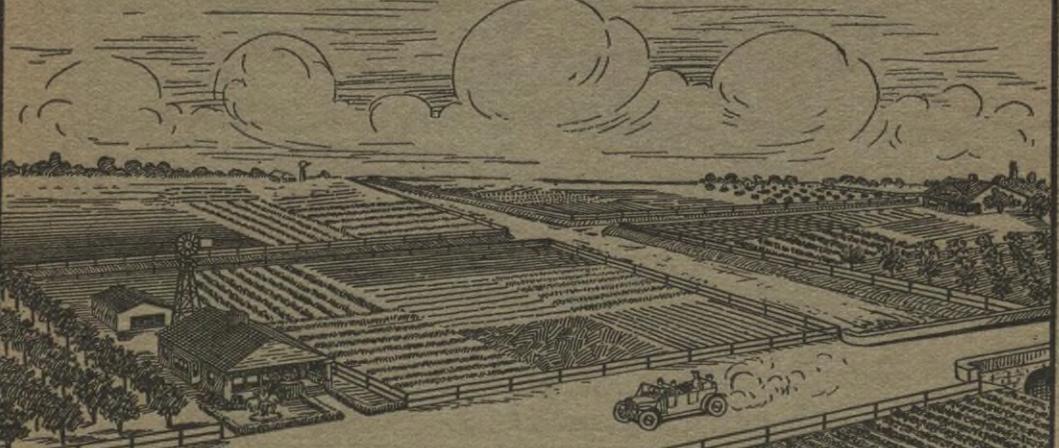


# THE TANGENT

September 1912



GULF COAST DRAINAGE

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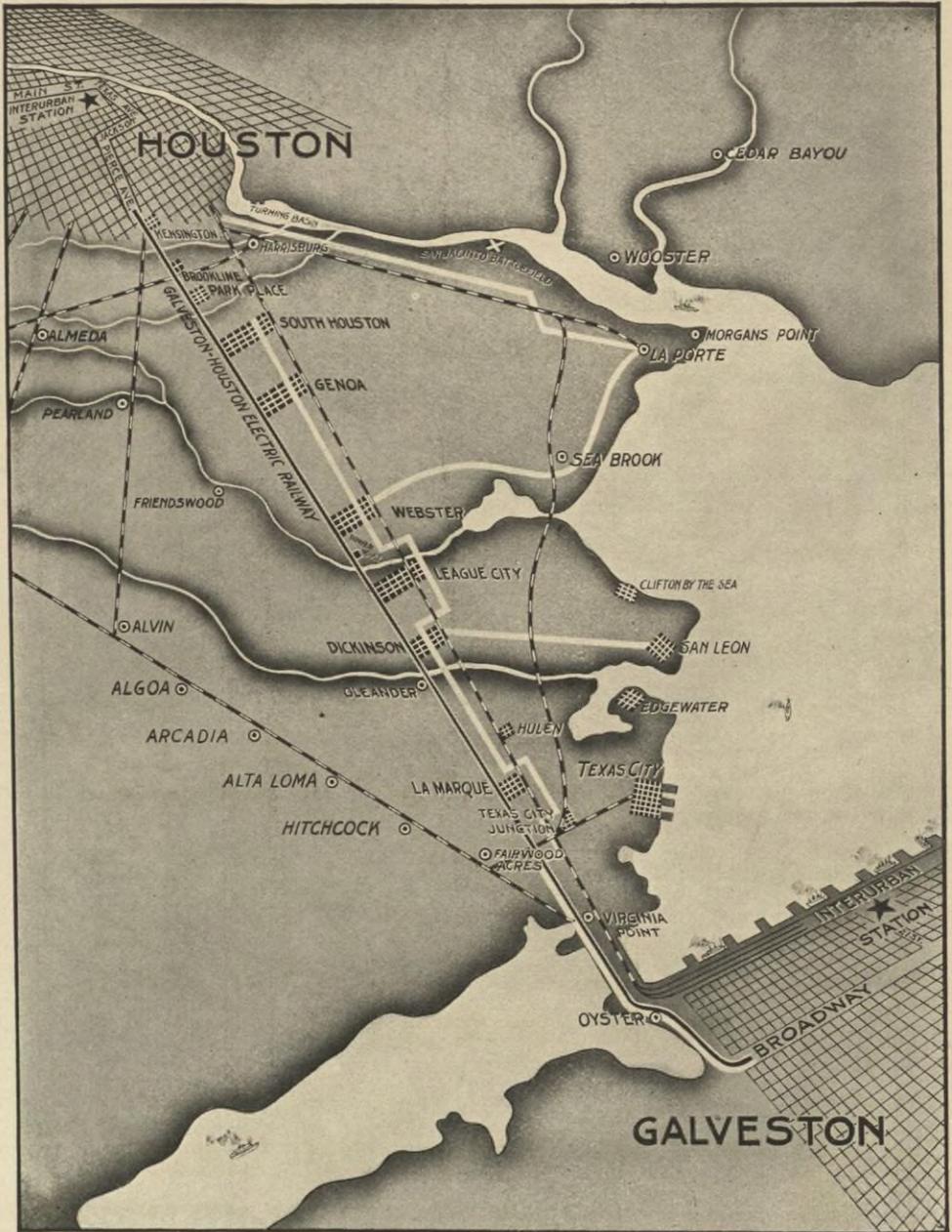
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THE TANGENT

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# THE TANGENT

A MONTHLY MAGAZINE

Published by

GALVESTON-HOUSTON ELECTRIC RAILWAY COMPANY  
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Devoted to the interests of patrons and employees, and the development of the Galveston-Houston district

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Volume II

SEPTEMBER, 1912

Number 4

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## AWAKENING OF AN EMPIRE

GULF COAST COUNTIES' LATENT WEALTH IS BEING  
DEVELOPED BY DRAINAGE DITCHES AND LEVEE SYSTEMS

**Editor's Note**—A second article on drainage will be published in next month's issue of *The Tangent*. It will treat of the drainage and levee work already completed and under way, and will include all of the work mentioned in Mr. Stiles' article. It will be well illustrated.

**D**RAINING the level, low-lying Gulf Coast counties in the humid area of Texas is of utmost importance, but like other economic features, tending toward the development of the agricultural possibilities of the state, it has, until recently, lain dormant either because of a lack of legislative activity or discouraging obstacles placed before it by wealthy cattle men.

The value of drainage in bringing about the maximum productiveness of the soil has long been recognized, and in other states and countries has been pursued to a considerable extent. Holland owes her wealth to the persistent draining of her low, marshy lands adjacent to the North Sea; the greater part of Illinois and Iowa would still be swampy wastes were it not for drainage, and many other states and

localities depend, to a great extent, upon their ditches or levees for their agricultural returns.

All of Texas does not need draining. To the people of a very large portion of the state the question of drainage is of slight importance. Nature has made adequate provisions for the taking care of surplus waters, but in the very heart of the most populated and civilized portion of the state lies a vast empire containing millions of acres. The soil is as rich and productive as the valley of the Nile, yet to a great extent it is unoccupied, wholly unimproved and dormant, and a drug on the market, save as a range for cattle.

Practically all of this territory is included in the geographical and geological unit known as the coastal plain. This includes the sub-level, seaward

sloping area bordering the coast, and increasing in altitude, rugosity and ruggedness as it proceeds toward the interior. The bulk of this plain was slowly and gradually reclaimed from the sea at intervals during the Tertiary and Quaternary periods, both comparatively recent in the history of the earth.

The territory immediately bordering the Gulf of Mexico and extending 30 to 50 miles was not reclaimed, but is underlaid with materials deposited during the middle of the Quaternary period. The soil in this territory, which has more to do concerning drainage, consists mostly of blue, sticky clays in which are numerous balls of lime. The coast prairies consists of the outcrop of these clays. They are flat, almost level and generally treeless. North of the Nueces river the soils, which have been derived from the alteration of the underlying clays, are of the type referred to as the Houston black clay, a sticky clay soil, black in color and containing a considerable quantity of lime.

These lands today represent a future wealth of Texas, and the reclamation of these lands by means of levees and ditches is the practical means by which this latent fortune may be developed. In increased taxable values the reclamation of these lands means a sum of \$300,000,000 to the state, and to the individual land owner it means the acquiring of an immensely productive farm, where he now has a cow pasture.

Now, from this, especially among Northern people, it might be supposed that the lands of the Texas Gulf coast are wet, marshy, swampy, full of malaria and the breeding place for reptiles and insect pests of every description. For the most part the lands are high and dry, except in the rainy season. The lands slope gradually upward from the coast until back as far as Houston the altitude is 53 feet. There are natural streams and bayous and

the country is as healthful and the death rate as low as in any part of the state.

The bulk of this territory lies in what is known as the "40-inch rain rainbelt," 40 inches of rainfall is the normal, yearly amount. This copious rainfall with an impervious soil and a country almost as level as a floor, makes drainage necessary, which is effected by widening and deepening the natural watercourses and providing adequate drainage ditches to remove the surplus surface water. In the rich river bottoms the land is reclaimed by the construction of levees, following the banks of the water courses and built sufficiently high to confine the flood waters. In numbers of cases where there was no way to rid the land of the surplus water the lands became sour and foul and in many instances had to be abandoned, later to be reclaimed by the installation of drainage systems. Some portions of these flat lands, lying at a less elevation than others, remain covered with water in wet seasons and become hard and dry in other seasons, making them fit only for grazing purposes.

The reclamation of the coastal prairies by drainage is much less expensive than levee reclamation, and the influx of new settlers, and the fact that the productiveness of the great coastal prairies, after being drained, has been fully demonstrated, brought about a revival in public interest in the reclamation of overflowed lands. This has led to certain necessary amendments to the state constitution, and by subsequent legislation various laws were enacted which made possible the building of levees and other improvements by district organization.

In this epoch, only eight years ago, levee building in Texas made its first material advancement. A number of improvement districts have been formed and several levee and drainage systems in various parts of the state have been completed.

# DRAINING THE GULF COAST

THE SEVERAL PHYSICAL FEATURES THAT FAVOR IT, ITS VALUE, COST, AND AN IDEA OF THE ENGINEERING WORK NECESSARY TO CARRY OUT THE SCHEME

From Addresses and Articles

BY ARTHUR ALVORD STILES  
STATE LEVEE AND DRAINAGE COMMISSIONER

**I**T is an observation ripe with age, that where an ailment is there also is the cure. Applying this old principle to the problems of reclamation of overflowed and swamp land in Texas, the engineering diagnosis is clear. Where destructive floods now sweep along the river valleys, nature has even before hand provided the means by which these floods can be controlled. Though the swamps and marshes at present uselessly occupy productive and coveted soil, and discharge their poisons to surrounding human life, here, too, we find the antidote. In the overflowed river valleys, a favorable topographical condition of the adjoining hill banks, a flood plane much too wide for the mere occupancy of the flood, and a soil most excellent for levee building—these are the characteristics that may be made to prevent the overflows. In the wet lands and marshes, an effective elevation above the sea, an earth through which canals easily cut will not easily erode—these are the conditions which will bring to agricultural life a hitherto dormant territory the size of an empire.

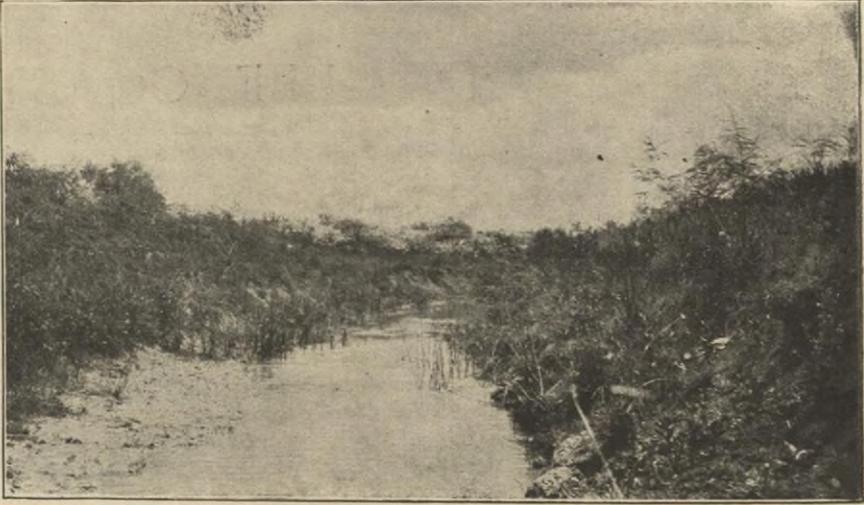
Naturally we may therefore consider the subject of reclamation in these two logical, though not entirely independent, divisions. First, the protection from periodical overflows of the river valley lands, by levee building; second, the draining away of the permanent and semi-permanent water from the wet land, swamps and marshes.

