

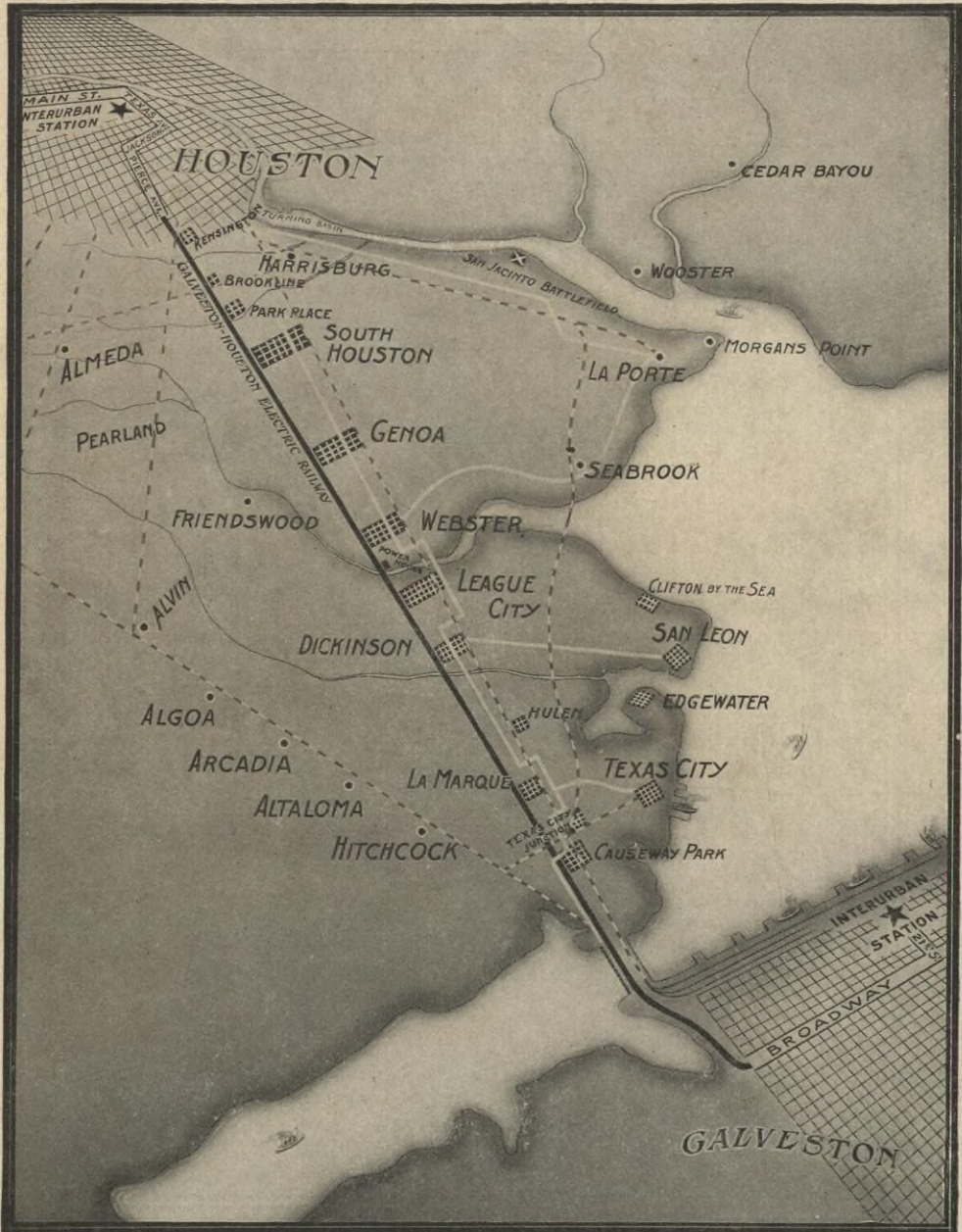
THE TANGENT

A MONTHLY MAGAZINE

Vol. I

DECEMBER, 1911

No. 1



Interurban Homes

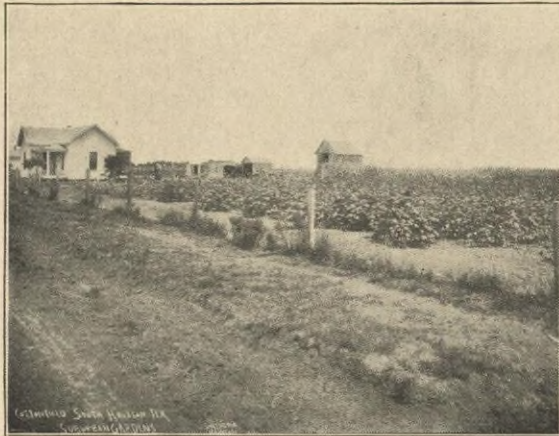
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A GUARANTEED INVESTMENT—The Land Value Guaranty System which we have adopted fully insures your South Houston Investment. (Write for literature fully explaining this proposition.)



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South Houston has a Good Public School, Magnificent College for Young Ladies, Shelled Streets, Cement Sidewalks, Churches, Several Manufacturing Industries, and the finest Artesian Water found in the Gulf Coast.

South Houston commands a superior location, being south of the City of Houston, enjoys a cool, refreshing breeze from the Gulf almost constantly, making it a most desirable place of residence.

South Houston is the first station south of Houston on the interurban. The Galveston-Houston Shell Boulevard runs through South Houston, making this the finest 50 miles of Shell Road in Texas.

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THE TANGENT



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The "MILBY" Hotel

Texas Avenue and Travis Street
HOUSTON, TEXAS

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ABSOLUTELY FIREPROOF—EUROPEAN PLAN

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Located just South of the City of HOUSTON is the logical location for Truck and Fruit Farming. The SOIL is RIGHT, and YOU CAN DRIVE TO MARKET BEFORE BREAKFAST. That's why it is a great success and settling rapidly. Its NEARNESS to the CITY alone WILL MAKE IT WORTH DOUBLE THE PRESENT PRICE, and the PRODUCTIVE VALUE WORTH MORE THAN THRICE. Sold on MONTHLY PAYMENTS or OTHERWISE.

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HOUSTON, TEXAS

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All Interurban Cars Pass the
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New Terminal Station

Corner Texas Avenue and Crawford

And you will find their service and schedules SUPERIOR to
that of any other line going to

WAXAHACHIE CORSICANA MEXIA HILLSBORO
DALLAS FORT WORTH

And All Points North, East and West

Their trains are Electric Lighted from Headlight to Taillight

LEAVE HOUSTON 10:00 A. M. AND 11:15 P. M.

