bud, although the support of a powerful backing may be enlisted.

But possibly some one of the strong companies of the West is now behind the new organization and while not publishing its connection intends to carry out the plan. If the Missouri Pacific, the Burlington or the Rock Island is the secret controlling spirit of the new enterprise we may see its completion before many months.

If it is really built what a great railway it will be!—[St. Louis Railway Register.]

**To those who suffer from nervous headache, St. Jacobs Oil has proved a real blessing.**

**A PRETTY FIFTH AVENUE PICTURE.**  
Scores of Sweet School-Girls Who Cast Sly Glances as They Pass By.

One of the most piquant phases of fashionable New York life up-to-date is the daily morning and evening parade of the school-girls on Fifth Avenue. These maidens are the boarding schoolers in the fashionable schools for misses in the neighborhood of Central Park. It is the custom for each teacher to take her class out for an hour's promenade twice a day.

The route is always mainly on Fifth Avenue, and variety is gained by turning off at the broad streets or at the park. The girls are all the daughters of rich Eastern, Western or Southern folks, and are dressed in the height of fashion. They walk two by two in long lines, the teacher usually walking in the last rank. It is the rule that they shall talk nothing but French while they are walking, but as some understand that language far less well than others, and as the majority do not strive to devote the walking time to confessions about their teachers, their clothes, and their sweethearts at home, there is very little French except for the last couple or two, who have the teacher close at hand.

But the funniest thing about these girl promenaders is the difficulty they have in finding and the persistency with which they indulge in it against the heaviest odds. Perhaps they are not so much to blame as the giddy Fifth Avenue you, who have for years made it a point to beguile these maidens into this misbehavior. The young men ride on the tops of the stages, stand on the stoops, or halt across the way, and endeavor to catch the eye of some round, plump, and matronly little dudine. If she looks side is lost, for at that age it seems impossible for one of these homeless and lonely little beings to resist the temptation to tly and captivate a well-dressed, shapely youth. So the maiden who is tempted rolls her eyes over to his direction, then takes alarm at his raising his hat, lest the teacher shall be looking, then turns her orbs at him again, and grows red and nervous, and happy all at once. Her companions all nod one another and fall to talking French volubly so as to be sure of completely hoodwinking the teacher, who, ten to one, has eyes of her own and is dreaming of orange blossoms and tulle at the expense of a competent banker who looked at her a moment before.

Eating is often turned into agony by disorders of the digestive organs. Use Morris' Cascarine and restore their healthy action.

**Grandview Shooting Affray.**  
Special to the Gazette.  
GRANDVIEW, Tex., Nov. 16.—A difficulty occurred at a hotel in this town today between Joe Pain and Mr. Mann, in which Mr. Mann received a pistol-shot, the ball striking his thigh, and, extending downward, lodging somewhere in the flesh.

**Holland Herring.**  
The very finest prepared in any market. Try it at the Fort Worth Grocer Co's.

**Thanksgiving.**  
Will soon be here, and if you want to have something to be thankful for buy a pair of fine white bliskets at Randall & Chambers Co.

CONFLAGRATIONS.

**A Village in Switzerland is Destroyed and Several People are Burned to Death.**

**Five Hundred Thousand Dollar Blaze at Durham, N. C.—Forest Fire Raging on the Blue Mountains.**

**A Village Destroyed.**  
BERNE, Nov. 16.—The village of Frimstien, in the canton of Berne, Switzerland, has been destroyed by fire. A number of inhabitants perished in the flames.

**At Durham, N. C.**  
RALEIGH, N. C., Nov. 16.—A fire originated at Durham at 8 a. m. in the grocery store of R. R. Atwater, and burned a large part of the business portion of the town. The loss is \$500,000.