Levee building for the protection of overflowed river valley lands for agricultural uses is not altogether a new undertaking in Texas. In the valleys of some of the streams topographic conditions, so perfect that it did not require the practiced eye of the topographic engineer to detect them,



LAND IS MUCH MORE PRODUCTIVE AFTER DRAINAGE.

have long ago beckoned to the individual planter and land owner; and there are many instances where these hardy pioneers in Texas reclamation have battled single handed in some of the valleys, trying almost hopelessly to hold back the floods, at least long enough to gather their big crops from their little fields. Some of these comparatively small and entirely isolated levee projects stand today, because the natural conditions favored them. Others stand because the proper engineering skill was employed to plan them; and still others may be said to stand in spite of the engineering skill. But levee building in general has not and cannot succeed by individual and sporadic effort.



THE MAIN DITCHES FOLLOW THE NATURAL STREAM COURSES.

#### Co-operation Required

United and co-operative action is the first requisite. While, fortunately, the Texas stream valleys are conveniently divided into what might be called topographic areas in which a levee system would be complete unto itself and if properly planned and built would not perceptibly influence the conditions elsewhere in the valley, yet these natural unit areas, except in the smaller streams, are usually too large for the individual planter or land owner to protect with levees paid for by himself alone. It is this fact that first caused failure, and is now leading to success in levee building in Texas. During the time that these first individual and generally fruitless attempts were being made to protect from overflows a few scattering fields in the "bottoms," the other lands out of reach of the floods continued to be cleared and improved, until the main valleys, most fertile of all the lands, were left as unimproved strips, winding through almost solidly cultivated rural districts on the uplands. Owners of overflowed bottom lands then began to look back again with longing eyes to these fertile valleys still unimproved. Practically

failing in his former unguided efforts, the individual planter then sought the help of his adjoining neighbors, who in the meantime had grown personally interested. The signs pointed to united action. The idea of levee building by district organization was the result. Amendments to the State constitution were accepted, and laws for improvement districts were passed. The reclamation of overflowed and swamped lands in Texas had at last become a legally recognized practical utility.

Following the passage of these laws, levee and drainage work began in earnest in many parts of the State, only to be suddenly stopped by the discovery of defects in some of the laws. Later these defects were partially removed by new laws, and today there are numerous levee and drainage projects in course of construction.

#### Levee and Drainage Board

Just prior to the enactment of these levee and drainage laws forces were at work in different parts of the State which culminated in the creation by the Thirty-first Legislature of the present State levee and drainage board,

which is, by inference only, a co-ordinate branch of the otherwise independent levee and drainage laws. The board consists of the governor, the attorney general and the land commissioner, besides the technical assistant, the State levee and drainage commissioner. In this transition period in the work of reclamation of overflowed and swamp lands the board entered on its vitally important, yet rather vaguely defined duties. On the recommendation of its commissioner, the board at once adopted a definite policy for its first work. This general plan contemplated the making of a most complete, practical, scientific, honest and convincing levee and drainage survey of not more than three separate areas within the State.

The survey, when finished, was not only to be used for building the levees in the three areas so fortunate as to be surveyed, but was to be made in such a thorough manner that the resultant maps and estimates would clearly picture every phase of reclamation as applies to the average Texas overflowed river valley. The three areas selected by the board are situated in the valley of the east fork of the Trinity in Dallas, Rockwall, Kauf-

man and Collin counties; in the valley of the Little river in Milam county, and in the Brazos valley from Hempstead to Allen farm.

#### The Cost Is Small

In the valley of Little river, overflowed lands have already been reclaimed by levees for \$5 per acre; others are now being reclaimed for \$10 per acre. In the Brazos valley reclamation by levees has cost \$10 to \$15 per acre. Reclamation of the swamp and wet lands by drainage is known to cost considerably less. Assuming the present value of these overflowed and wet lands in Texas to be \$10 per acre, and the maximum cost of reclaiming them to be \$20 per acre additional, we have \$30 per acre as the total cost after reclamation has been effected. It is therefore reasonable to state that one year's crop protected from water would more than pay the cost of all improvements, and would protect all the other crops for perhaps twenty years to come. Incidentally, the State's taxable values would immediately increase \$50 for every acre reclaimed, or, upon the completion of the project and at the present day



ONE OF THE MAIN DITCHES IN THE ALAMEDA DISTRICT!

prices, the taxable values would increase \$300,000,000.

The surveys of the state are very thorough and accurate.

Before beginning the topographic mapping proper, lines of precise and primary levels were run along both sides of the Brazos river from Hempstead to Waco; along the entire length of the overflowed portion of the Little river, and in the Trinity valley from Rockwall twenty miles down. Over all of these lines permanent marks were established about every half mile. These marks are called bench marks. They are of two varieties. The standard bench mark is made of 4-inch heavy iron pipe, four and one-half feet long, set three and one-half feet in the ground. The lower end of it is split and turned up in the shape of an anchor so that the post cannot be pulled up or pushed down. It has a brass cap over the top, and into this metal the exact sea level elevation is stamped with a steel die. The other kind of bench mark is not quite so permanent, but will remain for a number of years. It consists of a small copper plate spiked into the solid root of a large, live tree. On the trunk of the same tree is always cut a large "blaze," which acts as a witness mark. The elevation is stamped in the copper plate with the same steel die, and it is also painted in the "blaze" above the copper plate.

These level lines were immediately retraced by transit and steel tape traverse, by means of which every bench mark has been most carefully located on the ground; and the latitude and longitude of each one has been computed to the nearest second. True north was determined at intervals along the lines by accurate observations upon the Polar star each clear evening as the work progressed.

The sole purpose of these bench marks so carefully established is to furnish an absolutely accurate basis

for all the survey measurements and computations; and from them, as a lasting reference mark, the levee and drainage systems will be laid off on the ground, as required by the various districts. This very important first division of the work was completed with gratifying success. In the final results of the sea-level measurements the greatest error barely exceeded six inches in 100 miles of line. In the transit and steel tape work, which signifies a measurement from left to right and a distance long or short, the greatest error in the final results did not exceed 100 feet in 100 miles.

#### Maps Are Accurate

Upon this most accurate network of controlling points along the river the topographic surveys and maps are based. The plane table instrument is used in doing the topographic mapping. Additional distances for topographic purposes are made with the stadia, and supplemented sea level elevations, showing the high water lines, are determined in the usual manner. These elevations are recorded at numerous points all over the flood plane. By means of the plane table the detailed topographic maps are constructed in the field at the same time that the various measurements are being made. The instrument is moved from place to place all over the area, and as it moves the map is drawn upon a sheet of heavy, double mounted, map paper, which is screwed down upon the plane table. Thus the map grows bit by bit out in the open country. There is no office compilation from notes and consequently no resultant blunders therefrom.

The first surveys were made jointly by the Federal government and State levee and drainage board, and were finished some time ago. The maps have been considerably delayed by the process of reproducing from the origi-

nals at Washington, but a full supply is now on hand, and available to all persons interested.

The maps have been printed in six valley sections; those in the Brazos are called the Howth, Washington and Millican sheets; those in the Trinity are known as the Rockwall and Barnes Bridge sheets, and the one in Little river is named the Buckholtz sheet.

The total overflowed area covered by these sheets is about 125,000 acres, of which about 80 per cent will be reclaimed and permanently protected from the greatest overflows known.

These levee maps are not only eminently clear and practical, but they are models of accuracy, completeness and beauty. They are printed in four colors, and show in perfect position and relative size every feature of the territory, such as farm houses, roads, trails, creeks, gullies and elevations and depressions. The complete levee and drainage system necessary to reclaim the various natural divisions of the overflowed valleys are shown upon the maps by heavy red line, and in such a practical manner that any intelligent person with an ordinary measuring chain or tape line can mark out upon the ground the place where the proposed levee is to be built, by measuring back from the river bank or from the numerous other natural objects that are accurately located upon the map. The various symbols used on each map are clearly explained in a column on the left hand margin of the map and headed "Legend."

The levee and drainage systems indicated upon the maps are the result of thorough investigation and study, and extensive measurements in the field. The positions of the levees with respect to the river channels have been determined with a view to securing, from a hydraulic standpoint, the most stable positions; from a topographic standpoint, the most economical positions, and from the land-owner's standpoint, the most effective

and equitable positions. Though these important positions frequently stand at variance every effort has been made to reconcile them. The districts have also been planned in such a way that they will not conflict with each other. The levees may be built from year to year, and in one district at a time, but when all levees are finally built the entire valley will be protected by one complete co-ordinate system.

#### Additional Data

Notwithstanding the great amount of data which these reclamation maps contain, there are two very important features not indicated upon them,



A WATERMELON PATCH IN THE ALAMEDA DISTRICT.

namely, the required height of the levees and their costs of construction. It was found impracticable to represent these features upon the maps. Therefore, this subject will be fully discussed in a technical report available to the public about the last of next December.

Pending the publication of the report all definite information upon these points for the use of the districts interested may be had by them on application. In advance of the detailed discussion of the subject, as set out in this report, and without reference to the profiles, it may be stated, for all practical purposes, that in the Rockwall and Barnes Bridge districts the maximum standard levees will be about eight or nine feet high, and at a cost of 15 cents per cu-

bic yard for building the embankment, they will cost about \$6000 per mile. This represents a cost for reclamation in these districts of \$30 per acre. In the Buckholtz neighborhood, the standard levees are also nine feet high and the cost per acre for levee protection is about the same as in the Trinity valley in districts of average size. In the Brazos river there are two floods to consider. The highest flood of record occurred in July, 1899, when the water throughout the flood plane reached the very considerable average depth of about eleven feet. To protect against this great flood would require a maximum standard levee of about fourteen feet high. Such an embankment would cost in the neighborhood of \$16,000 per mile, but would permanently protect the lands in this valley at a cost of about \$40 per acre. The next highest flood of record occurred in 1908. To protect against this flood the standard maximum levee would have to be nine feet high and would reclaim these lands for about \$20 per acre. In either case the levees would have the same position on the ground as indicated in red on the maps. If they were first built to protect against the second highest flood they could later on be increased in height and thickness to protect against the greatest flood.

In the areas covered by the maps the levees for the protection of several of the districts have been under construction for some time and are now nearing completion. Other districts have been formed and are awaiting the register and the sale of their bonds. Numerous other smaller districts are now taking steps to organize under the levee and drainage laws. All of these districts, including the one now nearly completed, have made good use of the work of this department.

The last legislature amended and enlarged the work of the State levee and drainage department, and even

more accurate and comprehensive surveys are now in progress in various additional parts of the State. The results of this new work will be available during the coming winter.

A provision of the new law, originated by the present governor, looks to the perpetuation of the levee and drainage surveys of this department. By this provision all districts that avail themselves of the work of the State are required to reimburse the State to the extent of 10 cents per acre to offset the cost of making the survey. Though 10 cents per acre is regarded as much less than the price which the districts themselves would have to pay for such work if done by them, it is thought that the State will be able to continue the surveys for this price per acre after a complete organization is effected and a sufficient number of men have been trained to do this very peculiar and special class of topographic engineering.

The task of organizing such a force of topographic engineers is very slow and exceedingly difficult, but the commissioner has given his undivided personal attention to this phase of the work, and within the past eight months has trained five engineers, who are now in the field. By the end of the present year the engineering force of the department will be well equipped, and more nearly adequate to meet the demands that are at present being made by various levee and drainage districts.