The City Ticket Office is Corner Texas and Main (Phone Preston 1406) or tickets can
be purchased at Terminal Station

League City Bakery

AUGUST SCHENK, Proprietor

I make a specialty of interurban trade and
can furnish at all times by interurban express
fresh bread, pies and cakes. Phone and
country orders are solicited and given prompt
attention.

My goods are honest

My service is prompt

AND

My prices are right

League City and Dickinson are in the Heart of the Orange, Fig, Truck and Strawberry District

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LEAGUE CITY LAND COMPANY

(LEAGUE CITY, TEXAS)

DICKINSON REALTY COMPANY

(DICKINSON, TEXAS)

The Heart of the Famous Houston-Galveston District—The Highest Point Between the Two Cities—Perfect, Natural Drainage—The Home of the Satsuma Orange, Magnolia Fig, Vegetables and Strawberries—Richest Soil—Navigable Waters—Largest Returns to the Grower for Years—This Is no Experimental Section, and We Have no "Boom" Propositions or "Inflated" Values to Offer. We Have Shown Others Offerings From \$50 to \$200 Per Acre Cheaper Than Is Being Asked for Undeveloped Sections, and We Can Show You. Why Take Chances Investing in Unproven and Undeveloped Localities? "The Best Thing on Earth, Is Earth Itself"—Investments in Earth in League City District Are Safe, Tangible Securities.

We have city lots fronting Interurban Line; one, two, five and ten-acre tracts close in; improved and unimproved home sites, with shelled pike and water frontage; of the few large tracts suitable for subdivision to be had we have some exceptional bargains.

Write us for literature, or any information desired, to either of our offices.



COAST LUMBER COMPANY

W. D. BULLOCK, Manager

Long Leaf Yellow Pine Our Specialty

We Also Handle All Classes of Building Material

Mountain Cedar Fence Posts, Gate Posts and Yard Posts; also Re-Sawed Cypress Posts. We have a nice line of Builders' Hardware always in stock; Sand, Brick, Lime and Cement; Sash, Doors and Blinds; Oils, Paints, and Wall Paper.

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League City, Texas

"I want a piece of meat without any bone, or fat, said the bride on her first marketing trip.

"Yes, madam," replied the butcher, "I would suggest that you take an egg."—Grocers' Magazine.

Do Not Forget Alvin

The growing here of oranges, figs, strawberries and truck is a demonstrated commercial success.

We have a number of highly improved places for sale; also many choice tracts of unimproved land, large or small, to suit.

Come and see what we have or write for our free booklet.

A square deal.

E. C. and J. F. WEBSTER

ALVIN, TEXAS



LEAGUE CITY ORANGE LANDS

Perkins-Johnson Land Company

Owners of Interurban Addition

WHAT WE HAVE:

We have 12,000 acres of choice, well-drained, black-sandy and hog-wallow lands in the vicinity of League City, in the very heart of the Coast Country orange belt. These lands are suitable for citrus fruit growing, fig culture, early vegetables and small fruits.

Improved and unimproved property with bay, lake and creek frontage; business and residence lots between the interurban and railroad stations, and five and ten-acre tracts close to the Interurban.

2000 acres subdivided in tracts of from 6 to 40 acres. All roads have been graded and necessary drainage ditches put in. This land has natural drainage and is of black sandy loam and hog-wallow, adapted to the growing of oranges, figs and all kinds of garden truck. One and one-half miles from the station. \$100 per acre, easy terms.

23 acres, one and one-fourth miles east of League City station, all fenced and in cultivation, 50,000 one-year-old trifoliata trees, between five and ten thousand budded with Satsuma Orange buds this fall; large barn and good well. This land is well drained and in shape to plant to an orange grove this season, or to early vegetables next spring. We have this tract for a short time at \$2300.

B. C. PERKINS

J. J. JOHNSON

Garden Ridge Nursery

ALVIN, TEXAS

A choice supply of Orange
and Fig Trees
for sale.

H. T. Libby, Prop.

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Merchandise

League City, Texas

FOR WHAT YOU WANT

ED KIAM

We'll show you the **BEST CLOTHES MONEY CAN BUY** for Men, Women, Boys and Girls—Every garment "**RIGHT**" in Style, Quality, Fit, Value.

ED KIAM

Houston, Texas

League City Orange Groves

At League City, Texas

Located midway between Houston and Galveston, on the Interurban and shell road, with the best of shipping facilities. The soil is a black loam, particularly adapted for oranges and figs, surrounded by some of the best groves in the State. Every grove has a graded road in front of it, and ample ditches for perfect drainage. We also have some choice tracts of undeveloped property on the Interurban, from 5 to 50 acre tracts. Nothing better for oranges, figs or trucking. We also have some fine farm lands and large timber tracts at bargain prices.

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American Land & Immigration Co.

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The Exclusive *Citrus Fruit*
and *Magnolia Fig*
Nurserymen

OF ALVIN, TEXAS

If you want to be healthy, come to the Texas Coast Country.

If you want to grow wealthy, be wise and plant a fig and orange orchard in the Gulf Coast Country.

Buy your nursery stock from us, all home grown.

J. J. Borskey B. A. Borskey J. W. Borskey

Causeway Park

The First Mainland Addition to Galveston

Prettiest Suburban Townsite in Texas

The Interurban Railway runs directly through the CENTER of CAUSEWAY PARK, this, together with the fact that it has a frontage of over 4000 feet on the line of the G. H. & H. and G. H. & S. A. Railway, and the Automobile County Boulevard, connecting Galveston and Houston, makes it the center of all avenues of traffic.

TO ENCOURAGE THE BUILDING OF HOMES IN CAUSEWAY PARK WE HAVE PRICED OUR LOTS SO CHEAP YOU CAN BUY ONE AND NEVER MISS THE MONEY:

ALL INSIDE LOTS	\$ 65.00
ALL CORNER LOTS	75.00
ALL LOTS FACING ON THE COUNTY BOULEVARD.....	300.00
ALL LOTS FACING THE INTERURBAN RAILWAY.....	350.00

Illustrated map showing location of Causeway Park and surrounding territory between Galveston and Houston sent on application.

Now is the time to buy these lots, while they are cheap. Remember, that Manhattan Island (New York) was sold by the Indians for \$24.00 BUT after it was properly developed the land enhanced in value to such an extent that they are now selling New York DIRT BY THE INCH.

Don't fail to fully investigate CAUSEWAY PARK, and make your selection without delay in order to get one of the choice lots.

SMALL CASH PAYMENT, BALANCE ON YOUR OWN TERMS.

