

THE RAILROADS.

Forty Miles of the Only Great Panhandle Route Extension to be Built by February.

The Gates Blockade Bridge—To Red River Before Christmas—The Pennsylvania's Coal Pool.

Home Notes.

About a mile more of grading was completed on the Fort Worth & Rio Grande yesterday.

W. J. Sherman, assistant chief engineer of the Gulf, Colorado & Santa Fe railway, was in town yesterday and reports that work is favorably progressing on the line.

Mr. I. C. Terry, the well-known civil engineer, is engaged in planning several sites to be located in the southern part of the Panhandle, along the line of a railroad soon to be built.

It is stated as a fact beyond the possibility of a doubt that before Christmas day the Archison-Santa Fe will be in running order to Red River, seventy-five miles north of Fort Worth.

The Texas & Pacific moved a number of car-loads of cattle yesterday, and is daily diminishing the number of beaves awaiting shipment. The number at Colorado City and other points west is not now large enough to consider it a cattle blockade.

Gen. Dodge, president of the Panhandle Construction Company, was busy examining bids for grading and track-laying on the extension of the Fort Worth & Denver to the Canadian. A number of Fort Worth contractors were among the bidders, and it is understood that a number of them were successful in obtaining large contracts.

By the end of February, if nothing very unusual occurs, forty miles of the extension will be completed from Quanah. Gen. Dodge expects to have his affairs here in such shape by Monday that he will be able to leave for New York.

Gainesville Notes.

Special to the Gazette.
GAINESVILLE, Tex., Dec. 18.—The Santa Fe track is now completed to within three or four miles of this city, and the first train is expected here by Wednesday.

Three car-loads of iron for the Santa Fe bridge across Red River were received here yesterday. This makes twenty-five cars received in all.

Opposition Made to Cooley.

TOLEDO, Ohio, Dec. 18.—Attorney Davies of New York, representing the Wabash bondholder, made application to Judge Walker of the United States court this morning for an order placing that portion of the Wabash system within the state of Ohio in the hands of receiver Cooley. Opposition was made by Attorney Swayne on the part of the present management, who asked to be heard in opposition. The court took the matter under advisement.

Col. Noble's Successor.

Special to the Gazette.
DALLAS, Tex., Dec. 18.—THE GAZETTE correspondent to-night waited on Receiver Brown, of the Texas & Pacific railroad, and called his attention to the publication in the St. Louis Globe-Democrat of yesterday morning asserting that John A. Grant, a railroad man of Georgia, had been appointed to succeed the late George Noble as general manager of the Texas & Pacific. Gov. Brown said: I know nothing authorizing that publication. No one has been assigned to the place,

and I am discharging its duties myself. I have no idea when any announcement will be made, and no one is authorized to state who the man will be, and until an official announcement is made I do not propose to discuss what may be said through the columns of the press on the subject. The names of a number of parties have been presented by friends, and a number have been suggested in my own mind, and all have received and are receiving proper consideration.

A New Wabash Scheme.

St. Louis, Mo., Dec. 18.—It is said that overtures have been made by the representatives of senior bondholders of the lines east of the Mississippi river looking to the consolidation of the Wabash lines east and west, so far as the operating and traffic departments are concerned, or in other words to continue the jurisdiction of General Manager Talmage, as heretofore, but to keep the revenues of the Wabash lines east and west separate. Whether such a plan will really be put in operation or not is not certainly known.

THE PENNSYLVANIA POOL.

PRESIDENT ROBERTS OF THE PENNSYLVANIA RAILROAD TELLS WHAT HE KNOWS.

PHILADELPHIA, Pa., Dec. 18.—Attorney-General Cassiday's call upon the Pennsylvania Railroad company's principal executive officers to appear before him to-day and give information in the coal and trunk pool suits brought out President Roberts, Second Vice President Thompson and their attorneys, Messrs. Scott, McVeigh and Loman. Roberts was instructed by his attorneys to answer all questions, after which he took the stand and was sworn.