#### Reclamation by Drainage

Coming to the subject of reclamation by drainage, where levee protection is not necessarily required, we enter, as a principal field of work, the expansive coastal plain of Texas. From a drainage point of view, this is a territory to be outlined on the map with some difficulty. Roughly speaking, and not counting the Rio Grande valley, it

may be said to begin at Orange and continue down the Texas coast for about 150 miles or more, extending inland about 50 miles. Of course this great area contains many bays and smaller arms of the sea, as well as other areas which, for various reasons, do not require drainage. Making due allowance for these areas not counted, the portion of the coastal plain which is actually in need of drainage appears to contain something like two or three million acres.

The method of reclaiming these overwet lands in the coastal plain differs from that employed in the overflowed river valleys in several essential particulars, though the engineering details connected with the solution of both the problems compel them to be more or less dependent for success upon each other. In general the reclamation of overflowed river valleys requires the building up of dikes or levees; whereas the reclamation of the overwet lands requires the digging out of canals and ditches. Hence the flood waters in the river valleys pass down between two parallel levees at an elevation above the surrounding country; while the surplus water in the wet lands passes out through ditches dug below the level of the surrounding country. In the coastal plain there are, however, perfect though unequal examples of both these fundamental methods, due in part to a condition in the present natural water courses which traverse this section. These natural watercourses represent two distinct types: First, the streams which head in the northwestern part of the State and carry through the coast country the accumulated storm waters of the great drainage basins which begin in the distant Llano Estacado; and, second, the streams that begin and end within the limits of the coastal plain itself. The first, we may consider as through drainage; the second, as local drainage. The reclamation of overflowed river valley lands

by levee systems may therefore be said to extend through the coastal plain only along the comparatively narrow strips immediately contiguous to these through drainage rivers. It is the remaining part of the coastal plain that presents the problem of reclamation by drained ditches, not by levees, and more or less involves the natural water courses of this second or local type, and the rather low and flat "divides" which separate these local water courses. Except in the case of the through drainage rivers, the surplus water which must be removed from the coast country lands in order to make them suitable for farming, does not originate on very distant watersheds, but results from local heavy rainfall. Primarily it is stagnant water, in a sense, it accumulates where it falls and there remains until finally it disappears from absorption or by evaporation. The fundamental plan of reclamation here is one of providing artificial passageways through which this sluggish water may pass to its final level, the tide. As a rule, the difference of elevation between these overwet lands and the sea is amply sufficient to effect this drainage through canals, ditches and the slightly improved natural stream courses. The work of planning these passageways is remarkably simple after a careful topographic survey and map has been made. Without such a survey and map the undertaking is practically impossible. In the main, the earth in this section is favorable for ditching, yet in a short time after complete drainage has been effected it is known that these lands become wonderfully productive.

When the levee and drainage board considered the question of the selection of the areas within the State in which the first survey should be made, there had been previously filed with the board very many requests from as many different parts of the State for levee surveys in the overflowed val-

leys of the various streams; but no requests at all were received for drainage surveys in the coastal plain from sections where interest in drainage had reached the development where it would justify an actual survey. Without drainage this vast area seems practically worthless except for grazing, and an increasing population will soon require the reclamation of these lands for agricultural uses aside from rice growing.

#### Must Be Organized

No matter how thoroughly surveys are made, nor how competent may be the engineering talent that plans the improvement, the reclamation of overflowed and swamp lands in Texas will not uniformly succeed until the present district organization plan is further extended upon an effective co-operative basis. Improper levee construction in one district up-stream may easily cause disaster to properly constructed levee improvements in another district down-stream. Again, drainage of the wet lands in one district may overflow and ruin the lands in the neighboring district. These two conditions are beginning to exist today, and here is one of the worst obstacles to successful development. Not at all because these difficulties are insurmountable, but because they have not heretofore been sufficiently considered from an engineering standpoint. To insure the uniform success of the various districts, they must be laid off with regard to the topographic and hydrographic conditions, and not wholly upon a basis of selfish interest in land values. The levee and drainage plans of one district must be a co-ordinate part of the plans of every other district involved in the same stream influence. It is impossible to have a heterogeneous collection of systems of all degrees of accuracy and efficiency, and from them to expect successful and lasting results. Uniform efficiency in levee

and drainage projects requires uniform and efficient supervision first, in the plans, and, second, in the construction of the improvements. Such general supervision can come only through a high and absolutely impartial power. This power should consist of a board to be composed of the highest elective officers of the State. This board should be authorized and empowered to examine and approve all levee and drainage plans before such plans are permitted to be put into effect. The powers of the present State levee and drainage board could be very effectively extended to provide for this general and absolutely essential supervision.

In the existing laws, which control the construction of levee and drainage improvements, there are many features, both of a legal and engineering nature, which require amendment. These changes can not be discussed in detail at this time, but they should be so framed as to give every legitimate encouragement to the proper reclamation of these lands. The various defects in the present laws do not bring discouragement. On the contrary, they indicate that we are progressing along practical and lasting lines. By actual experiment we are, shaping the implements to fit the work which is to be done, and when a new law is passed, which, in one act, should embrace the features now partly covered by several laws, it is safe to predict that the work of reclamation in Texas will progress by leaps and bounds.

---

#### HE WAS A VEGETARIAN.

Philanthropist—"Er—I sent a poor starving devil down to you with a note this morning to tell you to give him a meal. What's the bill?"

Bung—"Eighteen pence."

Philanthropist—"What are the items?"

Bung—"Four beers and two cigars."  
—Sydney Bulletin.

# ARTHUR ALVORD STILES

**A**RTHUR ALVORD STILES, State levee and drainage commissioner and topographer, United States geological survey, was born August 28, 1871, in Travis coun-

ty, Texas. His early life was spent on a farm about three miles east of Austin and his education was in Austin, in private schools, city public schools and the State University. He was a

member of the class of '94, in civil engineering in the university, but did not graduate. Parts of three years were spent in the institution.

During his student days he devel-



ARTHUR ALVORD STILES, STATE LEEVE AND DRAINAGE COMMISSIONER.

ty, Texas. His early life was spent on a farm about three miles east of Austin and his education was in Austin, in private schools, city public schools and the State University. He was a

oped a marked tendency toward topographic and geodetic engineering. Upon the recommendation of the Hon. Joseph D. Sayers, then member of Congress, he was appointed temporary

field assistant in the United States geological survey. In February, 1897, he was examined by the United States civil service commission at San Antonio and was one of the four successful candidates in the United States to pass that competitive examination, though more than 100 young men entered it. As a result of this examination he was appointed an assistant topographer in the United States geological survey, with headquarters at Washington, D. C., and was assigned to field duty in Deadwood, S. D. Two years later he was promoted to the rank of topographer in the same service, which rank, with numerous promotions, he now holds.

Mr. Stiles has performed actual field service in nearly all of the States west of the Mississippi river, and in several east of it, also in Washington, D. C. He was stationed in California at the time of the earthquake. He mapped a large part of the continental divide in the highest portions of the Rocky mountains, also near the Canadian border in what is now the Glacier National Park, at which time he rescued the camping party of Senator Boise Penrose of Pennsylvania, whose brother had been severely wounded by a grizzly bear. He extended astronomic determinations over several thousand square miles of the Trans-Pecos region of Texas and topographically mapped all of the Big Bend country in Brewster and Presidio counties, as well as many square miles north of Sierra Blanca and Van Horn, where also he investigated a prehistoric race of inhabitants and recovered a score or more of human skeletons and numerous articles of ancient cooking equipment, and personal ornaments. He has topographically surveyed more country in Texas than any other one man, having mapped every wagon road and located every individual farm house from Flatonia to Mason. He has also done similar topographic

work in the Gainesville, Montague, San Antonio and Bracketville sections.

In 1909, while residing in Washington, D. C., he was requested by members of the Thirty-first Legislature to visit Austin and confer with the House and Senate committees upon the subject of reclaiming overflowed lands. After appearing before both committees, he helped to draft the initial law creating the State levee and drainage board. In July, 1909, he was elected to the position of State levee and drainage commissioner, and re-elected in 1911 to the same position under the subsequent amended law. He is now on leave from the Federal government and is serving his second term as State levee and drainage commissioner.

During his tenure of office as State levee and drainage commissioner he has supervised the complete survey of nearly 200,000 acres of overflowed river valley lands, and has personally designed and located levee systems for this entire area, several divisions of which are now being built.

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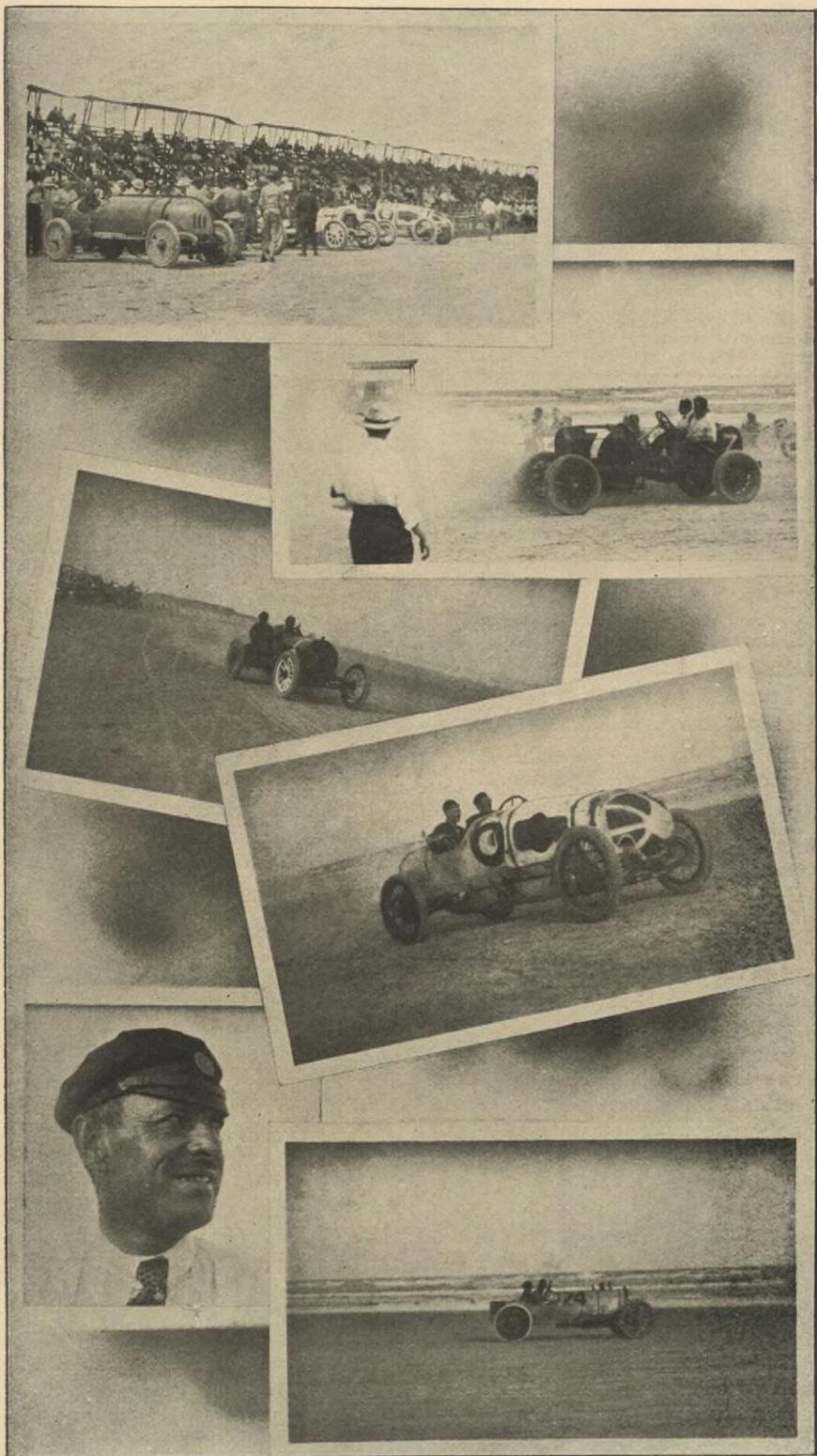
#### BACK FROM THE WEST.