TEXAS LAND IMPROVEMENT CO.
GALVESTON, TEXAS

114 Security Bldg.

Phone 682

THE INTERURBAN LAND CORPORATION

— OFFERS YOU —

**1 Acre Building Sites,
5 Acre Garden Tracts, or
160 Acre Farm Plots**

Shell Boulevard - Interurban - 3 Railway Lines

Only a few minutes ride from the city.

The very lowest prices, and terms equivalent to rent.

IF IT IS A HOME YOU WISH

This is Your Opportunity to Secure One

IF YOU WISH AN INVESTMENT

Where there is an absolute certainty that values will multiply, investigate these properties. It is an opportunity that may never again be yours!

GENOA and ACRE HOME ADDITION—The Highest Points on the Interurban.

Perfect drainage and rich sandy soil.

Make your selection now. Soon it will be too late.
\$125,000.00 worth already sold.

Write for particulars or call in person—701-2 Stewart
Bldg., or see A. S. Caldwell & Co., Moore-Burnett Bldg.

Interurban Land Corporation

Incorporated for \$100,000.00—Full Paid.

THE TANGENT

A MONTHLY MAGAZINE

Published by

GALVESTON-HOUSTON ELECTRIC RAILWAY COMPANY
HOUSTON ELECTRIC CO. GALVESTON ELECTRIC CO.

Devoted to the interests of patrons and employes, and the development of the Galveston-Houston district

Volume I

DECEMBER, 1911

Number 1

AN ENGINEERING MASTERPIECE

THE NEW GALVESTON-HOUSTON ELECTRIC RAILWAY IS PERFECT IN DETAIL AND CONSTRUCTION

The railroad of today is built for the future. It sets its stakes and the world comes to them. So has the Galveston-Houston Interurban been constructed with an utter disregard for expense, when quality of construction was in question with the best material that manufacturers could produce, and assembled by the skilled hand of modern engineering.

From the days of the lumbering stage coach, when twenty-five miles traveled in a single day was a commendable feat, to the present day of the mile-a-minute electric coach, is but a short distance in the lapse of time; but in the development of railroad transportation great distances have been covered and marvelous progress made. The steam railroads have acted as the advance guard of civilization, but advancement never ceases and today we have the greatest developer known to modern times, "The Interurban."

The great cities of modern times are the gifts of the railroads. It is railroads that build cities; develop the country, and pave the way for the homeseekers. The Galveston-Houston Interurban was built for the purpose of bringing the fast growing cities of Galveston and Houston into easier and more convenient communication, and to develop the fertile acres lying in the intermediate territory. This is essentially the age of electricity, "THE INTERURBAN AGE," golden with its opportunities for progress and development. The Interurban is a necessity of modern civilization. It fulfills the need of a long felt want. New life and communities spring into being along

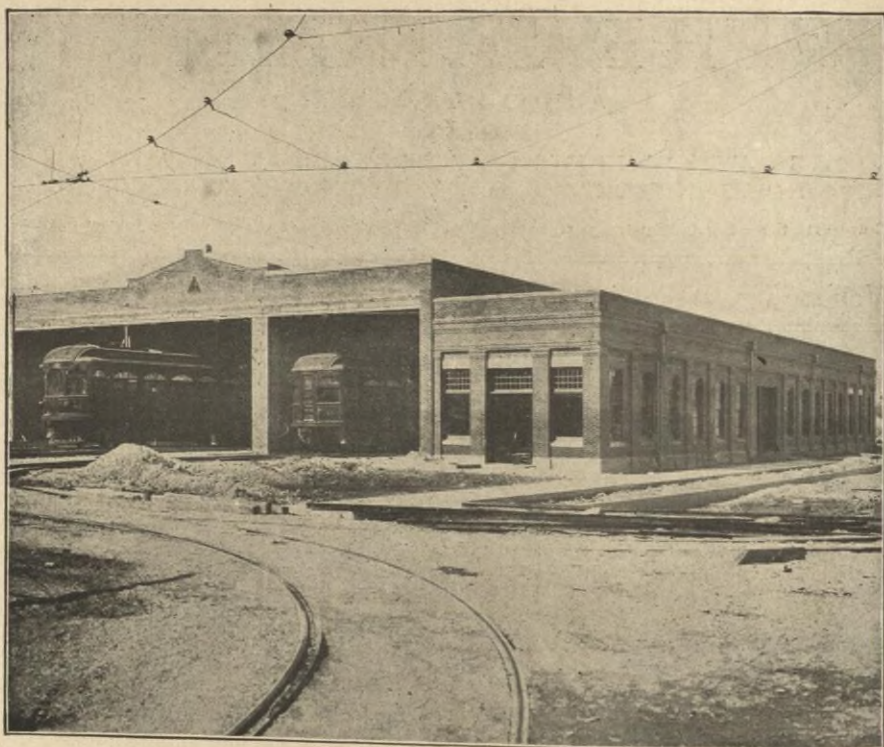
its right of way, and as a consequence great development follows the interurban.

A Perfect Roadway.

The Galveston-Houston Electric Railway is now completed. The dream of a few years ago has been realized, and the South's two greatest cities are now bound together by bands of steel. Designed and constructed by the Stone and Webster Engineering Corporation, the interurban is the finest example of engineering excellence in the country.

The finest materials obtainable were used in its construction, only the highest type of skilled labor was employed under the direction of some of America's best engineers, and the utmost care and precision was observed in constructing the line. Engineers have marveled at the beauty and symmetry of the road, and even the casual observer, not versed in engineering subjects, recognizes the line as an engineering masterpiece.

The work of construction was started March 28, 1910, and had the Causeway not held back the work, it would have been completed many months ago. The total length is 50.47 miles, with one mile of passing tracks and .22 miles of sub-station sidings. It is of single track construction with provision made for double tracking when necessary. It follows a private right of way 100 feet wide the entire distance from the city limits in Galveston to the city limits in Houston. The right of way has been fenced with a heavy four-wire fence, which is of great value in the safe operation of trains, and facilitates the movements



HOUSTON DEPOT AT THE FOOT OF TEXAS AVENUE.

of them through intermediate towns. The Galveston-Houston Interurban contains many distinguishing engineering features, some of which are the absence of grades and curves. For thirty-four miles the line runs without a curve, and there are only six curves on the entire Interurban section, none of which exceeds two and one-half degrees. The maximum grade on the entire line is 0.5 per cent, except where the road crosses the concrete viaduct over the Santa Fe tracks, where a grade of three per cent is encountered. A one per cent grade means a rise of one foot in every 100 feet of trackage, so it can be seen that it is practically without a grade.

Part Built by Hand.