Kendall then began the examination. Roberts explained at length his official relations with the Pennsylvania road and other corporations defendants in this suit. He told where the lines of the company ran, as well as those of its connections, including nearly all important lines east of St. Louis. The Pennsylvania Railroad company was the largest stockholder in many of them. Witness was chairman of the present committee of the trunk line pool and Albert Fink was commissioner of the pool, with a salary of \$10,000 a year.

In reply to Mr. Cassiday, Mr. Roberts said he thought his company had copies of the minutes of the proceedings of the Trunk lines organization, and he consented to produce them.

Continuing, Roberts said: "When we come together in New York we generally have a growl over breaches of contract committed by some party to the agreement.

"When you have done your crowling, then what do you do?"
"We generally go home (laughter). Some freight is shipped over different lines; it is very seldom shipped at the same rates."

"What then is the purpose of this organization?"
"To get them to do that."
"Do you not require that a car-load of freight from Philadelphia to Chicago should be shipped at the same rate by all companies?"

"That is generally the purpose. Our company is usually required to charge the highest rate. We are looked upon as furnishing the best accommodations and shortest route, and we are generally kept up to the highest mark. This organization does not propose to control the amount of freight nor even the percentage of freight a road may carry. It endeavors to fix the proportionate amount which each road should carry of the total amount shipped."

Roberts said he had attended at one of these meetings that the payments his

company was called upon to make were too large and that the directors of the company were not satisfied. The lines, he said, were in unison and harmony all the way through. He did not want to say one word against a single member of the trunk line organization, because in some cases it was impossible to control other lines affiliating with their roads in the transaction of their business. In the course of further examination Roberts said the Philadelphia, Wilmington & Baltimore railroad paid something like \$21,000,000, was not purchased for any such purpose as controlling freights between Baltimore and New York.

Answering Mr. Cassiday, he said: "On point of fact the combination of railroads had established a schedule of rates, which Mr. Fink was instructed to maintain."

Mr. Cassiday: "Have you not paid as high as a \$1,000,000 into the pool to make good that agreement?"

"Not quite, I think; but I may say our company has contributed largely for the purpose. I have already enumerated something like \$250,000."

Cassiday pressed the witness very closely upon this matter of steady rates, and Roberts finally declared that the course they had taken was forced upon them by the governor of the state.

Roberts' evidence did not care to hear, and refused to have the question put on record. It was the only evidence of any warm feeling during the hearing.

"Are not goods manufactured, say for instance in Philadelphia, shipped west through way of New York at cheaper rates than when shipped direct from Philadelphia west?"

Mr. Roberts—"That's very likely, but it is due to the fact that goods are destined for other lines over which we have no control."

"Is it not so from Philadelphia to Johnstown, Pennsylvania?"

Roberts—"I have answered that question before, and I say again positively, no. This is a thing that has been hammered at in this community for a long time, and I want to deny it emphatically so far as the administration of the Pennsylvania road is concerned, and I insist my answer shall be taken as a denial so far as I am concerned."

Under cross-examination by Mr. McVeigh, Roberts said that the pooling arrangement was merely an attempt at doing what the law failed to do. Without such an arrangement the wildest competition would take place, and one shipper would never know whether his competitor was getting better rates or not. Any such arrangements as would hurt the public would be ten times more harmful to the railroad companies. Roberts said also that the Pennsylvania Railroad company has frequently been on the eve of withdrawing from this contract. The directors of the company have raised the question of legality of the contract and have only remained in it for the purpose of protecting the state in the

matter of freight rates as provided by the trunk line commission.

McVeigh—"How much percentage of your total tariff is in this pool?"

Roberts—"Our entire through business is only about 8 per cent. of the whole business of the company, and I cannot say what percentage of our west-bound freight is in the pool."