R. T. Sullivan, general superintendent, and R. N. Graham, claim agent of the Houston Electric Company, have returned from a six weeks' tour of the West. Messrs. Sullivan and Graham left early in July. They visited all cities of prominence west of the Missouri river for the purpose of studying street car conditions, and in a general way find out what the other fellow was doing.

They are each preparing articles on their trip in which they will treat of the municipal and scenic wonders of the West. These articles will appear in a subsequent issue of *The Tangent*.

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You sometimes hear of a woman who is speechless with indignation—in books.



GALVESTON BEACH RACES DURING THE COTTON CARNIVAL.

# THE TANGENT

A MONTHLY MAGAZINE

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## AN AUSPICIOUS EVENT.

Plutarch, the most delightful of philosophers, says, "The general himself ought to be such a one as can at the same time see both forward and backward." If that be true, there are a good many persons who were never born to be generals.

Thousands know little and care little about the past. Nor do they, by reason of their absorption in the present, think much or care much about the future. That is why so many persons never get anywhere in particular and why the State is in such constant turmoil.

An old fellow of the thirteenth century said: "Had I been present at the creation, I would have given some useful hints for the better ordering of the universe." That is the way many of us feel, though we have not the courage to say so. We don't like to exclaim with old Alphonso that "it was a pity the Creator had not taken advice," but in our hearts we are convinced that if He had things would be better today.

Yet, after all, the only thing about the universe that seems to be wrong is man himself. And he would not be so continually upset if he would only

keep his eyes wide open and put two and two together. On the corner stone of the new Rice Institute is this inscription: "'Rather,' said Democritus, 'would I discover one fact than become king of the Persians.'" That is one of the wisest things ever uttered. The discovery of facts and the application of facts to daily life are what the universe was created for.

Facts, then, are what we should all be after. A fact, however, is not a fact unless it is studied in relation to its past and its future. Because we refuse carefully to scrutinize the past and the future our alleged facts are often no more than mere fancies. That is why we so often put the car before the horse.

Some 25 years ago a distinguished American said: "The whole aim of science is to reverse the appearance of things." That may be exaggerated, but there is a great deal of truth in it. If the ancients had not been so firmly convinced that the earth was flat America would very likely have been discovered centuries before Columbus was born. The blame for this delay can not be thrown on the Creator of the universe; it must be attributed to man's failure to discover facts.

Texas is a magnificent state, but never has she had a more memorable day than will be witnessed September 23, 1912, when the first academic year of the Rice Institute will open. Such a signal advance in the development of her already admirable educational facilities will attest to the world her devotion to those pursuits that make a community great in the highest sense of the term.

The new institution will personify the spirit of all self-respecting Texans. Its architectural features will forever appeal to their sense of the beautiful and will win the admiration of the world at large. Its graduates will in increasing number go forth into the world splendidly equipped to aid in

the development of American prosperity and in the promotion of the soundest civic morality.

More than all, the Rice Institute will stand in our midst as a brilliant and

unforgettable reminder that the world and all it contains are founded upon facts. Its very purpose is to be "such a one can at the same time see both forward and backward."

## IF—

By RUDYARD KIPLING

If you can keep your head when all about you  
 Are losing theirs and blaming it on you;  
 If you can trust yourself when all men doubt you,  
 But make allowance for their doubting, too;  
 If you can wait and not be tired by waiting,  
 Or, being lied about, don't deal in lies,  
 Or, being hated, don't give way to hating,  
 And yet don't look too good nor talk too wise;

If you can dream—and not make dreams your master;  
 If you can think—and not make thoughts your aim;  
 If you can meet with Triumph and Disaster  
 And treat those two impostors just the same;  
 If you can bear to hear the truth you've spoken  
 Twisted by knaves to make a trap for fools,  
 Or watch the things you gave your life to, broken,  
 And stoop and build 'em up with wornout tools;

If you can make one heap of all your winnings  
 And risk it on one turn of pitch and toss,  
 And lose, and start again at your beginnings  
 And never breathe a word about your loss;  
 If you can force your heart and nerve and sinew  
 To serve your turn long after they are gone,  
 And so hold on when there is nothing in you  
 Except the Will which says to them, "Hold on!"

If you can walk with crowds and keep your virtue,  
 Or walk with kings—nor lose the common touch;  
 If neither foes nor loving friends can hurt you;  
 If all men count with you, but none too much;  
 If you can fill the unforgiving minute  
 With sixty seconds' worth of distance run—  
 Yours is the earth and everything that's in it,  
 And—which is more—you'll be a *man*, my son!



GALVESTON BEACH IN AUGUST.

# HOUSTON'S TRAFFIC BUREAU

SMALL, ALMOST UNKNOWN INSTITUTION OF THE CITY  
HAS BEEN FOREMOST IN PROMOTING ITS DEVELOPMENT

**B**UFFALO BAYOU, or as it is now more properly termed, The Houston Ship Channel, is conceded to be Houston's one, great, big, natural asset that has been foremost in bringing to the city its wealth and commerce. In the early days it was instrumental in making Houston a railroad center, for it was a very natural and much traversed commercial highway, and as it was the outlet to the Gulf for a great part of the interior portion of the state, very naturally the railroads sought Houston as a terminal.

Another great asset of Houston, dependent upon the Ship Channel, is its freight rates. These, more than anything else, have attracted manufacturers and distributing houses, and with the channel, are the fundamental principles underlying the city's rapid advancement during the past decade.

Closely allied, or rather interwoven, between the channel and the freight rates, is a little known institution in Houston that deserves as much credit, probably, as any other factor in the city, for bringing about the growth and progress to be seen on every hand.

This is Houston's Traffic Bureau; and to say Traffic Bureau means C. C. Oden, who is the Bureau.

This obscure institution was organized a little more than a decade ago, but during that time it has been instrumental in securing rates for Houston shippers and buyers that places them upon an equal footing, if not to better advantage, than the merchants of any other city in the Southwest. The bureau has not created the rate-making factors, the channel and its

location already were those, but these would have been of little avail had there not been someone, ever aggressive, to see that the city's merchants received the rates they were entitled to by virtue of the city's location upon the banks of a navigable stream. Untold millions have been saved Houston shippers, and the work accomplished by the bureau will go on forever. Every year hundreds of thousands of dollars are being saved the city's merchants, and as Houston broadens and expands and its commerce grows with it, this amount will increase many fold.

The Traffic Bureau was organized some ten and a half years ago as an independent institution, and it had the distinction of being one of the first in the Southwest. P. H. McNemer was then at its head. About one and one-half years after its inception it was taken over by the Houston Cotton Exchange, under whose auspices it was conducted until about two years ago when it was added as a department to the Houston Chamber of Commerce, under whose chaperonage it now operates.

At about the time the bureau took over the traffic work of the Cotton Exchange, C. C. Oden became identified with it. He was a railroad man of long experience, who knew and had handled almost every department of a railroad's operation. He was born at Flint Hill, Rappahannock county, Virginia. His first railroad experience was with the old Virginia Central, now part of the Chesapeake & Ohio, and one of the first railroads built in the United States. His next work was with the Houston & Texas Central, where he

remained for nineteen years. The Texas & Pacific was the next railroad to secure his services, Mr. Oden remaining with this road twelve years. Through all of this time he occupied positions in many departments and became thoroughly familiar with every branch of railroading.

With this experience behind him he stepped into the bureau as assistant to Mr. McNemer, but upon the latter's resignation became its head. Up to a year or so ago his work was one ceaseless grind. Day after day he fought the railroads and shippers of other cities. Not even a Sunday found him absent from his office. For nine years he has been a bulwark against which outside contending forces have hurled themselves in a vain attempt to wrest from Houston its position in rates, and during that time his work has gone on unceasingly; watching to see that no community bested Houston on some traffic arrangement; watching to see that shippers were not held up by unfair rates, and always endeavoring to discover some new fields for unused Houston products and to secure a rate for them.

All he knows is rates, "traffic agreements," "milling in transit," "short and long haul," and other terms foreign to the uninitiated. As he sits at his desk in a little office, far in the rear of the Chronicle building, and on an upper floor, in the very nucleus of Houston's prosperity, he appears as a little, rotund, jolly-faced man, mild in speech and manner and with an affable, courteous way of welcoming one that makes you feel at home on the instant.

His eyes are blue, of an undefinable expression, with a far-a-way look in them, not the kind that characterizes the abstract scientist, but a look that denotes commercial wisdom, shrewdness, and a certain little twinkle which shows he can appreciate the humorous as well as the serious side of life.

He will always be found at his desk,

has been at his desk throughout his working life, and is always studying some inoffensive printed form, or record, in which he invariably discovers, as he terms it "the joker." If he is not engaged in going over railroad or interstate commission dockets, or railroad notices, he is busily engaged in looking up data and information for his thousands of clients that depend upon his work.

He is seldom spoken of; seldom interviewed by the horde of newspaper men, and yet he is the city's foremost personage in maintaining its position as a shipping and distributing center.

He has grown old in his position. His hair is scant and silvery gray, where a few years ago it was but sprinkled with the lighter tint. Still he doggedly sticks to his desk, daily cramming his cranium with more rate lore, and although he has reached the age of 60 he is active beyond his years, and among railroad men, far and wide, is known as one of the best posted rate men in the country.

The significance of the bureau has almost been lost. Its importance to the city has not detracted in the least and as much, if not more work, is being accomplished by it daily. But like many other institutions that were well known in the heyday of their life, the traffic bureau has just slid into obscurity because of its ever present presence. Besides, some of the biggest and most important things were accomplished by it several years ago, and the average business man is so absorbed in the details of his business that he often forgets important matters affecting his business that were promulgated one, three or five years back, although he still may be reaping the benefits.

To begin to detail the lasting work that the bureau has accomplished would necessitate a volume many sizes larger than *The Tangent*, while to chronicle the work of the bureau would fill a library. There are, though,

a few important things that have been accomplished by the bureau, which are remembered by many, and that space permits mentioning.

The work of the bureau was of a passive nature for the first year or so of its life, or until about the time Mr. Oden became identified with it. Traffic managing was a new profession, and its duties could not be defined by precedent. Mr. Oden, being a graduate railroad man, and one with an insatiable curiosity and a sprinkle of intuition, began at the very bottom, and his first duties were to see if everything was as it was said to be and printed. About that time it had been customary for many railroad officials at meetings and banquets to emphasize the statement that Houston was receiving full benefit of water rates and combinations on water rates. Mr. Oden immediately began checking tariffs with a view of ascertaining if all of this was so. As a result thousands of dollars were collected from the railroads in overcharges, and tariffs of rates on hundreds of commodities were published at very much lower figures than merchants of Houston had been paying. At a very conservative estimate this produced a saving of \$50,000 to \$100,000 annually, and every merchant in Houston is still receiving benefits from these adjustments.

The low rates existing between Houston and Texas ports, known as the differential, has been a live issue for many years. The traffic bureau has been active in the defense of Houston's position on this question, and during the past ten years has furnished figures and traffic information, used in many cases before the railroad commission, the legislature and the various courts, as is well known by all familiar with the differential cases, and has been one of the important factors in securing favorable decisions in practically all of the cases referred to.

The maintenance of this differential alone, according to W. D. Cleveland, is worth \$15,000,000 annually to Houston.

Ocean rates have always played an important part with Houston merchants for, where practicable, commodities are shipped by the lower water rates. When the Texas City interests decided to establish a steamship line from New York to Texas City, Mr. Oden was consulted and took part in preparing their tariff. He assisted them in establishing the line and encouraged the making of low rates. As a result the Texas City people promulgated a tariff in which the rates were less than half the rates in effect prior to that date on almost every commodity shipped. This forced the Mallory and Morgan lines to reduce their rates to meet the new competition, and the establishment of these low rates between New York and seaboard territory has been worth several hundreds of thousands of dollars to Houston shippers.

There are so many little things that have come before the bureau that appear small on their face, but when figured in the aggregate amount to large sums. During the past three years the bureau added to the list of commodities taking a rate of 5 cents per 100 pounds, Galveston to Houston, over 50 commodities. This sounds small, but it means a saving to Houston shippers of from \$20 to \$40 per car, and easily totals a saving of \$10,000 yearly.