The roadbed is an embankment work from two to fourteen feet high, the top of which is eighteen feet wide. A very interesting construction feature was the building of the roadbed from Texas City Junction to Virginia Point, a distance of three and one-half miles, which, owing to the marshy

condition of the land had to be built by hand or a wheelbarrow load at a time. This proved to be expensive railroad building, but left a grade as clean and perfect as if turned from a mold. In the roadbed across all gullies, creeks and bayous numerous cypress timber culverts have been constructed and twenty-seven open-deck pile trestles. These trestles vary in length from twenty-four feet to one 700 feet across Clear Creek, near the power station.

The most impressive piece of engineering in connection with the roadbed was the building of the massive concrete viaduct over the Santa Fe tracks and Leeland Avenue Road at the edge of the Houston city limits. This viaduct has a total length of 1760 feet, made up of eighty-three spans of twenty-three feet each. The structure crosses the tracks of the Santa Fe at a height of twenty-two feet and the Leeland Road at sixteen feet. A massive steel girder bridge, eighty-eight feet long, with an open span of twenty-four feet is placed over the Lee-

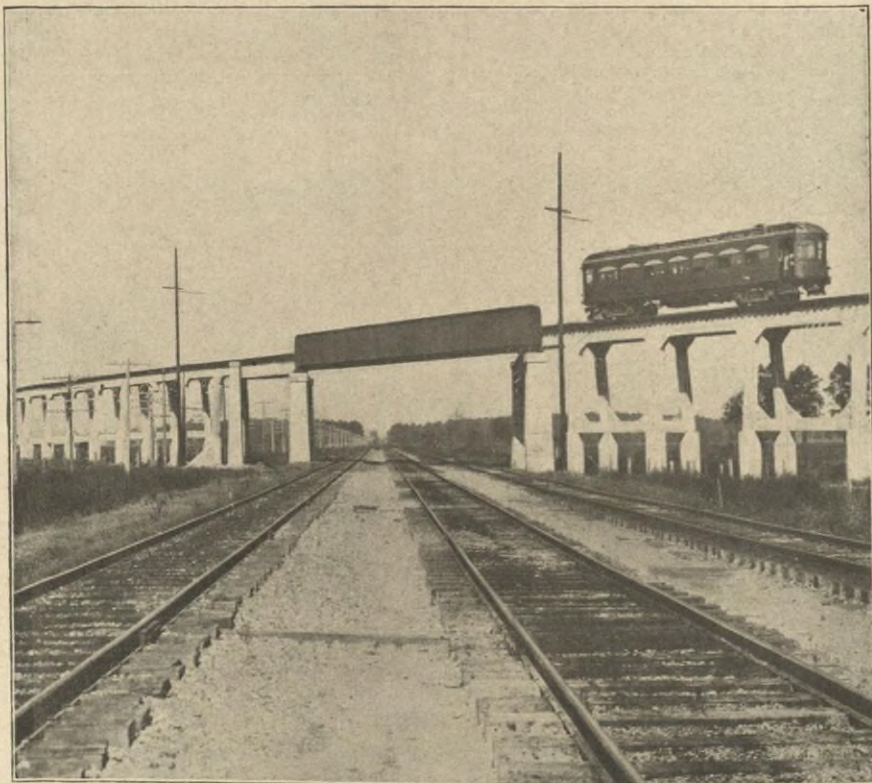


INTERURBAN COACH PASSING HOUSTON'S NEW UNION PASSENGER STATION.

land Road. The structure is made entirely of concrete reinforced with steel, according to the latest and most improved system. Over 3000 cubic yards of concrete was used in the construction. The structure is considered a great piece of engineering and will greatly increase the safety and dispatch of operating the Interurban cars. This was the largest single piece of engineering, with the exception of the

entire length of the line. On this ballast was placed over 130,000 cypress, hard pine and creosoted ties, spaced two feet apart between centers. On this firm foundation the 80-pound steel rails were laid and bolted together with a six-inch bolt rail joint, which insures safety, speed and comfort for the passengers of the line.

The overhead work or trolley is of



INTERURBAN COACH ON VIADUCT, CROSSING SANTA FE TRACKS.

gigantic two million dollar Causeway across Galveston Bay.

Is Completely Ballasted.

A few years ago railroads were built and the track ballasted afterwards if the mud became too objectionable and incomes permitted the luxury. Not so, however, with the Galveston-Houston Interurban. On top of the roadbed or embankment above mentioned was placed four inches of Galveston Bay sand, for a foundation, upon which was placed mud-shell ballast to the maxi-

the "catenary construction." The direct current operating the cars is supplied by a single trolley carried by a 7-16-inch messenger cable. The trolley is carried nineteen feet above the rails. The poles which carry the trolley high tension feed wires and telephone wires are all of creosoted pine, forty feet in length with eight-inch tops and eighteen-inch butts, set in the earth eight feet below the top of the rails. About 1700 poles were required for the Interurban section, and to avoid damage to the property, and the

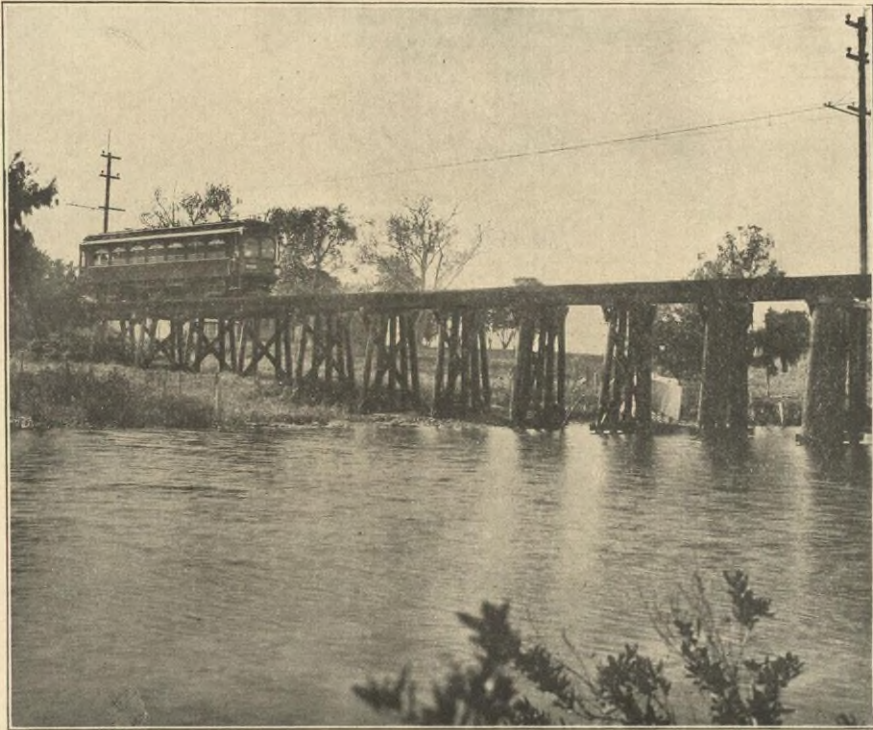
interruption of service in case of lightning, each pole has been equipped with a lightning protective top, consisting of a two-inch galvanized pipe, ninety inches long, with a flat top eighteen inches long. A five-sixteenth-inch galvanized cable is attached to the pipe between the round and flat portion and run from pole to pole above the transmission line.

