

DALLAS.

The Coal Lands on the Proposed Line of the Texas Trunk Railway Promise Big Results.

Two Fights by which Old Scores are to be Settled to Come Off Soon in or near Dallas.

Special to the Gazette.

DALLAS, Tex., Dec. 19.—The GAZETTE special recently detailed extensive coal discoveries by Mr. E. Arnold near the proposed line of the Texas trunk railroad from its present terminus at Kemp to Athens—three of the "finds" being in Henderson county, and one of them reported to be equal in capacity to any vein or stratum ever discovered in this country. It was also stated that Mr. Arnold had interested leading capitalists of Dallas in the formation of a company to take of his hands leases on these new lands, which he had secured for a term of ninety-nine years on the basis of paying the owners of the land a royalty of 10 cents per ton for every ton of coal produced from the mines, and that the company should be formed, mining and extensive scale would soon begin.

The negotiations for a transfer of the rights of the three Henderson counties was completed last night. John T. Elliott, Charles E. Birt, two of the wealthiest men in Dallas, acting for themselves and associates, arranged with Mr. Arnold to have their representative, J. W. Carter, a well-known business man, a member of the Dallas board of aldermen, accompany him to-morrow to Henderson county and make a thorough examination of the newly-discovered coal fields. If Mr. Carter's report bears out the laudatory statements of Mr. Arnold, the lease is to be formally closed and Messrs. Elliott, Birt and associates at once proceed to work the coal veins on an extensive scale. If this result is realized there is no doubt but that a short gap in the Texas Trunk road between Kemp to Athens will be at once closed. Dallas, and in fact North Texas generally, will watch with deep interest the coming conclusions of Mr. Carter. What promises to be two of the toughest pugilistic encounters ever had in this city are now on the tapis in Dallas. The names of the principals are withheld for the present, as in both the present and the future, the determination to settle old scores in the arena by fighting to a finish, and not to "spar" matches, is in the air. It is to be a real prize fight to determine who is the better man, the police and their friends propose keeping the police and sheriff forces in ignorance as to avoid official interference. The "fight" is to be between a boxer from Galveston and a moulter from Houston, both recent arrivals in Dallas, who are harboring and nursing a grudge of long standing and bitter intensity. The two met on Wednesday last, in company with two or three mutual friends, at the bar in the George hotel. The old trouble was referred to and each asserted his ability "to do up the other." The mutual grudge prevented a collision, or loud language, and the outcome was that each placed in the hands of Dick Flann a \$25 forfeit to meet and sign articles and put up \$100 a side by December 1 for a fight to occur not later than January 1. There will be no effort for a money-making affair, the principals and their friends, only desiring square accounts and settle the matter of superiority, and probably not into the secret of the battle ground given a chance to witness the fight. The other affair, which has progressed as far in its development as the one mentioned, will be the more scientific and interesting, as both men are possessed of good ring records in California and Texas, but have not been heard of in this city for some time. One of them has been in Dallas six months past, working diligently at the trade to save up a "stake" of \$200, which he has almost accomplished. His friends assert that he is the best boxer who ever "put up his money" for a "scrap" in Texas. They are all along offering to make up the forfeit for him, but his answer has always been: "No, I don't propose fighting for my money but my own. If I win, I'll mine; if I lose, no one is hurt but I." The other party is in a town near Dallas and equally as anxious to settle his rival. The fight, it is asserted, will come off in or near this city in thirty days.

HEWITT ON WOMAN'S WORK.

Opportunity in Domestic Service—Should Not Women Enter This Field and so be Prepared for Housekeeping.

How will be found the views of the select Abram S. Hewitt on the subject of the treatment of working women in this city. Mr. Hewitt is one of the managers of the Cooper Institute and as such has a thorough knowledge of the question. He is, furthermore, a representative of all that is practical both in philosophy and the means which render it possible. What he says in regard to the city which working women and girls are themselves by entering avenues of employment that are open to them and to receive them, instead of crowding into branches of industry that are overcrowded, is said in kind words and with weight. Mr. Hewitt is, in fact, of many citizens who believe that the number of respectable girls who enter domestic service the higher will be the standard of such service, for it will be as last just what they themselves do. He maintains that both the employer and the employed will be benefited by such accretions. He regards domestic service as thoroughly honorable and that life in the household is a less temptation than those associated with other pursuits and the surrounding influences are all in every way. He sees in domestic service an unlimited source of employment for young girls and does not hesitate to express his regret at the manifest indifference on their part to render themselves special in pursuits for which they are specially qualified.