Another important piece of work of the bureau was securing a reduction of 5 cents per 100 pounds, or \$15 per car, on rice shipped to southeastern territory. The bureau also defeated an effort of Beaumont to eliminate the differential of 3 cents per hundred pounds between rates from Houston and Beaumont to New York and seaboard territory and to Porto Rico. These two adjustments are worth an-

nually several thousand dollars to local rice interests.

Among other adjustments that have saved thousands of dollars to Houston shippers, the bureau secured a reduction of 72 cents per ton on pig iron from Alabama points to Houston. This is a large saving to local manufacturers who use pig iron. The bureau secured, through the interstate commerce commission, a suspension on a proposed advance of 6 cents per hundred pounds on furniture from interstate points. Already this has been a saving of about \$2000 to local furniture dealers, and if the suspension is made permanent the saving will amount to about \$5000 annually.

The bureau also secured a reduction in the rate on coke from points east of the Mississippi river, and assisted in preventing an increase in the minimum weight on vehicles and light and bulky articles.

Probably one hundred or more favorable adjustments such as these would be unearthed if the records of the bureau were further searched.

Right now the bureau is assisting in one of the hardest fights this section has ever been engaged in. Chicago is trying to have incorporated in western classification a rule permitting the mixing of all kinds of freight in carloads at carload rates. This involves millions of dollars and every traffic bureau in Texas and the Southwest is opposing it.

If the Chicago interests are successful it would be a severe blow to every jobber in Houston, particularly the hardware, grocery, drug, machinery, implement and dry goods jobbers. It appears that this proposition will be defeated, and if so, the saving to Houston could hardly be estimated in dollars.

Aside from all fighting, parrying and strategy to prevent other interests from encroaching upon Houston's rate position, the bureau has, for a little side issue in its work, the

furnishing of immediate rates for use on shipments ordered or received, and checking of expense bills for members. While this is small work, almost child's play to a railroad man, yet it saves the necessity of each shipper employing an expert, and to the hundreds of members of the bureau is worth many times the total annual expense of that institution.

And so the work of the bureau goes on unceasingly. It has never been the policy of Mr. Oden to advertise the work done by the bureau, as he believes that Houston competitors would be only too glad to receive that information. For that reason he is one of Houston's most reticent workers. When you talk bureau to him he invariably drifts into some complex decision of the interstate commission, or reverts to the Ship Channel. He is perfectly familiar with the latter, too, for he kept all statistics and data on it for a number of years, and always has been one of its staunchest supporters.

He delights to talk "package car service," too, but when it gets down to vital things that concern Houston's welfare, well there's no other way to express it—he just shuts up like a clam.

At least that's the way he treats the newspaper men.

#### CARNIVAL WAS A SUCCESS.

Galveston's Cotton Carnival this year was a great success and everyone, directors of the festival and its patrons, appear pleased and satisfied in the belief that the Oleander City is fulfilling its promise each year to make the carnival bigger and more attractive. From a financial standpoint the carnival was of more than ordinary success.

The cotton exhibit was the best the city has had and was attractive to even the layman. The marine exhibit was of interest to all and could only be surpassed in magnitude.

## THE "R" IS IN THE MONTH

**H**IS SUCCULENCY—The Texas Oyster—arrived on September 1, and once more the annual slaughter of the innocents has commenced. It is believed this will be a profitable oyster season as the beds are reported in excellent condition and the shell fish luscious and large. There were no hard blows on the Texas coast during the past summer and the heavy spring rains, with the exception of drowning out a few beds higher up, tended to put flesh on the bi-valves.

The first Houston boats to enter the trade are the Josey and Lizzie, both

power boats. They were provisioned the last week of August, and were scheduled to arrive in Houston with a full cargo on the second.

Galveston's resorts have been active during the summer preparing for a big fall and winter business. At the Rogers Oyster Farm, at Oyster, on the Interurban, a large pavilion was built and numerous other improvements made. John, of John's Oyster Resort, too, has been fixing up and this season anticipates a large patronage. Both resorts are very popular and are easily and conveniently reached by the Interurban.

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### VISITORS FROM NORTH TEXAS

K. M. Watson, claim agent, and C. H. Bowen, superintendent of transportation of the Northern Texas Traction Company, arrived in Houston, Tuesday, August 27, while on a tour of Texas cities for the purpose of studying street railway conditions. In Houston they were guests of officials of the Houston Electric Company, and the Galveston-Houston Electric Company. Following an auto tour of the city they were the guests of Manager L. C. Bradley of the Galveston-Houston Electric Railway Company at the Houston club. In the afternoon they departed over the Interurban for Galveston, where they were guests of officials of Galveston Electric Company, and after a sight-seeing trip about Galveston and a dip in the surf they were entertained at dinner at the Galvez.

Chas. Ford, formerly an employe of the Galveston Electric Company, but more recently manager of the Grand Junction and Grand Valley Railway Company of Grand Junction, Colo., also was a member of the party. Mr. Ford was on his way to New Orleans,

where he has accepted a responsible position with the New Orleans Western and Grand Isle Railway Company.

On the following day the visitors repaired to Bettison's fishing pier for several days of enjoyment with the finny tribe. Mr. Bowen, as reported by Mr. Ford, is said to have caught more than 40 pounds of fish. Watson, however, he said was the most contemptible fisherman he ever saw in his life. According to Ford, Watson didn't know whether to throw the bait into the water to attract the fish to that locality or to tie it onto the fish line and throw the hooks into the water for the fish to get snared. The first thing Watson is said to have done (now, this is according to Ford) is to have sliced the minnows into bits so that the fish would be better able to eat them.

"What yuh doin' over there," said Bowen, when he noticed Watson industriously doing something, which same is said to be unusual.

"Mincing the minnows so that the fish can eat them easier," replied Watson, in that mild, bland manner of his.

That isn't all he did, either, so Ford

says. He said, that when Watson put the fish hook on the line that he tied it with a pretty bow knot.

Watson didn't get a bite, and now he claims that Bowen caught tame fish and that it was a put up job on him.

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#### "LEFTY LOUIE" AND F. R. S.

While several employes of the Houston Electric Company were in Galveston recently, assisting in the entertainment of visiting members on the Northern Texas Traction Company, and a former employe of the Galveston Electric Company, it so happened that F. R. Schneider, of the Houston office, was singled out by Chas. Allen and others as the victim for a heinous joke. So well did the joke carry that, until this is read, F. R. S. believes that the incident was bona fide and that he ran great risk of being incarcerated in a Galveston jail, and possibly submitted to the "third degree."

It seems that several weeks ago a Galveston paper printed a description of "Lefty Louie," concerned in the New York police scandal, and badly wanted, along with the statement that he was supposed to be in Galveston with his "pal."

While the dinner was in progress at the Galvez, Frank departed for lower regions of the hostelry. Upon rounding a corner he was met by a burly plain clothes man, and with a six shooter pressed into a very soft, if not necessarily vital portion of his anatomy, he was told not to try any tricks and to come like a good little fellow.

"Wa-Wa-Wa-Wha—" but Frank forgot how to talk. The plain clothes very nicely informed him that he was "Lefty", whom they all had been looking for and that the nicer he came the better it would be for him. On or about this time Frank found his voice. It was raised, as Tarkington would say: "In a series of noises voiced in

a different pitch," and was in such volume that it reverberated to the upper regions of the Galvez. Some of the party hearing the commotion came to his "rescue," and after emphatically stating that the "big noise" was mistaken, and that it was impossible for Frank to get mixed up into any kind of scandal, and that he was a nice, mannerly little boy, and slipping a bill into the plain clothes' hand, Frank was released.

Later some one suggested that it was a "frame-up," but no, Frank would have nothing of it. That was the "real thing," he confided to Charley Allen, "that 'big stiff' would have me in jail now had it not been for you fellows to identify me and convince him that I was not 'Lefty Louie.'"

Strange thing about the affair. The description of "Lefty" in the papers tallies with the predominating features of Frank's natural beauty, and Frank, knowing this, and still remembering the feel of that 45-Colt in the region of his solar plexus, refuses to believe that Charley Allen was at the foot of it all.

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H. L. Harding, assistant treasurer of the Houston Electric Company and Galveston-Houston Electric Railway Company, has returned from a six weeks' visit in the East. Mr. Harding traveled via the Mallory Steamer "Denver," and had a very pleasant ocean voyage. In the East he visited his birthplace, Gorham, Maine; Boston, New York and other cities, scenes of his younger days.

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One of the office force, who has been away on a brief vacation to Flatonica, observed a bulletin in front of a store which read:

"Before you buy pants, come in and see ours."

He went in, and as he afterward said: "There was not a confounded man clerk in the store, so I bought a fan and walked out."

## THE SUMMER WIDOWER

THE summer widower, as the funny man interprets him, is a myth, says the New York Times. He simply does not exist. The summer widower is a man whose family goes to the country and leaves him alone in the city. Every summer he sends his wife and family away for July and August. But does he spend the nights on the gay White Way playing the part of a bachelor? Very few married men do.

Of course, there are exceptions. Every man is not born to be a model husband. For instance, there is John Brown. He is just the sort of a fellow the funny man has pictured as the typical summer widower. Who is John Brown? Why, he is the man who got married by mistake. He never should have married. There are odd moments when he may even confess that. As a matter of fact, Brown is a most devoted husband. He gives to his family all that he can afford. There is no comfort or luxury within his means that they do not enjoy. It is the domesticity of marriage that he kicks about. It is a little more than Brown can stand. The idea of a sedate life does not appeal to him.

When he first married, John Brown was somewhat of a home body. He told his friends that he had "quit high life for good. He married because he thought he was temperamentally fit, and were it possible he might not even sever the bonds today. But here is where the rub comes in. Brown can not be tied down to a domestic life. It has grown monotonous, has got on his nerves. Mrs. Brown knows that. She tries to fight against it and keep Brown domesticated, but to no purpose. Brown loves his home, but feels like a caged bird unless once or twice a week he can go to his club and make a night of it with the boys.

That Mrs. Brown likes this I will not say, but what can she do? Brown is a good husband, besides there are children to be considered; so she gives in to his going out with the boys one or two nights a week and stops up her ears to some of the whisperings about him. For Brown the summer season is one continuous good time. He sends his family far enough away so as not to be obliged to commute, then makes every night a night with the boys.

But Brown is not a typical summer widower, though there may be many of his kind. For Brown is a man of means, and can afford to drift along the gay White Way. The average man has not got the bank roll of John Brown. He has probably saved in winter just to send his family away to a nice place in summer, and he must save a little during the warm weather, for when they return in the fall there will be clothing and other necessities to buy for the approaching winter. Spending a lot of money is therefore quite out of his line.

Suppose we take the man of the opposite type. There is our friend, Dick Thompson. He is probably earning \$2000 to \$3000 a year. This has been his income for several years. When he married, it was about \$1500 a year. He lives in a modest apartment on the upper west side with his wife and child. The couple are neither close nor do they live beyond their means. Spending an evening with the Thompsons means all of Thompsons's cigars you might care to smoke, a drink, too, if you have that thirst, and some welsh rabbit or sandwiches and beer before you leave.

The Thompsons bank a few hundred dollars every year, part of it for when they grow old, some for such emergency as sickness, and the rest to use in putting their boy through college,

which will be in about seven or eight years. Every summer, the wife and child go to the country. This may seem extravagant, considering that many of their neighbors remain in the city throughout the hot weather, and the few who do go away only stay a week or two. But Thompson wants his wife and child to have the change of air, so he sends them away, from one end of June until after Labor Day.

What does Thompson do when they leave? Well, this gay old dog, this summer widower, eats his breakfast at the same hour as in winter, only at the little bakery around the corner instead of home. His supper at night is at one of those French or Italian table d'hotes off Broadway and Sixth avenue in the twenties, thirties and forties, where the prices vary from 50 to 75 cents. Thompson goes to a different one every night, and then after trying them all, starts once more with the first one. But once a week, usually of a Saturday night, he goes over to some more pretentious place "to get something good to eat." He comes near being a gay old dog that evening. For after supper he usually goes to the roof garden and later may stop for a glass of beer or something else before going home.