Electrolytic lightning arresters are installed on the line outside the power house and at each sub-station.

Power Plant Is Complete.

The power house at Clear Creek is built of brick and steel, 70x100 feet

each boiler is equipped with a superheater, capable of raising the steam temperature 125 degrees Fahrenheit. The operating steam pressure is about 185 pounds. An open heater under the stack handles the turbine condensation and the make-up water. A water weighing device is installed to facilitate checking the turbine and boiler performances. The condensing equipment is of Alberger manufacture, and consists of two counter-current surface condensers, with 5000 square feet of cooling surface each, two 8x20x12 inches, dry vacuum pumps, two circulating pumps of 4000 gallons per minute capacity each, direct connected

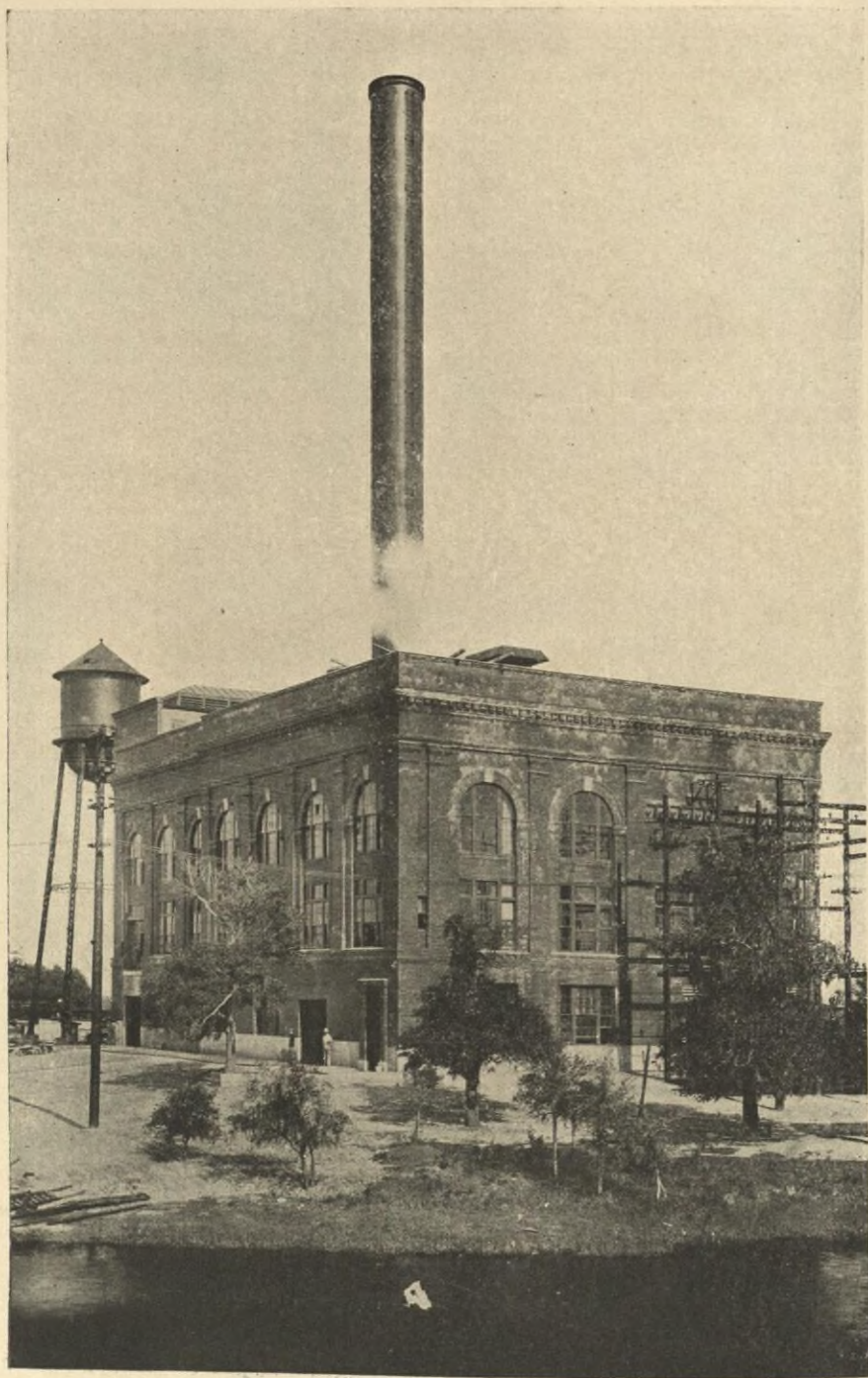


BRIDGE OVER DICKINSON BAYOU, NEAR NEW OLEANDER CLUB HOUSE.

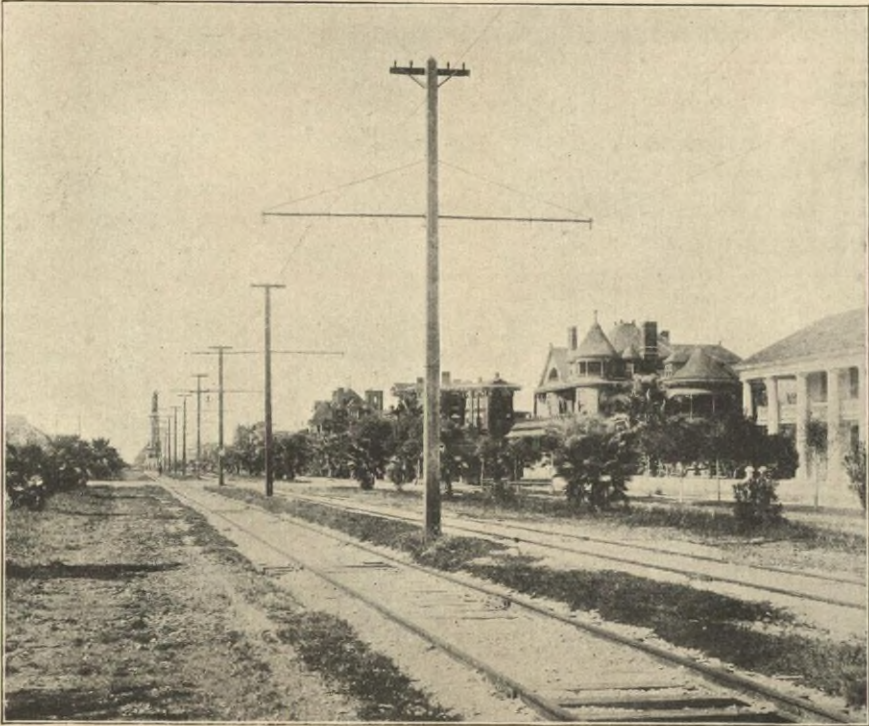
in dimensions, and erected on a solid concrete foundation placed many feet below the banks of Clear Creek. The power plant is one of the most complete and modern plants which has been constructed in the South, and will insure ample motive power for the Interurban service for some time to come. The plant contains three 600-horsepower water tube boilers, and