He is visited by a Tribune reporter and he gives his views on this subject in a long and interesting article, being particularly particular to state in no wise, however, that he spoke only in his capacity as a private citizen and not as a member of the mayor-elect of the city.

but of other great cities, are suffering from the want of what seem to them acceptable occupations, in the pursuit of which they may secure a livelihood. There are comparatively few avenues open to women for employment, and all but one of these is over-crowded. There is an unlimited field for them in domestic service. To my mind there is nothing humiliating in that mode of earning a living. On the contrary, there is nothing so well adapted to the functions and characteristics of women as occupations associated with the household and the family. I do think, however, that society is somewhat to blame because of the barriers it has erected in the home against domestic servants. It would, in my opinion, be a very fortunate thing indeed if the old-fashioned relation-ship between employer and employed in the family circle could be restored. I refer to the times when the servants of the household really formed part of the family, often-times sitting at the table. Why, at my mother's table, when I was a boy, the servant girl always sat at the same table with the family. We never felt or tried to make her feel that we were any better than she was, and she never set herself up in the belief that she was any better than we were. We paid her the wages she earned and she gave us in return her work.

"What is wanted is an appeal to the employers in the household to make the condition of the domestic servant more to be able and more attractive to respectable girls. In this way both will be benefited. A better class of girls would be attracted to this home service, and the employers would be sure to gain an advantage through the inevitable improvement in the grade of servants seeking employment. Of course, what is known as fashionable society could not undertake to establish a basis of equality between master and servant, or employer and employed, within the social circle. That is not to be expected where ordinary common sense prevails. In this country, where individual merit may win the highest distinction and honors, it is unnecessary to argue that point. But there has been raised with the standard of society the country over. To express my meaning more broadly, I will say that I believe it possible for housekeepers, wherever they occupy the position of employers, to render their homes agreeable instead of disagreeable to the girls and women in their service. Of course, the final aim, and I may say the natural aim, of woman is marriage—to become a wife and mother, and as such the center of interest in her own family. But all women cannot, or at any rate do not, get married; yet even failing to do so, the true mission of woman is still within the family, administering duties pertaining to the household.

"But," continued Mr. Hewitt, "so long as there is such a large body of women seeking occupation in other directions, it is the duty of every intelligent citizen and every benevolent institution to do all they can to afford facilities for their employment. The Cooper Institute was founded for that purpose, among other things. We began with the Art school, which is an immense success, and it has led to the establishment of similar institutions all over the United States. Hundreds of women are educated there every year who get remunerative and congenial employment. We have added telegraphy and stenography and typewriting, and with admirable results. But it is simply impossible for society to absorb in this direction the great surplus of women who must earn their own livelihood. For these there remains the unlimited resource of domestic employment for all who will seek it."

"But they will not seek it," was suggested, "and it seems to be after all a matter of individual choice with them. This being the case, is it not true that, owing to the great supply, they are ground down to low wages by the stress of competition, and that in their necessities, being dependent upon what they can earn, and having others dependent upon them for support, they are often-times led to ruin?"

"Well," replied Mr. Hewitt, "no law can put conscience into employers or into buyers. That must be the result of education, of training, and above all, of constant admonition from the church. The class of work I have referred to is open to them nevertheless. To be sure, I have the greatest possible sympathy with the poor girls and women who become exposed to temptation as a result of over-stocking of the female labor market; but, on the other hand, I have neither sympathy nor patience with those who enter upon a life of shame when the way is constantly open to them to pursue an honest livelihood in a manner that seems far preferable to that which many of them choose of their own accord."

"It is a melancholy sight to behold the great number of young girls—I mean girls from twelve to fifteen years of age—going around our streets at night. I see them often, sometimes two or three together, but very frequently straggling along alone. In my judgment it indicates that there is something radically wrong at the bottom of society in this city. Hence anything that can be done to improve the tenement-houses and to make the homes of people who have to earn their daily bread more attractive is most desirable. It is for the purpose of dealing with just such questions as this that I understand churches exist. If they will only content to deal with these practical questions instead of abstract theological dogmas they will command much more interest on the part of their hearers and better results will be achieved."