The Durham fire originated at 8 a. m. from some unknown cause in a grocery store. It soon caught the great tobacco warehouse of E. H. Paris in the rear and consumed that entire square, comprising thirteen buildings, all of brick. It then crossed to the next square on the north and destroyed prize houses of Unstead & Co., and Parish & Co., and the Durham bank. The fine Methodist church was in imminent danger, when the wind suddenly changed and the fire turned eastward and on the third block consumed the residence of Ed Lyons. After burning about four hours the fire died out rather from lack of more material to consume than from any effective control, since there was no adequate supply of water with which to check its progress. No one was injured. The loss in tobacco amounts to 1,400,000 pounds. There were 700 hogheads in Parishe's warehouse alone, besides that in Unstead's and in various prize houses. Immense quantities were removed into adjacent streets, but could not be saved. The time lock of the vault in the bank of Durham was set for 9 o'clock a. m., and the fire was destructive there could not be reached. All the mail matter in the post office was saved. The Tobacco Plant newspaper office was destroyed. Contracts for rebuilding have already been made.

**Fire on the Blue Mountains.**  
HAMBURG, Pa., Nov. 16.—A great fire is raging on the Blue mountains near this borough and the dry leaves are causing the flames to spread with remarkable rapidity. It is feared the present fire may prove as destructive as that several weeks ago when 5,000 acres of timber were burned, resulting in a loss of over \$50,000.

Have you pains in the small of the back? Morris' Cascarine will speedily and effectually cure them.

HAM AND EGGS BY TELEGRAPH.

**The Curious and New Device in Use in a New York Hotel.**  
NEW YORK, Nov. 8.—There is one hotel in New York in whose office one hears a wide departure from the old and unvaried cry of "Front," "Take this to No. 247," or "See what No. 96 wants." At this hotel the clerk hears the click of a muffled bell behind him, turns from the counter, glances at a dial about twice the size of the face of an ordinary nickel clock, and immediately behaves as if he could see through all the walls between him and the guests' rooms, and could read the mind of any guest in the bargain. Click goes the bell, "James, take up a Manhattan cocktail to No. 47," says the clerk. Click goes the bell, "Boy, two soft boiled eggs to Mr. Thompsons," or "Johnny, run up and say to No. 365 that it is ten minutes after 10 o'clock." Any visitor who spends an hour near the clerk's desk will be amazed at the variety of orders that will be given the ball boys without the clerk's hearing a word from any room by telephone, telegraph, speaking tube or any other means.

The explanation is of course simple and peculiar. Some genius has invented a device that he calls by a Greek name and which is operated automatically by an electric battery exactly as the old fashioned hotel annunciators are. In each room in the hotel is a dial with a movable arrow like a clock hand. On the dial are printed the names of everything a guest would be at all likely to want; all the drinks that ever were heard of, paper, envelopes, toilet articles, black, "ship," a doctor, police, chambermaid, messenger, boy, egg, toast, milk, soup, oysters, breakfast, dinner, tea, in fact every article in common demand, a city directory, the daily papers, playing cards, cigars, cigarettes, chewing tobacco, a barber—in short everything in a list of 100 or 150 necessities. The guest pulls the arrow to the name of whatever he wants, and by pressing a button registers his demand on the dial behind the clerk's desk. The only purpose it serves is to save time in the execution of orders.

GAINING PROMINENCE.

**Representatives of "The Socialistic Republic of the Rio Grande" Reach St. Louis.**  
ST. LOUIS, Mo., Nov. 16.—A party of gentlemen consisting of Col. Watts Sanford of Tom Green county, Tex.; Maj. William Davis of Marfa, Tex.; Reed Charles of Deming, N. M.; Dem and Charles O'Connor of San Simon, Arizona, accompanied by two other gentlemen who are somewhat noted in Texas politics but who do not wish their names mentioned, arrived here today and are heavily laden with a grand scheme to organize a new republic. They are commissioners from the "Socialistic Republic of the Rio Grande," about which there has been much comment in the newspapers of late. They state that their object is to take advantage of the excitement on the Mexican border by the Cutting incident and to invade the three northern states, conquer and establish what they call a socialistic republic. They will leave for Chicago tomorrow to submit their scheme to prominent and leading cattlemen in attendance on the convention there. It does not seem likely that the subject will be brought directly before the convention, but one of the commissioners said some strong lobbying would be done. Col. Sanford is a wealthy gentleman. He is a large sheep raiser, and has a large rich freighter and stage line. Mr. O'Connor has been prominent in mining enterprises in Arizona and the two other Texas men are respectively an ex-state senator and an ex-district judge. All of them declare they are in dead earnest and seem to have great faith in their project.