to a 7x8-inch Sturtevant engine in each case, and a two-inch hot-well, centrifugal pump, driven by a 12-inch, two stage, 2000 revolution per minute turbine. The condensers are installed between the turbines for convenience in operation. The hot-well pump is placed to receive the benefits of a gravity of the turbine condensation.

The water for condensing purposes



MAIN POWER PLANT ON BANK OF CLEAR CREEK.



A PORTION OF BROADWAY, SHOWING INTERURBAN ENTRANCE INTO GALVESTON.

at the plant is obtained from Clear Creek through two large surface tunnels.

Another supply of water is obtained from a 650-foot artesian well, which is equipped with an air lift. This well provides water for a 50,000 gallon overhead tank, from which water is drawn for boiler feed make-up and for emergency fire protection. A central discharge tunnel for heated circulating water is carried out of the station beneath the turbine room in a direction opposite from that of the entering circulation.

The Electrical Equipment.

The electrical equipment consists of two 1500-kilowatt, 2300-volt, 60-cycle alternators, each driven by a huge horizontal Curtiss turbine. From these machines is generated a current of 33,000 volts, which is carried on high tension wires to the sub-stations at South Houston and LaMarque, where it is delivered to the transformers and stepped down and delivered to the feeders and trolley lines at 600 volts.

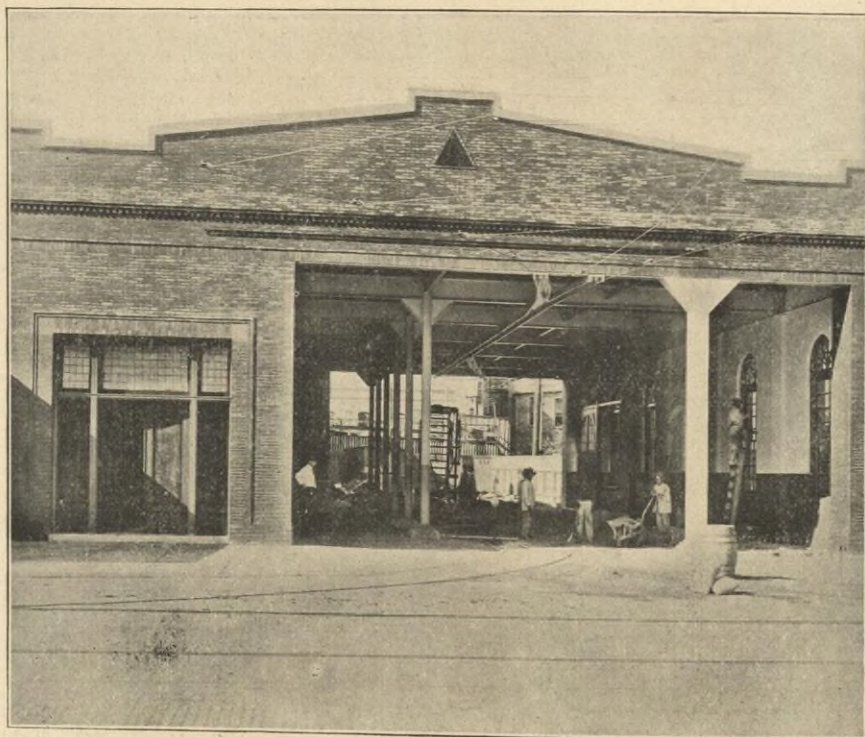
The plant has been constructed to burn either coal or oil, but oil will be used at the start. Concrete fuel tanks have been provided for the storing of the fuel oil, from which it is delivered to the furnaces by fuel pumps.

The most imposing part of the power plant is the steel smoke stack, ten feet in diameter, which shoots skyward for a distance of 177 feet from the boiler rooms, and which can be seen for a distance of ten miles or more, owing to the level nature of the surrounding country.

The sub-stations at South Houston and LaMarque are each equipped with 300-kilowatt synchronous G.E. motor-generator sets, with transformers and switching equipment for each installation. An extra 300-kilowatt motor generator has been placed in the League City power house temporarily, but can be transferred to either sub-station when needed.

Much Special Work

The work of building the interurban was not alone confined to its construc-



GALVESTON DEPOT AND WAITING ROOM ON 21st STREET, BETWEEN CHURCH AND POSTOFFICE.

tion between the city limits of Houston and Galveston, for in both cities considerable special work had to be installed before the coaches could safely and satisfactorily enter the cities. To facilitate the Interurban's entrance into Houston it was necessary to construct a single track from the city limits on Pierce avenue to Sampson street, and another track extending from Sampson street to Jackson street, which makes that portion of Pierce double tracked, the north bound track being used in conjunction with the Leeland avenue line from Sampson to Dowling streets.

On Jackson street, from Pierce to Texas avenue the line is double tracked, both inbound and outbound tracks being laid with 80-pound A. S. C. E. rail. The inbound track on Jackson street constitutes the original Jackson street track, but has been shifted to double track position and relaid with heavier material. This portion of the route also is used by the city lines, the outbound track from Pease to Pierce avenues is used by the LaBranch cars as well as the In-

terurban, and the inbound track also accommodates the Aransas Pass line.

Texas avenue also is double tracked from Jackson street to the Interurban depot on the block bounded by Smith, Brazos, Texas and Capitol streets, practically all of which is laid on a concrete bed and paved with brick.