"I have not been silent on this subject in the past. In a paper read at the church congress in Cincinnati, in October, 1878, I said: 'The church and its ministers, and above all, its intelligent laymen, engaged in affairs, can hasten the good time coming by efforts to enlighten both those who employ and those who are employed; to point out that though these are evil times, yet they are not so evil as the times which have gone before; that there has been a steady, irresistible, unmistakable progress in the amelioration of the condition of mankind and the relations of men to each other; that the industrial strife which has been so conspicuous in our day, instead of being an indication of the decay and disintegration of society, is the evidence of progress toward a better state of things; and that the questions presented, although difficult at first, grow clearer and clearer day by day, and should advance to a solution which should comfort the patriot, console the philanthropist and encourage the Christian.' There is no question in my judgment, which the church could take hold of with so much glory to itself and with such large resulting advantage to society as that which pertains to the improvement of the condition of the working women. As a citizen I am glad to see an agitation of the subject. These poor toiling girls and women need not only our sympathy but our practical sustaining efforts. But women must aid us in our efforts to help

them by following wise counsel rather than by obstinately refusing to turn into other equally honorable pursuits. "I will mention as an illustration one curious feature associated with the operations of the Cooper Institute. We take these young girls, and are glad to take them, into our Art school for the purpose of educating them so that they may be qualified to earn their own living. The result is, that they are made so cultivated and so refined that they are snubbed up like hot cakes by worthy young men. Sometimes they are married within a year after leaving the school, instead of earning their own living as they were expected to do. What mechanic would not prefer a girl thoroughly trained to domestic service in a good family for a wife to one who works in a shop or who stands in a store, knowing nothing whatever about the duties of the household and being in no position to learn?"

In conclusion Mr. Hewitt said: "These are my views upon the subject, which is really only one branch of that great question, Capital vs. Labor, now agitating the country. I commend what Archbishop Corrigan has done in this particular and I commend the manner in which he has done it. I think he has pursued the proper course and that it is the duty of the church to take up and deal with these great subjects which bear such a close relationship to society. In the paper to which I have already referred as having been read by me before the church congress in 1878, I used the following language: 'If during the last hundred years there had been no industrial development, the questions which now stir society to its foundations would never have forced themselves on public attention. It is the marvelous improvement in the condition of the human race during the present century which has brought into prominence and created the necessity of dealing with the evils which in previous ages passed unnoticed or were accepted as inevitable. The very growth and abundance of wealth make the inequalities of its distribution more apparent. The standard of comfort has been raised with the standard of life. The conflicts between labor and capital are more intense because there is more to contend for. Privilege slowly but surely recedes before the advance of power, and is no longer answered by the plea of tradition. Thus at length the way is opened for the amelioration of humanity by growth instead of by revolution, and henceforth society will take no steps backward.' "These were my views eight years ago and I see no reason for modifying them now."

PERILS OF OYSTERMEN.

Long Islanders Fast in the Ice all Night in Great South Bay.

Stormy Weather—Mrs. L'Hommedieu and Her Child Drift Away in Her Husband's Boat.

New York Sun.