Other evenings, Thompson either calls on some friends, goes to a moving picture show, or reads. This is the sum total of his dissipation. It is that of the average man in summer while his wife is away. Perhaps it does not appeal to one's imagination after the impression the funny man has given us in his jokes or the librettists in certain musical comedies. He, however, is the real summer widower, the man you probably recognize as one of your friends. He is a summer widower out of necessity, not choice.

The average married man may not do a lot of billing and cooing with his wife in the presence of others after being married for a few years, but he thinks enough of her companionship

and that of his children to always want them with him. True, there is a certain glamour in the "Bohemian" life the summer widower is obliged to lead. For a time there is a fascination in dining at different restaurants each evening and watching the crowds. Even the wretched table d'hote food at the start may seem much better than you get at home. The first one, if you finish the wine, seems like a banquet. It makes you think that you are living high. You may even enjoy yourself so much the first few nights that an idea suggests itself to write to your family to remain away until the middle of September instead of coming home right after Labor Day.

You begin to feel that you are having sort of a rest yourself in not hearing that Mary, the hired girl, was impudent or going to leave, or that your boy, John, was disobedient and you must lecture him on the evil of his ways. You don't write the letter to your family yet to stay away longer. You just wait. Things begin to change. Gradually you come to the conclusion that all table d'hotes look alike to you. Even the crowds in these places cease to attract you. Most are below you socially and probably financially also.

Moving picture shows and the roof garden also fail to make their appeal after a time. Unless you have company, you begin to remain away from them. They give you the blues; for every time you go you are sure to sit near some man who is enjoying the show with his wife, and this begets in you a feeling of loneliness.

If you are a card player and have card playing friends, this will solve the problem of how to spend your evenings. But you are not always able to play every night, so you often go home to your deserted house or apartment and try to spend a few hours in reading before going to bed. But home is a mighty lonesome place in the dog days. You are used to your

wife and the noise of your children. Perhaps, during the winter, you often scolded about the running and shouting of the little ones in the house playing tag or hide-and-peek or some other noisy game, but the kicking days are over for the present.

What wouldn't you give if you could hear them now? So you put aside the book or magazine that was to occupy your evenings, light a cigar, and perhaps take a turn or so up and down the room, thinking of your family and wishing that it were already the latter part of August. Though you are only a summer widower you are just as gloomy as a real widower.

Probably you feel like kicking yourself for not sending your family to some nearby resort, where you could commute every day. Perhaps you recall that your wife suggested going to some place on Long Island within half an hour from the city, but you

objected. You tried that one summer and vowed never to do it again. It meant rising a half hour earlier, bolting down your breakfast so as not to miss the train, then in the afternoon rushing away from your store or office to get the 5:30 that would just bring you down to the country all tired out, but in time for supper. However as you sit all alone on one of these off nights, you sort of regret that you did not put up with all this inconvenience just to be with your family.

The summer widower of the John Brown type may be a very contented man. He may be just as contented as the summer widower that the funny man has given us. But the real summer widower, the man who is the real husband and father, finds little comfort during the warm weather, deprived of those near and dear to him. The other seasons of the year for him every time.

## MEN OR MONEY—WHICH?

**W**E are all prone to look upon the man who makes a million dollars as one who has used methods not altogether upright in his business. We class the man with his money and do not in most cases go deep enough into the subject of making money to really understand the methods that have been employed.

We take it for granted that a million dollars is too much money for a man to have—too much for a man to make honestly—and therefore, we assume that its possession is ample evidence to warrant us classing him with those who are not altogether fair in their dealings with other men.

We look upon the man who is unable to make a dollar in much the same light—only we blame one for making it and blame the other for failing to do so.

We have oftentimes heard remarks concerning some fellow who has failed to get his share of this world's goods, and we still hear remarks concerning the fellow who gets a goodly share of them.

In one case we hear that "he hasn't got a dollar to his name—never earned a cent in his life."

In the other case we hear that "he's worth a million and never did a day's work in his life."

It looks like a case of kick if you do and kick if you don't—but notwithstanding the kicking which continues on both sides, men are making millions and others are bewailing the fact that there is so much money in the world as to enable one man to gather a million dollars of his own.

But with the kickers and feed store philosophers the men of brains go on with their work and make more money

in a week than their fault finders ever dreamed of owning.

If the world were turned over to the men who do nothing but find fault, the men who have millions now would have tens of millions in a very short time, because the fault finders would not have the ambition to make money represent effort and the money that does not represent effort proclaims the fact that someone is not paying attention to his part of the world's work.

It takes a man of high class to be wise enough to make his money do the work for him. The man who has a million to rely upon should be applauded instead of besmirched simply because he has the million. He got his million at the same game the chronic kicker failed in. He made his money by his ability to see further than the end of his nose and the other lost his opportunity by simply keeping his eyes shut.

It is a truth that has never been successfully combated when it is said that "you can't eat your cake and have it." The man who allows one dollar to leave his hand before he has another one in sight is the same man that ate the cake.

Of course many people say: "I never had the dollar." But one hundred cents make a dollar, and who in this world has not had the one penny a hundred times? Ten dimes make a dollar, just ten times as fast as the pennies, and who has not been able to save the ten, one at a time?

The man who makes a million dollars and then puts out that million to further the work of making more money does more for the great mass of people in a month than all the feed store philosophers and chimney corner prophets ever did or ever will in all the days of their lives.

The man that lets the dime slip by will do the same with the dollar—and the million dollar man would have always remained in the dime class

had he not had the intuition to go out and get the one dime to put with the nine. If you watch him today you will find him doing the same thing—for, above all, he is the fellow that knows the truth of the saying: "If you don't go forward, you must go back."

There is no standing still in this world. The fellow that tries it long enough realizes that he has had his toes trampled on pretty hard by the throng that goes forward at every opportunity.

Money represents effort, and you can take it for granted that every time you see a man with more of the world's goods than is usually the case, the man is a man of effort. He is a man who has at one time or other in his life not been afraid of work. He knew no whistle or no commencing or quitting time while there was work to do. You will learn that his money is not lying idle in the bottom of some trunk or in a safe deposit vault, but that it is out doing the work which once the owner of it did with his hands. It is furnishing employment for many more men and is proving a blessing instead of a curse to the community, as some of our friends would have us believe.

The man with money who deserves criticism is the fellow who salts it down in the bottom of an old sock, where it lies mouldering away, where it can do no good for either its owner or the world at large. This man is likely to be one of the first rank complainers against the rich man who works his money.

There is all the difference in the world between the money man and the miser. The man of money stands up for advancement, improvement, education and honest effort, while his lowly brother of the strong box stands for nothing that will cost him a five-cent piece.

If the world were divided into two sections and each section allotted to but one class—the one sustaining the

money makers would advance so fast that the other section would be lost in the race. One side would have all the things a world needs, while the other would have naught but a hut and a hard bread crust—and it would blame it onto the man of money while it allowed its own portion to gather mildew in some musty hiding place.

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**CONTRIBUTED BY A JOLLY OLD SOUL FROM GALVESTON.**

An Englishman, while riding on a 21st street car, desired to get off at Avenue K, but he was carried to Avenue L by error of the motorman.

Relating the incident to a friend the Englishman recounted his troubles as follows:

"Hi pressed the bloody button;  
The conductor pulled the bell,  
But the blarsted motorman  
Put me hoff at H'l."

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**HAD TO TAKE HIM**

The vicar had been taken suddenly ill, and his church warden was in great difficulty about getting a substitute, when the bishop of the diocese kindly offered to take the Sunday services himself.

The church warden, wishing "to do the right thing," at the close of the service went up to the bishop and, after thanking him, stammered out:

"A poorer preacher would have done for such folk as us, your lordship, but we were unable to find one!"—The Continent.

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Albert K. was dictating a letter to Mrs. B—.

"Tell the General Electric Company, he said, "Schenectady, New York, to ship three, one-eighth—"

"How do you spell Schenectady?" asked Mrs. B—.

"Sc—, S-c-er-er-er—, Oh, Hek! send it to the Dallas branch.

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Love, being blind, never sees itself as others see it.

**HER ONLY CORRECTION.**

A young widow went to select a monument for her recently deceased husband. After due consideration she picked out a stone and ordered the following inscription placed upon it: "My grief is more than I can bear."

The man who was to erect the monument was a little tardy in doing it and the widow remarried before it was done. This fact worried him, as he feared that he might have to change the wording of the inscription. So he called upon the lady and told her that he was now ready to do his work, and after some hesitation asked her if she wished to change the wording of the inscription in any way.

She politely replied: "No, just as I gave it, only add at the end the word 'Alone.'"—Ladies' Home Journal.

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**ALL NET.**

In the bankruptcy court I once heard a witness asked the amount of his gross income.

"Me gross income, is it? Sure an' I'd have ye know that I have no gross income. I'm a fisherman, an' me income is all net," was the astonishing reply.—Green Bag.

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**A GENTLE KNOCK.**

A story of extraordinary deafness was recently unfolded at a meeting of a medical society in Philadelphia. An elderly lady, exceedingly hard of hearing, lived near the river. One afternoon a warship fired a salute of ten guns. The woman, alone in her little house, waited until the booming ceased. Then she smoothed her dress, brushed back her hair, and said sweetly:

"Come in."—Lippincott's.

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**THEN HE GOT HIS**

She—"I consider, John, that sheep are the stupidest creatures living."

He (absent-mindedly)—"Yes, my lamb."—Sketch.

# GALVESTON-HOUSTON ELECTRIC RAILWAY COMPANY

## DAILY TIME TABLE

EFFECTIVE SEPT., 1912

Subject to Change Without Notice

### SOUTH BOUND—HOUSTON TO GALVESTON

STATION	A. M.	Noon	P. M.																	
Houston	6 00	7 00	8 00	9 00	10 00	11 00	12 00	1 00	2 00	3 00	4 00	5 00	6 00	7 00	8 00	9 00	10 00	11 00	12 00	
Belt Junction	6 13	7 13	8 13	9 13	10 13	11 13	12 13	1 13	2 13	3 13	4 13	5 13	6 13	7 13	8 13	9 13	10 13	11 13	12 13	
Kensington	6 14	7 14	8 14	9 14	10 14	11 14	12 14	1 14	2 14	3 14	4 14	5 14	6 14	7 14	8 14	9 14	10 14	11 14	12 14	
Brookline	6 18	7 18	8 18	9 18	10 18	11 18	12 18	1 18	2 18	3 18	4 18	5 18	6 18	7 18	8 18	9 18	10 18	11 18	12 18	
Park Place	6 22	7 22	8 22	9 22	10 22	11 22	12 22	1 22	2 22	3 22	4 22	5 22	6 22	7 22	8 22	9 22	10 22	11 22	12 22	
South Houston	6 26	7 26	8 26	9 26	10 26	11 26	12 26	1 26	2 26	3 26	4 26	5 26	6 26	7 26	8 26	9 26	10 26	11 26	12 26	
Genoa	6 28	7 28	8 28	9 28	10 28	11 28	12 28	1 28	2 28	3 28	4 28	5 28	6 28	7 28	8 28	9 28	10 28	11 28	12 28	
Webster	6 40	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40	11 40	12 40	
Power Plant	6 45	7 45	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	10 45	11 45	12 45	
League City	6 46	7 46	8 46	9 46	10 46	11 46	12 46	1 46	2 46	3 46	4 46	5 46	6 46	7 46	8 46	9 46	10 46	11 46	12 46	
Dickinson	6 52	7 52	8 52	9 52	10 52	11 52	12 52	1 52	2 52	3 52	4 52	5 52	6 52	7 52	8 52	9 52	10 52	11 52	12 52	
Olander	7 05	8 05	9 05	10 05	11 05	12 05	1 05	2 05	3 05	4 05	5 05	6 05	7 05	8 05	9 05	10 05	11 05	12 05	1 05	
La Marque	7 06	8 06	9 06	10 06	11 06	12 06	1 06	2 06	3 06	4 06	5 06	6 06	7 06	8 06	9 06	10 06	11 06	12 06	1 06	
Texas City Junction	7 08	8 08	9 08	10 08	11 08	12 08	1 08	2 08	3 08	4 08	5 08	6 08	7 08	8 08	9 08	10 08	11 08	12 08	1 08	
Virginia Point	7 16	8 16	9 16	10 16	11 16	12 16	1 16	2 16	3 16	4 16	5 16	6 16	7 16	8 16	9 16	10 16	11 16	12 16	1 16	
Oyster	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23	5 23	6 23	7 23	8 23	9 23	10 23	11 23	12 23	1 23	
Galveston	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40	11 40	12 40	1 40	