Incidental to the construction of the Interurban track in the city much miscellaneous work was installed. Special work was laid at the end of the double track east of Sampson street; a branch off was laid at Sampson street and Pierce avenue; a branch at Dowling street, and what is known as a complete lay-out was installed at the intersection of Pierce avenue and Jackson street. There also was laid a double track branch off at the intersection of Jackson street and Texas avenue; new crossing at Texas avenue and Main street; a special lay-out at Texas avenue and Travis street, and a double track crossing at Texas avenue and Milam street. At the terminals at the foot of Texas avenue there was installed a complete special work lay-out, including curves, cross-

ings, "Y" and numerous switching tracks. One of the more notable pieces of special work installed was the double track crossings on Pierce avenue, where the steam road crosses the Interurban line. This is constructed of Manganese steel, the same material that enters into the finest bank safes and vaults. Its extreme hardness is its feature. On account of the heavy usage those crossings will have this material was used, and it is calculated by the engineers that it will stand considerable usage without perceptible wear.

The Galveston Work

In Galveston, also, it was necessary to install several miles of new track and much special work before the Interurban could enter. Crossing the Causeway the Interurban track extends to the city limits, and from there to 52d street new single track was laid. From 52d to 41st street new track was laid and from 41st street to 21st street the double track on Broadway was rebuilt, the roadway being moved from a forty-foot center to an eighteen-foot center, and all overhead was rebuilt. This greatly enhanced the beauty of Galveston's prettiest thoroughfare. The Interurban uses both of these tracks.

On 21st street double track was rebuilt from Broadway to Church street, a distance of four blocks, to where entrance is made into the new Interurban station located midway between Church and Postoffice streets. Here there is ample storage room for interurban coaches besides waiting room and offices.

These additions and changes were made solely to facilitate the entrance of Interurban coaches into the two cities.

Depots have been built in both Houston and Galveston. The Houston structure, erected at the foot of Texas avenue, is a one-story brick building containing two bays for coaches and city cars, offices and waiting room. There are two tracks in the Interurban bay facilitating the parking of five coaches, and the city bay, with four tracks, will hold sixteen city cars.

The depot in Galveston is located on 21st street between Church and Postoffice, and contains waiting room, office and storage facilities for Interurban coaches. It is also constructed of brick, and located in the center of the city, as it is, makes a convenient

waiting room for Interurban patrons.

The main spirit of the modern and successful railroad is to safeguard its passengers. The Galveston-Houston Interurban has left nothing undone in providing all the modern and necessary safety devices. This is especially true in the construction and equipment of the magnificent coaches. The cars are impressive suggestions of advance in the matter of trolley equipment. The cars are fifty-three feet long over bumpers, and are painted Pullman green. The art glass transoms, plate windows, heavy brass work, leather upholstered seats, carpeted isles and other interior features contribute to their rich appearance. The interior of the cars are admirably arranged for comfort, a special smoking and observation section being a marked feature with the men. The smoking section seats twenty-four passengers and the entire seating capacity of the car is fifty-four. The finish is in Honduras mahogany with semi-empire ceilings. The cars are brilliantly lighted, which will appeal to the passenger who travels at night. The electrical equipment consists of four 75-horsepower motors, and the maximum speed is from fifty-five to sixty miles per hour. The steel wheels on which the cars are mounted are thirty-seven inches in diameter, and the total weight of the car is about thirty-six tons. This weight is placed principally under the body of the car, which insures safety from derailment, permitting an Interurban car to be operated at a speed equal to the fastest express train without as much danger of derailment as with the ordinary passenger coach.

The question has often been asked why the Interurban mode of transportation is so popular. The reasons principally are, convenience and frequency of service, allowing the business man to board a comfortable passenger coach on the crowded business street of a city and alight at his destination in the heart of its business center, in front of his hotel or depot, eliminating a long walk, street car or bus fare. He buys his ticket into the town, not to the edge of the town, as is the case with a great many depots. Passengers soon learn that the frequent schedules suits their convenience and that they are not compelled to arrange their plans to suit the convenience of the train schedules. In fact, wherever the Interurban goes it revolutionizes conditions.

THE GALVESTON CAUSEWAY

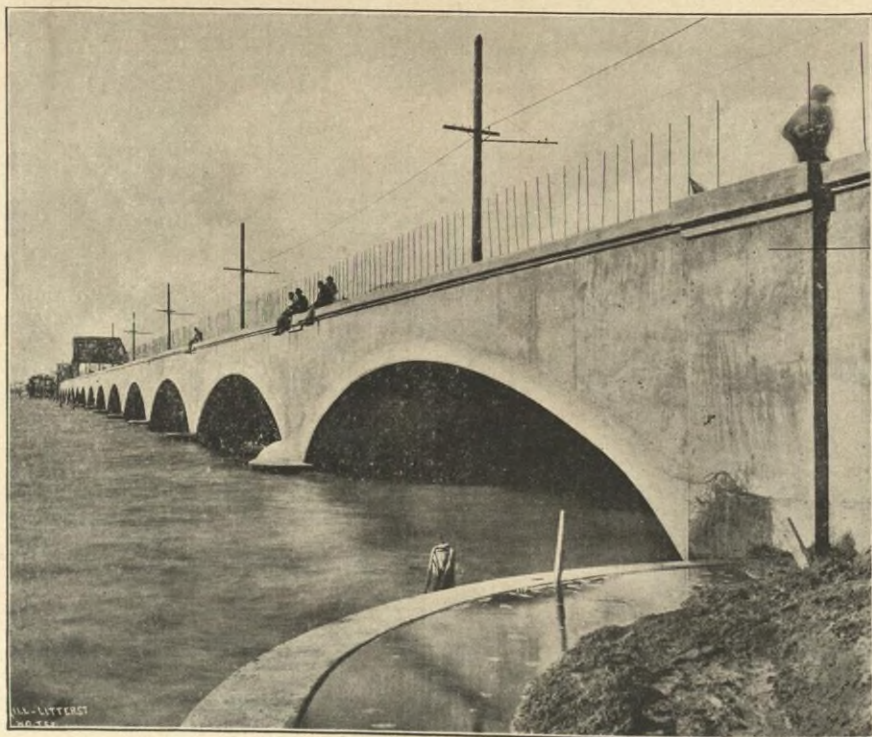
Closely linked are the great Galveston causeway and the Interurban, both adding the necessary features for the greater development of Galveston and the Galveston-Houston district. The Interurban is the work of a single corporation, but the great causeway was made possible by the Interurban, several railroad companies, and principally, by the undaunted and ever aggressive spirit of citizens of Galveston, who have accomplished phenomenal results over seemingly insurmountable obstacles. Within the past decade Galveston citizens have accomplished much that is not only of local and statewide interest, but of worldwide interest.