The oystermen along the south shore of Long Island are enduring perils and sufferings that may be compared to some of the trials of Arctic explorers. Very severe weather and a violent storm caught them unawares, and upward of forty boats with crews aboard were swept out and frozen into the ice miles from shore. If the weather had not moderated as suddenly as it chanced, there would have been appalling loss of life and property. As it is there are a dozen boats yet fast in the ice waiting for assistance. Many are from Sayville, a fishing village about fifty miles from this city. A peculiar feature of the south shore of Long Island is the great sand bar that extends parallel with the coast, and several miles from it for a distance of many miles. It is a natural breakwater, and the water between it and the main shore is called Great South Bay. There is the home of the oyster and the clam. The shore of the bay is dotted with villages, whose sole industry is oyster dredging. One-third of the men are captains by virtue of owning an oyster-boat; another third are captains by reason of their wealth and consequence as keepers of stores and owners of small farms; and the other third, the members of the oyster-boats' crews, are captains by courtesy, as is also the case with the fishermen on the bay. The business of these captains would be considered by all but oystermen a very arduous one. Ice and snow do not necessarily stop the work of gathering the bivalves from the bay bottom. Capt. Edward Ketcham, captain by right of owning his boat, spoke thus of his calling and the great storm: "This has been the very worst weather and hardest experience in my memory, but the events of an ordinary winter we think little of. We work as long as the bay is free of ice, and once, seven years ago, the bay was open all winter long. We kept at it all winter. It is often so cold that ice will form on the dredge handles during the time they are out of the water, but we don't mind that. This week, as usual, we were out in the bay, taking all the advantage we could get from the fair weather. It began to grow cold very rapidly, and the wind rose some. So it seemed necessary to get home quickly. Every boat in the fleet put for the shore, but by the time we came near the temperature had fallen so rapidly that there was thick ice extending some distance into the bay. We couldn't break through so as to get to our usual landings, and so the boats were part of them beached as near the shore as they could be got, while others had to cast anchor further out. No one, I think, considered this as alarming; it happens now and then; but the wind took a fresh turn and blew a hurricane. The waves rolled up bigger than I ever saw them in the bay before. The first we knew the ice was broken up and the boats torn from their fastenings. It was impossible to get nearer the shore, for the wind came from that direction and blew us off. The whole fleet was swept out into the bay. The boats were scattered in every direction. For a time we drifted about helplessly, and then the wind moderated somewhat and gave the water a chance to freeze. That settled it. We were helpless in the wind and helpless without it. It was frightfully cold, and not every boat had a full supply of provisions. There was nothing to do but stand it as best we could, and the night was passed in crouching about the fire and flogging ourselves with our arms to keep warm. In the morning we found that the ice was not so thick as to be absolutely unbreakable but just enough to prevent us from sailing. So we couldn't get anywhere;

people on shore gave up all other work and came down to the beach to do what they could to rescue us. They took row boats and by breaking the ice ahead of them managed to get out to the nearest boats. Then they towed the smaller oyster boats to the beach one after another. Luckily the weather moderated a great deal, so that the ice did not grow any thicker, and it was made soft and easy to break. It was slow work, and, as you see, there are more boats yet to get in. But there is no longer any special anxiety about those that are out in the bay, for the weather is warm and the ice is likely to melt in a day or two, and meanwhile those on board are supplied with provisions."

At different points along the beach gangs of captains were at work drawing the cables upon the beach out of the way of ice that is liable to form any night. The severe experience has convinced the oystermen that the season for dredging is really over, and they will not venture out again unless a long spell of moderate weather sets in. When the waters are very cold the ice forms in the bay, and is cast upon the beach in huge piles by winds and tides. The captains vie with each other in telling how high the piles were last winter, which was an unusually severe season. None of them puts the height of the pile at less than twenty feet, and the estimates run from that up to forty. They show a building two rods from high water-mark, whose roof was carved in by the ice which has been piled up. The building is about fifteen feet high. Every available man in Sayville thrust out after the storm to help in rescuing the boats and crews. The Bahlan Putter, owned by Daniel Gillet of Sayport, will be a total loss. It was driven ashore in a mass of ice and beached over.

Capt. Charles L'Hommedieu of Sayville was at work on a marsh several miles from Sayville packing hay. When a sharp bay is cut it is stacked on piles driven into the ground. Capt. L'Hommedieu was taking the hay from these stacks and packing it in bales to be shipped to this city, where it is used for packing ice for export. His boat, which is named the Todd, served him for a lodging. He dined about from stack to stack when the tide was high. A few days ago his wife went down to the marsh where the captain was at work intending to remain a week with him. She took her little child along. No idea of danger from cruising about on a salt marsh even in winter occurred to anybody. Just before the storm came up the captain made his way in a small boat to the shore to get a fresh supply of provisions. He had hardly got home when the temperature began to fall. Mrs. L'Hommedieu felt no uneasiness, however, until she observed that the tide was rising unusually high. Still she thought the yacht was moored firmly and contented herself with putting more fuel on the fire in the little cabin. But the wind increased, and the yacht was roughly swept by the waves. She went on deck to see if her husband had left in a night. What was her terror to discover that the yacht had slipped her moorings and was floating out into the bay. The boat was yet on the marsh, as nearly as she could judge, but was rapidly getting away from it. It was bitter cold, and as the yacht got further out into the bay the waves broke over her bows and dashed her spray over the decks. At a distance she could discern the fleet of oyster boats, but she could not tell that they, too, were being driven out into the bay. To her own distress was added that of the little one. As night came on another feature of the situation appeared to her. Barring a small scrap of bread there were no provisions of any kind on board. The bread she gave to the hungry child. She was familiar with the accidents that beset fishermen and oystermen, and could not help feeling a hope that a rescue would be made in the morning. The real fear was that the boat might be captured by the storm. The one redeeming feature of the situation seemed to be that there was plenty of fuel. She used it liberally through the night; but before the storm had entirely died away she felt the boat touch bottom and presently she was aware that it had grounded, though where she could not tell by any means discover. When morning came she found that the yacht was stuck fast in both ice and sand, on a beach of water, island, long distance out in the bay. The first of oyster boats was visible in the distance, but there was no sign of a rescue party for the Todd. All day long Mrs. L'Hommedieu kept watch for a sign of relief. Night closed in again with nothing to give her hope. Then she began to fear that the fuel would not last. Famed as they were, they more than ever needed warmth. The second night was passed in anguish.