McVeigh asked Roberts with reference to the national feeling concerning pools.

He said that from consultations he had had, he believed the United States senate was strongly disposed to favor the pooling arrangement. For himself, he believed in the greatest publicity of the rates established by the pool.

"If you are willing to withdraw from the pool," asked Mr. Cassiday, "why not let me take out an injunction now?"

"Because I don't think people agree either with you or with me. If the Pennsylvania Railroad company were to withdraw from the pool, a breakup in traffic organizations all over the United States would follow, and that would be a greater responsibility than we care to shoulder."

The hearing then adjourned to meet at some day to be set when the parties meet in Harrisburg next Tuesday.

Waco After Railroads.

Special to the Gazette.
WACO, Tex., Dec. 18.—Mayor Sturgis, Wm. Cameron and Jas. T. Flint, Esq., will leave for San Antonio next Wednesday to confer with the authorities of the San Antonio & Aransas Pass railroad relative to the Waco extension, which it is desired to have carried up. A committee has also been chosen to confer with President Strong of the Atchison, Topeka & Santa Fe road in regard to getting direct connection with that road.

Waco is not making much noise in this matter, but THE GAZETTE is authorized to say that Waco has started out to get more railroads, and has the money to pay expenses.

General Manager Clark.

St. Louis, Mo., Dec. 17.—S. H. H. Clark, new first vice-president and general manager Missouri Pacific railway and leased lines, arrived here to-night from Omaha, and will enter on his duties at once. He is authority for the statement that the reports which have recently circulated that he will make numerous changes in the executive officers of the system, are untrue.

State Notes.

The Fort Worth GAZETTE, in its "On to," should "go to" connect with the St. Louis & San Francisco, via Van Alstyne and other places that would be on the route. A road running from Fort Worth via Van Alstyne would take in the best agricultural country in Grayson and Collin counties, which cannot be surpassed anywhere.—[Van Alstyne Enterprise.]

The laboring men and farmers of this section are anxiously waiting for the call for men and teams to work on the Fort Worth Western railroad. There has been several in town the last few days making inquiry as to when the work will probably begin. We hope it will soon commence, for the time is fast approaching when the men who can and want to work will have to get ready for another crop. They want to earn a little money to help them through the coming crop season.—[Springtown Pilot.]

The extension of the International & Great Northern road from Longview to Texarkana, which is now a certainty, will place Greenville on the main through line of the Missouri Pacific in the state. The road will cross the east line at Dalnburg. The connection of the road at this point with the East line, the wide-

ling of the gauge from Jefferson to Greenville, and the completion of the Greenville & Dallas will give the Missouri Pacific an outlet from Texarkana to Dallas and the west independent of the Texas & Pacific. Greenville will be benefited by the extension.—[Greenville Herald.]

The business men of Itasca, in Hill county, are preparing to take active steps to induce the Weatherford & Corsicana road to build by way of that progressive town.—[Dallas Mercury.]

It ever this road is built, and we believe that it will be, Itasca will get it, if money will procure it. We cannot afford to miss it, or rather for it to miss us, and our citizens fully realize this fact. With this road, furnishing an additional outlet for our abundant and increasing products, Itasca will become the leading commercial city in all this country.—[Itasca Mail.]

WOMEN OF THE FAR WEST.

How They Work and Vote in Dakota and Montana.

Fort Keogh Letter in Philadelphia Record.

In all political canvasses out this way, when estimating the number of votes which may be counted upon at the polls, the votes of women are noted, recognized and sought in every way. The poll-tax, which every voter between twenty-one and fifty is obliged to pay, whether male or female is specially for school purposes. As one of the girls puts it: "One of the principles for which the revolutionary war was fought was that taxation should have representation; and the justice of the principle is as unquestioned to-day as it was 100 years ago."