**SPECIAL!**  
Physicians' Prescriptions compounded with pains-taking care, by skillful Pharmacists. The largest and best Retail Drug Store in Fort Worth, Patent Medicines of every kind. Toilet Articles in endless variety. The only objection we have to our 5-Cent Cigars is they have curtailed the sale of our 3-For-a-Quarter Cigars.

**Fort Worth Pharmacy Co.,**  
Cor 5th and Main Street,  
NEARLY OPPOSITE POST OFFICE, FORT WORTH.  
K. D. BATEMAN. (Established 1865.) W. Q. BATEMAN.

**BATEMAN & BRO.,**  
WHOLESALE GROCERS AND COMMISSION MERCHANTS,  
Nos. 12, 14, 16 and 18 West Second Street, corner Throckmorton,  
Fort Worth, Texas.

SPORTING.

**Important Changes in Base Ball Rules Made at the Chicago Council.**  
CHICAGO, Ill., Nov. 16.—The joint rules committee of the National league and American Base Ball associations has decided upon various changes. In place of the stone at home a base similar in size but made of white rubber, was recommended. The position of the first and third bases was moved seven and a half inches so that the bags would be inside the foul lines, thereby helping the umpire in deciding whether a hit fell in fair or foul ground. The new rules of the American association concerning the positions of coaches were favorably received. They require that a coach shall not be nearer than sixty-five feet to the home plate, thereby preventing a coacher from running along the line from the third base to the home plate to disconcert an opposing player. The league rule concerning the position of the benches and bat rack was incorporated in the rules of the American association. It was unanimously agreed that in future all clubs playing under national agreement shall use either the Spalding or Beach ball. This was done to prevent the using of "dead" balls, soft balls or "lively" balls by other associations in their exhibitions with a league or association club, and to make a standard ball. It was also required of the American association that each ball must be weighed, measured and sealed with the name of the secretary upon the box containing the ball, the same as in vogue in the league. In the using of two balls the committee suggests that when a ball is batted out of sight of the players another must be substituted instead of waiting until the batted ball is returned. Whenever a ball is damaged another must be at once brought into play. The American association is allowed to use the flat if it so desires, the same as the league. The league field rules with slight modifications were also extended to the association leagues.

**FURTHER CHANGES MADE.**  
CHICAGO, Ill., Nov. 16.—The following changes in base ball rules were made today: The high and low ball system of delivery has been abolished, any ball being considered fair that passes the player between his shoulder and knee and that passes over the plate. Bunting will in future not be allowed. Any obvious attempt to make a foul hit will be scored as a strike. The clubs will not toss choice of positions in the future, the right of choice invariably resting with the home club. Five balls and four strikes will be allowed instead of six balls and three strikes as heretofore. When a batsman takes his base on balls he shall be credited with a base hit. A batsman shall take his base when struck by a pitched ball. Any motion whatever on the part of the pitcher made to deceive the batter shall be considered a ball. Many of the more important changes incorporated thus far have been at the suggestion of the advisory board, composed of Captains Asson, Ward, Cominsky and Swallow, who, it is believed, are carrying out the views and wishes of the great majority of the players in both of the greater organizations. Perfect harmony seems to exist between the committee and the board, and the work has been greatly simplified and rendered far more effective by the admission of the players as representatives to the council.

**National Trotting Association Congress.**  
CLEVELAND, Ohio, Nov. 16.—The Eleventh congress of the National Trotting association began its session here this afternoon. Many horse-lovers, breeders and track-owners were in attendance. The chief question to come before the association is action on the report of the Vail investigating committee. The acceptance of the committee's report will be a virtual vote of "guilty," and will herald the official decapitation of Secretary Vail, who has many friends among the delegates.

THE WAY THEY HAVE IN CHICAGO.

**A Texas Ranchman's Troubles with a Boarding-House Keeper.**  
Chicago Tribune.  
About a week ago a wealthy Texas ranchman named William A. Scott, his wife, two small children, and two colored servants, took up quarters at the fashionable boarding-house of Mrs. Beaman, No. 1849 Michigan avenue. The rate per week for the entire family was fixed at \$60. Yesterday Mr. Scott purchased tickets for himself and family to New Orleans. When he tendered the landlady \$40 for his board and lodging, having, he claims, paid \$20, it was refused. The full \$60 was demanded. His trunks and valise, valued at \$2500, were also refused him, he says, and his wife, children and servants locked up in a second-story room. Mr. Scott applied to Justice Foote and got out a writ of replevin, but Mrs. Beaman wanted the \$60 before she would let him have his wife, children, servants and luggage.