### NORTH BOUND—GALVESTON TO HOUSTON

STATION	A. M.	Noon	P. M.																	
Galveston	6 00	7 00	8 00	9 00	10 00	11 00	12 00	1 00	2 00	3 00	4 00	5 00	6 00	7 00	8 00	9 00	10 00	11 00	12 00	
Oyster	6 12	7 12	8 12	9 12	10 12	11 12	12 12	1 12	2 12	3 12	4 12	5 12	6 12	7 12	8 12	9 12	10 12	11 12	12 12	
Virginia Point	6 20	7 20	8 20	9 20	10 20	11 20	12 20	1 20	2 20	3 20	4 20	5 20	6 20	7 20	8 20	9 20	10 20	11 20	12 20	
Texas City Junction	6 26	7 26	8 26	9 26	10 26	11 26	12 26	1 26	2 26	3 26	4 26	5 26	6 26	7 26	8 26	9 26	10 26	11 26	12 26	
La Marque	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	
Olander	6 41	7 41	8 41	9 41	10 41	11 41	12 41	1 41	2 41	3 41	4 41	5 41	6 41	7 41	8 41	9 41	10 41	11 41	12 41	
Kensington	6 43	7 43	8 43	9 43	10 43	11 43	12 43	1 43	2 43	3 43	4 43	5 43	6 43	7 43	8 43	9 43	10 43	11 43	12 43	
League City	6 50	7 50	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50	9 50	10 50	11 50	12 50	
Power Plant	6 51	7 51	8 51	9 51	10 51	11 51	12 51	1 51	2 51	3 51	4 51	5 51	6 51	7 51	8 51	9 51	10 51	11 51	12 51	
Webster	6 54	7 54	8 54	9 54	10 54	11 54	12 54	1 54	2 54	3 54	4 54	5 54	6 54	7 54	8 54	9 54	10 54	11 54	12 54	
Genoa	7 05	8 05	9 05	10 05	11 05	12 05	1 05	2 05	3 05	4 05	5 05	6 05	7 05	8 05	9 05	10 05	11 05	12 05	1 05	
South Houston	7 09	8 09	9 09	10 09	11 09	12 09	1 09	2 09	3 09	4 09	5 09	6 09	7 09	8 09	9 09	10 09	11 09	12 09	1 09	
Park Place	7 12	8 12	9 12	10 12	11 12	12 12	1 12	2 12	3 12	4 12	5 12	6 12	7 12	8 12	9 12	10 12	11 12	12 12	1 12	
Brookline	7 18	8 18	9 18	10 18	11 18	12 18	1 18	2 18	3 18	4 18	5 18	6 18	7 18	8 18	9 18	10 18	11 18	12 18	1 18	
Kensington	7 21	8 21	9 21	10 21	11 21	12 21	1 21	2 21	3 21	4 21	5 21	6 21	7 21	8 21	9 21	10 21	11 21	12 21	1 21	
Belt Junction	7 22	8 22	9 22	10 22	11 22	12 22	1 22	2 22	3 22	4 22	5 22	6 22	7 22	8 22	9 22	10 22	11 22	12 22	1 22	
Houston	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40	11 40	12 40	1 40	

# INFORMATION FOR INTERURBAN PASSENGERS

Time tables giving schedules of trains are printed for general use and the utmost care is taken to keep them revised to date, but the public is requested to have them verified at any of the company's offices. The Galveston-Houston Electric Railway Company does not hold itself responsible for any omissions and does not guarantee the arrival and departure of trains as detailed, but reserves the right to change or deviate from the time given herein without further notice.

## INTERURBAN STOPS:

Interurban cars will stop at the following places within the city limits of Houston and Galveston:

### HOUSTON:

Terminal Station, Texas and Smith.  
Texas and Travis.  
Ticket Office and Waiting Room,  
(Texas and Main.)  
Texas and LaBranch.  
New Union Station, Texas and Crawford.  
Jackson and McKinney.  
Jackson and Bell.  
Jackson and Pierce.  
Pierce and Broadway.  
Pierce and Sampson.  
City Limits.

### GALVESTON:

52d Street and Broadway.  
40th Street and Broadway.  
37th and Broadway.  
33d Street and Broadway.  
29th Street and Broadway.  
27th Street and Broadway.  
25th Street and Broadway.  
23d Street and Broadway.  
21st Street and Broadway.  
21st and Avenue H.  
Terminal Station, 21st and Postoffice.

Passengers desiring to board cars at flag stations must flag car by waving hand or handkerchief.

Outbound cars will stop at stations within city limits of Galveston and Houston only to receive passengers destined to points beyond city limits. Inbound cars will stop at stations within city limits only to discharge passengers.

At the following stations within the city limits of Galveston close connections are made with all intersecting car lines: 40th and Broadway, 33d and Broadway, 29th and Broadway, 27th and Broadway, 25th and Broadway, 21st and Broadway, 21st and Avenue H.

At the following stations within the city limits of Houston close connections are made with all intersecting car lines: Pierce and Sampson, Jackson and Pierce, Crawford and Texas, Texas and LaBranch, Texas and Main, Texas and Travis.

**Way to Flag an Interurban Car—**  
Stand near track and wave hand or handkerchief by day and match or light by night, when car is at least 15 poles from stop. Motorman will answer signal by two short blasts of whistle. If car is followed by another section, two short and one long blast of whistle will be given; second car must then be flagged in usual way. Cars will not stop unless properly flagged.

Cars will not stop at switch sidings for the purpose of taking on or letting off passengers.

## TICKETS.

Passengers are urgently requested to purchase tickets before entering cars and by so doing money is frequently saved, as ticket fares are often less than cash fares on the cars.

Tickets are available for passage only in the direction in which they read. Stopovers are not allowed.

## LOCATION OF TICKET OFFICES.

Numerous ticket offices have been established for the convenience of patrons at the following places:

### HOUSTON STATIONS.

Baggage Room, Texas and Smith.  
Interurban Station, Main and Texas.  
Houston Club.  
Bristol Hotel.  
Brazos Hotel.  
Bender Hotel.  
Milby Hotel.  
Macatee Hotel.  
Rice Hotel Annex.  
Lone Star Pharmacy, Texas and LaBranch Streets (One block west Union Station).  
Peacock Drug Store, McKinney and Jackson. Open 7 a. m. to 9 p. m.  
Ineeda Drug Store, Jackson and Pierce. Open 7 a. m. to 11 p. m.

South Houston.	Dickinson.
Genoa.	Oleander Country Club.
Webster.	Club.
League City.	LaMarque.

Texas City, Goodson & Richardson Drug Store.

### GALVESTON STATIONS.

Galveston Terminal Station, Twenty-first and Church.  
Beach Ticket Office, 23d and Q.  
Tremont Hotel. Open 7:30 a. m. to 7:30 p. m.  
Galvez Hotel.  
Surf Bath House.

## THE TANGENT

Drug Store, 37th and Broadway.  
Open 7:30 a. m. to 10 p. m.

### REDEMPTION OF TICKETS.

Unused portion of tickets having any value will be redeemed at the general passenger agent's office, in accordance with established rules.

### LOST TICKETS.

A ticket is evidence that the holder has paid for transportation and is entitled to transportation by this company; when such evidence is lost or destroyed, a conductor can not accept a statement to that effect instead. In case of such loss, the passenger should pay the conductor and report the circumstances by letter or in person to the general passenger agent of the company, enclosing a receipt for such money paid, in order that if the lost ticket is found and turned in, proper refund can be made.

### LOST ARTICLES.

A Lost Article Department is maintained at the Houston Interurban Station and at the Galveston Interurban Station, where all articles found on the cars and in waiting rooms by our employes are turned in.

Inquiries should be made and letters regarding lost articles addressed to the company at Houston, where they will receive immediate attention.

### DOGS, GUNS, BABY CABS, ETC.

Baby cabs and bunglesome articles will not be carried on regular passenger cars. Shipment should be made by baggage or express.

Two dogs can be carried on front platform when equipped with collars and chains. Dogs will not be permitted on floor or seats inside of cars. Lap dogs may be carried in lap or in satchels.

Guns in cases may be checked as baggage. Passengers carrying guns on cars are required to break them, disen-

gaging the gun barrel from the breech, this being necessary to protect passengers on the cars.

### ADJUSTMENT OF DIFFERENCES.

In the event of any disagreement with the conductor relative to a ticket, privileges allowed, etc., passengers should pay conductor's claim, take a receipt and refer the case to the general offices of the company, where it will be promptly adjusted. The conductor has no discretion in such matters but is governed by rules which he is not authorized to change or deviate from.

### TO OUR PATRONS.

Incivility—It is the desire and intention of the management of the Galveston-Houston Electric Railway Company to provide at all times the best service possible. With this end in view, all employes, including agents, conductors, motermen, porters, etc., are expected and required to extend to the traveling public every courtesy and attention possible. Our patrons are invited to co-operate with us by reporting to L. C. Bradley, manager, any failure to carry out these instructions, and criticism concerning any branch of the passenger service will be gratefully accepted and made a subject of thorough investigation. Such letters will be treated in confidence.

### BAGGAGE.

Regular baggage cars are operated at convenient schedules, 150 pounds of baggage is checked free with each adult ticket and 75 pounds with each child's ticket. Baggage is picked up and delivered from any address in Houston or Galveston. Ticket agents are located in all of the leading hotels in Galveston and Houston, where tickets can be purchased and baggage checked direct to any address in the other city.

## Baggage & Express Schedule

### READ DOWN

P. M.	P. M.	A. M.		A. M.	P. M.	P. M.
7.00	1.00	9.00	..... Houston .....	11.40	3.40	8.55
7.35	1.35	9.35	..... South Houston .....	10.58	2.58	8.05
7.38	1.38	9.38	..... Genoa .....	10.52	2.52	8.02
8.00	2.00	10.00	..... Webster .....	10.45	2.45	7.45
8.05	2.05	10.05	..... League City .....	10.20	2.20	7.20
8.43	2.43	10.43	..... Dickinson .....	10.16	2.16	7.16
8.50	2.50	10.50	..... La Marque .....	9.37	1.37	6.57
8.52	2.52	10.52	..... Texas City Junction .....	9.35	1.35	6.55
9.15	3.15	11.15	..... Virginia Point .....	9.40	1.40	6.50
9.40	3.40	11.40	..... Galveston .....	9.00	1.00	6.30
P. M.	P. M.	A. M.		A. M.	P. M.	P. M.

### READ UP

# HOUSTON RAILWAY CONNECTIONS AND DEPOTS

## How Reached From Interurban Cars

**Trains arriving and departing from Union Depot, Crawford and Texas. All Interurban Cars pass this station. Get off car at Crawford Street.**

### FRISCO LINES

Beaumont, Baton Rouge & New Orleans  
 Depart. Arrive.  
 No. 2....10:45 p.m. No. 1....2:15 p.m.

Local, Sour Lake & Beaumont.

No. 24.... 8:10 a.m. No. 23....7:00 p.m.

Bay City, Victoria, Corpus Christi and Brownsville.

No. 1....8:00 a.m. No. 2....7:05 p.m.  
 No. 3....9:10 p.m. No. 4....7:55 a.m.

### T. & B. V. R. R.

(Corsicana, Waxahachie, Dallas and Ft. Worth.)

No. 8.... 9:30 a.m. No. 7.... 6:50 p.m.  
 No. 4....11:15 p.m. No. 3.... 7:45 a.m.  
 No. 3.... 8:05 a.m. No. 4....11:05 p.m.