As farmers, the ladies are also entitled to a tender vice clinging to the sturdy oak, which is supposed to be emblematic of a strong man. Out here in the free Northwest it is quite the reverse, and every day one can see or hear examples where the gentler sex prove a supporting oak to the weak tendril man. A well-known married woman a little west of here, whose husband has been absent nine months out of the twelve, looking after horses and rounding-up cattle, during the last spring and summer, did all alone and undaid her own plowing. When plowing time came, this enterprising mother constructed a box on the plow in which to carry her baby, and thus she plowed the furrows. She then proceeded to harrow, plant and cultivate, and in this way produced a fine crop, which she harvested and packed away by the time the old man came home. This is only one example out of a hundred. Some of the girls in Dakota and Montana have taken to editing newspapers. As a rule, the papers edited by territorial girls are a credit to journalism. Miss M. S. Mills has besides getting out on time the weekly edition of the Hawley Star, proved up a pre-emption, planted five acres on a tree claim, built a saw-mill, and raised the largest cabbage in the county. Her turnip look like veritable cart-wheels, and took the first prize at the agricultural fair. This damsel now has the modest lump of 480 acres in her own right.

The solution of the women problem seems to be that a woman may do whatever she can. Girls on the prairies of Dakota and Montana are now living alone, in isolated cabins, miles from humanity, and yet are safer in all respects than in large Eastern cities. These plucky homesteaders spend whole summers alone on their claims, and neither fear nor have cause to fear the least intrusion. Such absolute freedom from all restraint is rarely

enjoyed by anybody; but here it is a fact and no mistake. True, it is a little lonesome at times, but then when the girls are in pairs, one can ride, walk, run, saunter, wear old clothes, a sun-bonnet or hat, can sing, shout, carol, trill, chant in seven octaves, and nobody to complain about it. They are free and light-hearted, of course, and the very picture of rosy health. Most all of them can shoot, and when they do, if necessary, they shoot to kill.

Last week Mr. and Mrs. Evans were out to their stock ranch near the mouth of Belt creek, to look after their cattle. They were on horse-back, and, after gathering the animals together and counting them, found that a dozen or so were missing. Mr. Evans then started across Belt creek, where he had seen a number of head the day before, instructing Mrs. Evans to go back about a mile and take a trail up to the ranch, on the lookout for any missing cattle, deciding on a place where they would meet. She had not proceeded far, however, when she saw in a little basin before her three of their calves and two enormous gray wolves with them, the latter engaged in the pleasant pastime of eating the calves alive. On the impulse of the moment, never thinking of danger, Mrs. Evans leaped up the pony and was soon in the midst of the wolves and their prey. Then she industriously laid about her with her riding-whip, driving the wolves back, although they were snarling mad and exceedingly savage about leaving. The wolves made a dash at her, whereupon the pony shied and nearly unseated the fair equestrienne, but she quickly recovered her balance and dashed back at the brutes with such energy and determination that they fled from the field and left the brave woman in absolute possession. Two of the calves died from their injuries that night, and the other two were literally torn to pieces. When it is considered that hunters and cowboys, well armed, sometimes hesitate to attack the ferocious gray wolf on the prairie, it is all the more astonishing to think that one woman, alone and unarmed, would dare to attack and do up two such monsters in such a brilliant style as Mrs. Evans handled her brace of gray customers.

New Orleans Market.
New Orleans, La., Dec. 18.—Flour strong and higher; choice, \$3.75@3.85; fancy, \$4.00@4.10; extra fancy, \$4.25@4.30. Oats, firmer; No. 2 white Western, \$9@10c. Sugar, higher grades have advanced; kettle choice 41c; strictly prime, 41@42c; prime, 40c. Molasses, open kettle choice, higher, at 45c. Minnesota winter wheat patents, \$4.75@5. Corn firmer; mixed and white, 46@47c; yellow, 45c. Corn meal quiet, \$2.15. Hay steady, \$13@16. Hog products dull. Pork, \$11.25. Lard—Refined tierce, \$6.00. Bulk meats—Shoulders, \$4.50; long clear, and clear ribs, \$5.75. Bacon, shoulders, \$6; long clear and clear rib, \$7. Choice sugar and canvassed hams, \$10.50@10.75. Whisky steady; Western rectified, \$1.16@1.13. C. coffee, demand quiet, but holders firmer; Rio, 134@135c. Rice quiet but steady at 21@43c. Cotton-seed products nominally unchanged. Exchange, New York slight, nominal.