He visited another justice and then procured a search warrant and the services of Constable Joseph Ives. Together they tramped through the rain and wind to the Beaman hostelry and again demanded admittance. It was refused, and the door was kicked in and the other tendered the lady \$40 and it was refused. Admittance to the presence of Mrs. Scott and the little Scotts and the servants of Scott was also refused. Then

the strong arm of the law asserted itself. The Scott family was reunited, the baggage secured, and the entire contents driven to the Continental hotel, where which the ranchman swore out a warrant for Mrs. Beaman, charging her with disorderly conduct. She was arrested, and gave bonds for her appearance today before Judge Foote. He says that the boarding-house keeper was angry gives no idea of her feelings. She says Mr. Scott owes her \$60 and must pay it or she'll fight him in the courts all winter. Mr. Scott still has his tickets for New Orleans.

**BURKE SEEN.**  
Those of the gentler sex are the greatest advocates of Cascarine. They say it is just what is wanted by all women.

**A San Antonio Man Says He Converted With the Missing Man.**  
Special to the Gazette.  
SAN ANTONIO, Tex., Nov. 16.—Mr. Thomas, a San Antonio business man, positive that he saw Burke, the defaulting Galveston treasurer, here Sunday the 7th inst. and spoke to him while standing in front of the opera-house. Thomas says he knows Burke well and could not have been mistaken. At that time Burke appeared to be very nervous, with a wild look in his eyes, and Thomas suspected that he had come to San Antonio for the purpose of either enjoying a big spree or getting over on. Since the default at Galveston was made public Burke has not been seen here. It is supposed that he has either gone to Mexico or is in hiding where he is not known.

**A Cold Wave Coming.**  
CHICAGO, Ill., Nov. 16.—A cold wave is predicted by the signal service. The temperature will fall 15 to 20 degrees in the next 24 or 36 hours.

The most obstinate cases of constipation give way before Morris' Cascarine. Use it and be restored to health.

The Finest Razors in the World at Anderson's gun store.

Montreal wool blankets for \$4.50 at Randall & Chambers Co.

**OHIO & MISSISSIPPI RAILWAY**  
THE DIRECT AND FAST LINE TO  
Cincinnati,  
Louisville,  
Washington,  
Baltimore,  
New York and the East

**SOLID DAILY TRAINS TO CINCINNATI AND LOUISVILLE**  
TEN TRAINS with through Day-cars, Parlor-cars and Palace Sleeping-coaches. No change of cars for any class of passengers.

**TWO DAILY TRAINS To Washington in 28 Hours, To Baltimore in 29 Hours.**  
This is four hours quicker than the fastest train by any other line.

The Day Express has Parlor-cars, St. Louis to Cincinnati, and Palace Sleeping-cars from Cincinnati to Washington and Baltimore without change.

The Night Express has sleepers through without change. No other line from St. Louis to Cincinnati, Baltimore and Washington.

**Palace Buffet Sleeping-Cars**  
are run by this line on Night Express from

**St. Louis to New York**  
(DAILY)  
WITHOUT CHANGE IN 37 HOURS  
BEST ROUTE TO  
Jacksonville, Fla. and Winter Resorts in the Southeast.

The Double-daily Lines of Parlor-cars and Palace Sleeping-coaches by this line from St. Louis to Cincinnati and Louisville making direct connection at both points with morning and evening Express Trains, leaving Palace Hotel and sleeping-cars to Chattanooga, Atlanta, Macon and Jacksonville without change. No Ferris or Transfer by the banks. All connections made in Union depots. For tickets, rates or any particular information apply to the agents of connecting lines: West, Northwest and Southwest, or in St. Louis at 10 and 102 North Fourth street. JOHN F. BARNARD, W. B. SHATTUCK, Pres. and Gen. Manager, Gen. Pass. Agt. Cincinnati, Ohio. CINCINNATI FARM, INC., ST. LOUIS, MO.