### M. K. & T. R. R.

Leave. Arrive.  
 No. 2..11:20 p.m. No. 1.. 7:10 a.m.  
 No. 220.. 6:40 a.m. No. 219..10:55 p.m.  
 No. 6.. 7:50 p.m. No. 5.. 9:05 a.m.

San Antonio sleeper on train leaving at 11:20 p. m.

### SANTA FE.

Union Station (Crawford Street)

Santa Fe Limited.

Lv..... 9:00 p.m. Ar..... 7:45 a.m.

Kansas City Express.

Lv..... 7:00 a.m. Ar..... 8:55 p.m.

Galveston Trains—Daily.

Lv..... 7:00 a.m. Ar..... 9:45 a.m.

Lv..... 8:10 a.m. Ar..... 5:45 p.m.

Lv..... 5:00 p.m. Ar..... 8:55 p.m.

Galveston Trains—Sunday.

Lv..... 7:00 a.m. Ar..... 9:45 a.m.

Lv..... 8:10 a.m. Ar..... 2:55 p.m.

Lv..... 9:00 a.m. Ar..... 5:45 p.m.

Lv..... 1:30 a.m. Ar..... 8:55 p.m.

Lv..... 5:00 p.m. Ar.....10:45 p.m.

Lv..... 8:15 p.m. Ar.....11:40 p.m.

**Trains arriving and departing Grand Central Station, 700 Washington Street. Get off Interurban car at Main Street and board Woodland Heights or Brunner cars and ride to Grand Central Depot.**

### H. & T. C. R. R.

Leave. Arrive.  
 No. 3.. 9:15 a.m. No. 2.. 6:00 p.m.  
 No. 15..11:45 a.m. No. 16.. 6:30 p.m.  
 No. 5.. 9:40 p.m. No. 6.. 6:10 a.m.

### T. & N. O. R. R.

Leave. Arrive.  
 No. 10... 6:30 a.m. No. 9...11:35 p.m.  
 No. 3... 6:45 p.m. No. 7...10:15 a.m.  
 No. 6... 3:00 p.m. No. 5... 9:30 p.m.  
 No. 4... 9:10 a.m. No. 3... 4:30 p.m.

### G. H. & S. A. Ry.

Leave. Arrive.  
 No. 7...10:35 a.m. No. 8... 6:15 p.m.  
 No. 9...12:05 a.m. No. 10... 6:00 a.m.  
 No. 9 carries local sleepers to San Antonio; opens at 9:30 p.m.  
 No. 171.. 7:00 a.m. No. 172.. 9:05 a.m.  
 No. 173..10:30 a.m. No. 174.. 6:20 p.m.  
 No. 175.. 6:50 p.m. No. 176.. 8:40 p.m.

### VICTORIA DIVISION.

No. 301.. 9:30 a.m. No. 302.. 5:45 p.m.  
 No. 307.. 4:50 p.m. No. 308.. 2:00 p.m.

### H. E. & W. T.

Leave. Arrive.  
 No. 2... 6:30 a.m. No. 1... 6:20 p.m.  
 No. 4... 7:00 p.m. No. 3... 8:45 a.m.

### S. A. & A. P. R. R.

(San Antonio, Corpus Christi and Kerrville.)

Leave. Arrive.  
 No. 1... 8:50 a.m. No. 2... 6:35 p.m.  
 No. 3... 9:05 p.m. No. 4... 7:10 a.m.

**Trains arriving and leaving I. & G. N. Depot, Congress and Dowling. Get off Interurban car at Crawford Street, walk north two blocks to Preston Avenue, board Harrisburg or Leeland cars, ride 8 blocks to I. & G. N. Depot.**

### I. & G. N. R. R.

Leave. Arrive.  
 No. 4.. 4:25 p.m. No. 5.. 3:30 a.m.  
 No. 2.. 7:00 a.m. No. 3.. 3:00 p.m.  
 No. 14.. 9:05 a.m. No. 15.. 9:00 p.m.

### COLUMBIA BRANCH.

Passengers Daily.

Lv..... 7:45 a.m. Ar..... 2:15 p.m.

### G. H. & H. R. R.

Lv.....I. & G. N. Station... 4:05 a.m.

Lv.....I. & G. N. Station... 9:40 a.m.

Lv.....I. & G. N. Station... 5:00 p.m.

Sundays Only.

Lv.....I. & G. N. Station... 9:10 a.m.

Lv.....I. & G. N. Station... 8:45 p.m.

Trains arrive 5:35 a.m.; 10:00 a.m.;

4:10 p.m.; 7:15 p.m.

Sundays only additional trains arrive

6:45 p.m., and 11:50 p.m.

### TEXAS CITY TERMINAL RY. CO.

New Motor Car Service.

Leave Texas City Junction.

6:35 a.m.; 9:10 a.m.; 10:28 a.m.; 11:28 a.m.; 3:28 p.m.; 4:28 p.m.; 6:28 p.m.

Leave Texas City.

6:15 a.m.; 8:30 a.m.; 9:50 a.m.; 10:50 a.m.; 2:40 p.m.; 3:50 p.m.; 5:25 p.m.; Docks—5:45 p.m.

**Interurban Cars make connections with these trains at Texas City Junction.**

WHEN YOU VISIT GALVESTON

DRINK

“HIGH GRADE”

THE BEER THAT'S LIQUID FOOD

Each 100 “HIGH GRADE” Bottle Caps are Worth  
\$1.00 in Cash at Our Office

READ THE STORY

“The Mystery of the Jeweled Cap”

GALVESTON BREWING CO.

**PATIENCE GAVE OUT AT LAST.**

More than one story has been told about the lawlessness and disorderliness of the feudists of the Southern mountains. This one the Philadelphia Times tells as having been related by a clergyman of Kentucky, who has worked for many years among these neglected hill people.

There had been a family reunion, which terminated in a free-for-all fight. The offenders were taken before the local justice of the peace, who questioned an old woman as to the particulars of the fight. Her description was typical of the mountaineer's attitude toward strife and bloodshed.

“Well, judge,” she said, “Jem Louis got into an argument with Hank Budd. Budd smashed Jem over the head with a stick of cord wood, and busted his head open.

“Then Jem's brother slashed Hank up with a butcher knife, and Lou Barry shot him through the leg.

“Larry Stover went at Lou with an ax, and then, judge, we just naturally got to fighting.”

**TOO MUCH FOR ELIZABETH.**

Little Elizabeth and her mother were having luncheon together, and the mother, who always tried to impress facts upon her young daughter, said:

“These little sardines, Elizabeth, are sometimes eaten by the larger fish.”

Elizabeth gazed at the sardines in wonder and then asked, “But, mother, how do the large fish get the cans open?”—Lippincott's.

**A STRATEGIST.**

Talk about Napoleon! That fellow Wombat is something of a strategist himself.

“As to how?”

“Got his salary raised six months ago, and his wife hasn't found it out yet.”—Washington Herald.

YOU ARE CORDIALLY INVITED

TO

TEXAS CITY

WHERE VISITORS  
ARE AMAZED

And take immediate cognizance of the fact that Texas City is the fastest growing town of its size in Texas. Major John M. Garson, special commerce agent of the Federal Bureau of Manufactures, Department of Commerce and Labor, said: "No better Port on the Atlantic Coast of the United States than can be found at Texas City."

It has the finest and most up-to-date dock, warehouse and terminal system in the South, modern cotton compress, municipal water works, ice plant, shelled streets, cement walks, and a complete sewerage system.

The freight handling facilities at the wharves are electrically operated, which reduces the handling cost to almost a minimum. They were installed at a cost of six million dollars.

By reason of the above, the value of shipping via Texas City has increased 4700 per cent during the last six years.

If you are looking for a city with a future—where money making opportunities are rubbing noses with you every minute—

VISIT TEXAS CITY

OUR BEAUTIFULLY ILLUSTRATED "BOOKLET E" SENT FREE ON REQUEST

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MAIN OFFICE: TEXAS CITY, TEXAS

HOUSTON OFFICE:

201 Houston Land Trust Co. Building

GALVESTON OFFICE:

M. L. Fitzsimmons, 211 22d St., Galveston

THE TANGENT

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*The Largest Furniture Store in  
the Southwest*

100,000 square feet of floor space devoted to our exclusive line of  
HIGH GRADE HOME FURNISHINGS

WE PAY FREIGHT ON ALL ORDERS AMOUNTING TO \$10.00 OR MORE

*THE EUREKA GIRL SAYS:*

You'll NEVER Complain of Rough Edges  
Or Improperly Fitting COLLARS if the  
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We simply can't do any but the BEST work for you. We're a small laundering concern, modern, thorough and skillfully operated, but still small enough to be intensely concerned in the permanent holding of your patronage; and we are making great gains because our many new customers are ADDED ones to our list of regular, permanent patrons. We've got to keep you in the Eureka Club, once you join! Try us with a collar package tomorrow—phone for a yellow wagon, Preston 5-6-5—or it's only a block and thirty feet from nearly every car line to our office.

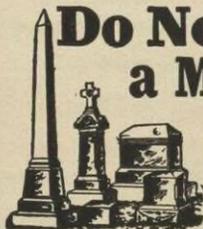
A PACKAGE LEFT AT OUR OFFICE BEFORE 9 O'CLOCK ANY MORNING WILL BE LAUNDERED AND READY FOR YOU AT 6:30 SAME EVENING WITHOUT EXTRA CHARGE

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Member of Laundrymen's National Ass'n of America

J. M. BOYLE, Proprietor

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a Monument**  
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HOUSTON'S LEADING  
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Best Equipped Soda Fountain  
in the City. Choicest Confections.  
All Kinds of Drinks.

Next Door to Interurban Passenger  
Station

TEXAS AND MAIN HOUSTON, TEXAS

# ROGERS' OYSTER FARM

DOLPH ROGERS, Proprietor

Best of Fish, Crabs, Shrimp, Oysters,  
Clams and Chicken

ALWAYS IN SEASON,  
ALWAYS FRESH, AND  
ALWAYS READY TO SERVE

Skillful Chefs—All Kinds of Cold Drinks

PRIVATE DINING ROOMS  
NEW DANCE PAVILION  
And Special Provisions Made for  
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OYSTER STATION  
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In our new home we have equipped the largest and best finishing plant in the south. *Give us a trial.*

## Texas Photo Supply Co.

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*Opposite the Interurban Depot*

HOUSTON

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If you are not getting good pictures, write or call on our Instruction Dept. *Our instruction FREE to all for the asking.*

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Get Off at Interurban Station and Walk Two Blocks West to the

## TREMONT HOTEL

AMERICAN PLAN

Rates, \$3.00 to \$4.00 Per Day

By the Week, \$17.50 to \$24.50

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Manufacturer and Bottler of

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Prompt Delivery

Phone 922

1914 MECHANIC STREET

## John's Oyster Farm and Resort

Fish, Crabs, Shrimp, Oysters and  
Chicken Served in Any Style  
at All Hours

SPECIAL PROVISIONS MADE FOR PARTIES  
FISHING AND BOATING

INTERURBAN OYSTER STATION  
GALVESTON ISLAND

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**Interurban Stops:** Cars stop at the following places within the city limits of Houston and Galveston:

**Houston:** Terminal Station, Texas and Smith.  
Texas and Travis.  
Ticket Office and Waiting Room, (Texas and Main.)  
Texas and LaBranch.  
New Union Station, Texas and Crawford.  
Jackson and McKinney.  
Jackson and Bell.  
Jackson and Pierce.  
Pierce and Broadway.  
Pierce and Sampson.  
City Limits.

**Galveston:** 52d Street and Broadway.  
40th Street and Broadway.  
37th Street and Broadway.  
33d Street and Broadway.  
29th Street and Broadway.  
27th Street and Broadway.  
25th Street and Broadway.  
23d Street and Broadway.  
21st Street and Broadway.  
21st Street and Avenue H.  
Terminal Station, 21st Street and Postoffice.

Passengers desiring to board cars at flag stations must flag car by waving hand or handkerchief.

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*"Truly the Road of Conveniences"*



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We Roast Every Day and Steel Cut or Pulverize It as You Want

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The Oldest National Bank in Texas

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