Marine Intelligence.

Special to the Gazette.
GALVESTON, Tex., Dec. 18.—Arrived: Steamship New York and Rio Grande from New York; Harlan from Morgan City.

What we want is not to see ourselves as others see us. We want to have others see us as we see ourselves.—[Somerville Journal.]

PRICKLY ASH BITTERS

It cures all biliousness, indigestion, headache, neuralgia, migraines, etc. It is the best remedy for all these ailments. It is sold by all druggists and grocers.

PRICKLY ASH BITTERS

LIVER KIDNEYS STOMACH AND BOWELS

For Sale by ALL DRUGGISTS

PRICE: A DOLLAR

If your life is made torturous by indigestion, use Morris' Catechu and you will certainly and speedily relief.

Sweet Pickles

And sour pickles, chow-chow, mixed pickles, in bulk at Fort Worth Grocer Co.

Extra Fancy Breakfast Table

In kit, new set. Try it. Fort Worth Grocer Co.

A Santa Barbara, Cal., friend writes: "I fell in love with a pretty girl, and I was with him, and they decided to marry. They got away safely, bound for Los Angeles and the good fortune of the young couple is limited so that the young folks married without a license, and all over it was learned that, just as well have been married, because no one in the world had objection."

Sweet Pickles

And sour pickles, chow-chow, mixed pickles, in bulk at Fort Worth Grocer Co.

Selected Small Markets

New lot just in at Fort Worth Grocer Co.

Any one buying \$1 worth of goods of O. M. Watersham, of Main, will secure a present. Cleveland on an equal.

Maintain Cleaned Goods

This celebrated brand of goods have arrived at last. To be had at Fort Worth Grocer Co.

My holiday stock is now complete every detail, you can find anything you want at a nickel toy, to the most elaborate dressing-case, and please see the lowest. O. M. Watersham, of Main and Main streets.

They were at the circus—never seen Mrs. Lauck's "No," she replied. "It's that or a St. Louis woman's Traveler."

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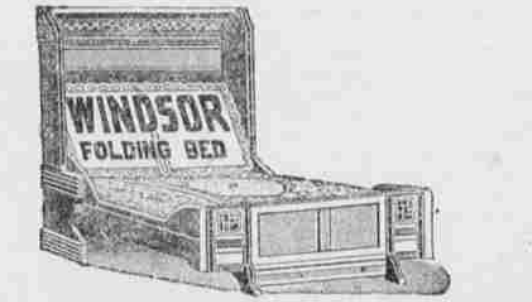
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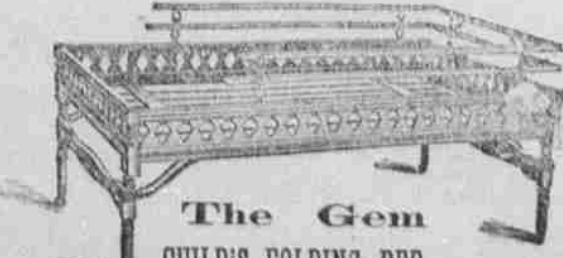


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Lowest Prices! Largest Stock!

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The Gem CHILD'S FOLDING BED.
We are now exhibiting the largest stock of Furniture in Texas, and prices are low. Send us your orders.

EXPRESS WAGON.



New stock Bedroom Suits, latest designs, and our prices are low. Goods sold on the INSTALLMENT PLAN.

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