Terrible Encounter with a Lion.

London Standard.

A fearful affair is reported from Yverville, in Belgium. An untrained lion called Brutus, on being let into a cage which an attendant named Gremier had had time to leave, showed signs of great excitement, taking prodigious leaps all about the cage and uttering appalling roars. Seeing the man in danger, the lion queen, a Mme. Soumet, entered the cage to enable Gremier to withdraw, when the lion rushed at her and fastened his teeth in the lower part of her face. A professional tamer, Auguste Bonvilliant, went to the rescue, and by main force opened the lion's jaws, thus enabling the unfortunate woman to totter out of the cage. A portion of her lower jaw, with some of the teeth, had been bitten away. The savage beast turned his fury upon Bonvilliant, and he and the lion queen wrestled together for two or three minutes, the lion savagely biting the man about the chest and shoulders. Finally one of the attendants, by attacking the lion with a pitchfork from outside the cage, made him let go his hold, and Bonvilliant rushed out the cage and fainted away. Mme. Soumet's life is despaired of, but Bonvilliant is expected to recover.

800 Hard Cash Given Away.

Read Stern's advertisement, holiday goods.

OVERCOATS FOR LEAN MEN. In addition to Overcoats our stock of Clothing. GENTS' FURNISHING GOODS. Is full and complete, and we are selling them paralyzingly low. Dahlman Bros., FORT WORTH, TEX.

THE CITY.

FORT WORTH FENCIBLES.

The Members Feel That All Has Not Been Done for Them That Should Be Done.

FORT WORTH, TEX., Dec. 19, 1884.

To the Editor of the Gazette. Will you kindly allow the Fencibles space in the columns of your paper to make a reply to the following that appeared in the issue of THE GAZETTE on the 7th inst.:

The Houston Light Guard will have to look to their laurels. The Gate City Guards, the crack infantry company of Atlanta, Ga., are going to Europe next year, the exact date, accompanied by the governor of Georgia and other distinguished Georgians. The Atlanta company will undoubtedly attract attention in Europe and pose as the crack company of Yankeeedom, while as a matter of fact that distinction justly belongs to the Houston Light Guard. The latter company has won all the prestige at home it can enjoy. To keep up with the procession it will have to go to Europe too. If its domicile were Fort Worth the Fort would put up the necessary ducts to enable it to equal anything accomplished or attempted by any other military company in the country.

The Fort is not the domicile of the Houston Light Guard, but is the domicile of the Fencible City Fencibles, a military company organized June 10, 1880, and having upon its roster the names of young men that in every capacity are suited for members in such an organization. How if the "necessary ducts" are slumbering in the pockets of Fort Worth citizens with which to make a military company "equal to anything accomplished or attempted by any other military company in this country," why, in the name of common fairness and justice, cannot the people with those ready ducts assist a military company of their city by giving some assistance towards its maintenance, and especially in aiding the company to pay off an indebtedness of a few hundred dollars, which indebtedness was contracted with the distinct understanding from leading citizens that it would be paid by subscriptions from the people of Fort Worth? Do the Fencibles deserve any support from the city, and is it an organization worthy of attention? If constant drilling and an assiduous performance of every duty necessary to make the company a success, together with its membership, can cause an affirmative answer, then we say, yes it does deserve both attention and support from the citizens. Then why does it become necessary for THE GAZETTE, as a representative of the Fort, to treat with a seeming contempt and neglect her own volunteer company, that with the proper support would rival any militia organization in the state, and at the same time boasting what Fort Worth would do with a crack company elevated to its present standing by and through the financial support of the generous and public-spirited men of Houston? With a few honorable exceptions, the only assistance Fort Worth's company has received came from the pockets of its members, and does this prosperous city propose for this state of affairs to continue?

It is high time that the citizens should either come forward and give the boys substantial encouragement, or openly say they do not desire the present military company to exist. The company has ample material to make first-class organization, and why not let those ready ducts come forth to make it such? THE FENCIBLES.

Mrs. Gorman's Christmas Tree.

FORT WORTH, TEX., Dec. 18, 1884.

To the Editor of the Gazette. During a visit to Mrs. Gorman's reading room the other day, I heard several of the young people express a wish that the room had a musical instrument of some kind, as it would add greatly to the room in many respects; then another started the idea of Christmas presents, and said: "How pleasant it would be if each one of Mrs. Gorman's subscribers would bring a Christmas present to her." And at this remark Mrs. G. said: "I will tell you what I'll do; I will put up a Christmas tree, and if each one of my subscribers will bring the name and money for a yearly subscriber and hang it upon the tree, I will buy a piano for the reading room." Now, that remark caused me to put on my thinking cap, and I asked our librarian how many subscribers she had. "One hundred and twenty-five," was the answer. What a help that would be to the lady who has undertaken this venture. It would enable her to get a piano for her room. Why can't we all come forward and contribute our mite in the simple and easy way of buying a yearly ticket. We give willingly and liberally to every new enterprise and often contribute more for one night's pleasure at a ball and have nothing to show next day. In this case you will enjoy all the privileges of the reading room for twelve months and the use of the 600 volumes in the library now besides 200 more partly paid for and about to arrive. Fort Worth needs this institution, for it will prove a blessing to our girls and boys. Several Sundays past I have noticed a

number of boys at the rooms engaged in reading instructive books, and this is better than roaming the streets. Mrs. Gorman has lived here ten years and is the educator of many of our girls and boys, and we feel that we can trust our young people to her care. Our citizens should, by their aid, make this library something that Fort Worth will be proud of in the future. We feel the work is in the right hands, but the room must have patronage if we wish it to succeed. "But," says some one, "I seldom read, and have no time to read anything but the newspapers." Granted; but you have wife, children, if not mother, sisters, aunts, cousins, friends—and last, but not least, sweethearts. What more appropriate to Christmas gift than a ticket to the room? Mrs. Gorman will give as the full worth of our money, and \$2.50 is not such a great sum for each one to set aside for the benefit of mental culture during the year 1887.

We encourage and build up everything else that is brought to our notice, so let us now add the culture and elevation of our mental powers to the rest of our good works, and Fort Worth will then in truth rightly merit the name of the Queen City of the South. Hoping to see many names (with the right amount accompanying them) hanging from the boughs of Mrs. Gorman's Christmas tree, I subscribe myself A SUBSCRIBER OF Mrs. G's Reading Room.

FIRE RECORD.

At Wichita Falls.

Special to the Gazette.

WICHITA FALLS, TEX., Dec. 19.—At 9 o'clock last night a fire broke out in the back end of Bullen & Sons drug store in Collins' brick block, doing about \$2000 damage. Origin of the fire unknown. The loss is covered by insurance.

ST. JACOBS OIL. THE GREAT GERMAN REMEDY For Pain. Cures Rheumatism, Neuralgia, Headache, Toothache, etc.

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THE DIRECT AND FAST LINE TO

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SOLID DAILY TRAINS TO CINCINNATI AND LOUISVILLE. IN TEN HOURS, 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 time by any other line. The Day Express has Parlor-cars, 1st, 2nd and 3rd class, 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 runs a through sleeping-car to the National Capital.

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 South-east.

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 Sleeping Trains, having Palace Hotel and sleeping-cars to Chattanooga, Atlanta, Mason and Jacksonville without change. No Parlor or Transfer by this Route. All connections made in Union & Guide. For tickets, rates or any particular information, call on ticket agents of connecting lines, West, Northwest and Southwest, or in St. Louis at 101 and 103 North Fourth street. JOHN F. BARNARD, W. B. SHAYCOCK, Pres. and Gen. Manager, Gen. Pass. Agt. Chicago, Ill. G. B. BACON, Gen. Western Pass. Agt. St. Louis, Mo.