The seawall, costing \$2,000,000, the raising of the grade at a tremendous cost and against great obstacles, have commanded the admiration of the world; but the great causeway is still a more wonderful piece of modern engineering. This undertaking is another \$2,000,000 proposition; but large

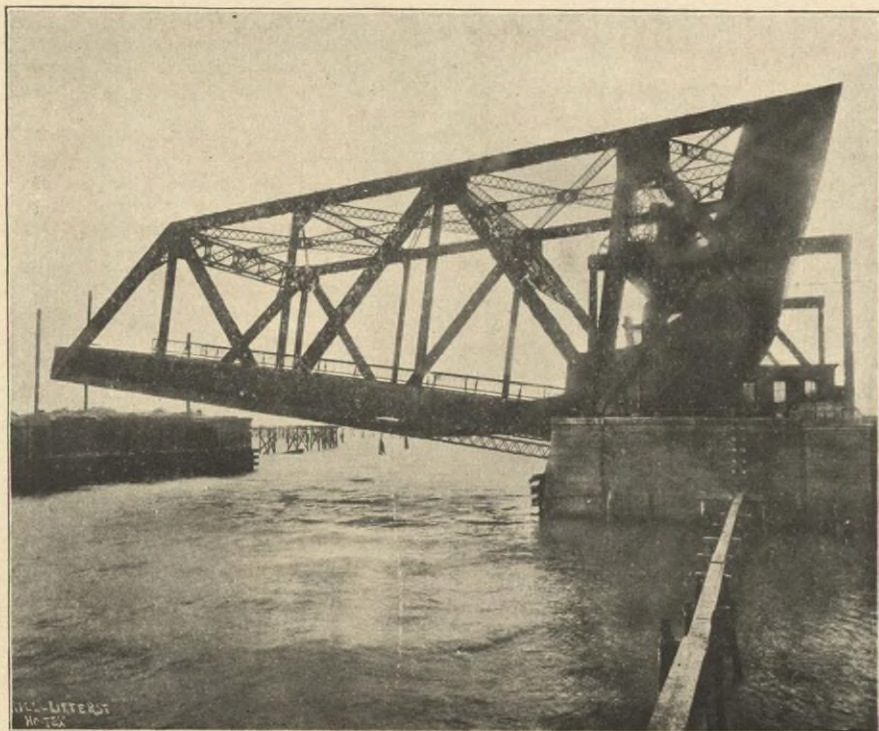
sums and miracles are of small concern to Galveston citizens when the city's good is at stake.

The causeway is a permanent monument to courageous foresight and ability of these citizens and is an accomplishment of which Galveston county and the whole state of Texas may well be proud. But it did not come without trials and disappointments, which would have daunted less energetic workers. The causeway was thought of and talked of to some extent before the completion of the seawall; in fact, immediately after the storm of 1900, when the county and two railroad bridges across the bay were destroyed.

The first definite action, however, toward plans for the construction of a causeway by the county and railroads was made in the spring of 1906. This action came about as the result of a plan suggested by the Galveston News. A meeting of the county and city commissioners was held on April 13, 1906, and a committee appointed,



ARCH BRIDGE PORTION OF GALVESTON CAUSEWAY.



MASSIVE STEEL LIFT BRIDGE ON NEW GALVESTON CAUSEWAY.

composed of members of both bodies. Plans were drawn up and engineers looked over the grounds, but the great cost made the plan seem impossible; but impossibilities are simply things which up to the time have never before been done. At this time, when it seemed necessary to abandon the undertaking, the Stone & Webster Association announced its willingness to help and its plans for an interurban line between Galveston and Houston.

Efforts of Judge Mann.

Perhaps nothing is done until it has to be done, and then Providence sends the man—Judge G. E. Mann, upon taking his office as county judge, immediately started to work, devoting his attention to the causeway and how it could be financed. After making a trip to Austin in the early part of 1907, in reference to a causeway bill, which had been passed by the legislature but which failed to secure the governor's signature, Judge Mann succeeded in securing the passage of a second bill, which was signed by the governor on February 21, 1907.

This act authorized Galveston coun-

ty to levy a tax of 15 cents on the \$100 to the extent of \$500,000, and permitted the right to issue rights-of-way over the causeway to steam and electric railroads.

From this time, however, until January, 1909, nothing was accomplished. Numerous conferences between the railroads and county commissioners were held but nothing done. The Interurban was always ready, and on August 3, 1908, announced ready to enter the causeway contract. Numerous conferences were held and details arranged after much effort, and on December 10, 1908, the long looked for agreement was signed. So the magnificent causeway came about.

The Causeway Dimensions.

The causeway is 10,642 feet in length, divided into roadway, arch bridge and lift bridge. It contains a total of 1000 feet of unprotected roadway and a total of 7184 feet of protected roadway. The arch bridge consists of 28 arches, with a 70-foot span and a 9-foot rise, 66 feet wide on top, a total of 2358 feet. The rolling lift bridge gives a clear waterway of 100

feet and is 17 feet above the water.

The roadway portion of the structure is 154 feet in width, carrying 40 feet of county road, two interurban railway tracks, with room for two additional. The railway portion is devoted to the three tracks of the roads interested, with room for more.

The arch bridge portion is reduced to a total width of 66 feet, consisting of 22 feet for county road, 15 feet for single track interurban and 29 feet for double track steam road. The portion designated as the "protected roadway" is protected on sides by a continuous row of reinforced concrete sheet piling, extending 4 feet above the water. Slopes are covered with 6-inch concrete slabs. The arch bridge consists of reinforced concrete arch designs and carries two lines of hand railing. The foundations for the arches go from 11 to 16 feet below the bottom of the bay. It is also provided that the lift bridge and the causeway is operated with a complete and modern block signal system, which is designed to prevent any possible confusion of trains or danger of accident.

The roller lift bridge weighs 3,283,000 pounds, of which 700 tons is actual steel, 500 cubic yards of concrete being required to act as counterweight. It is operated by two 50-horse power engines with reserve of gasoline motors or hand power.

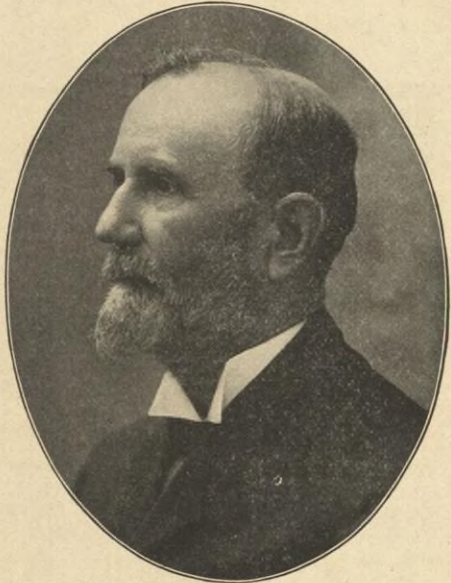
The pier on which the lift bridge rests is 78 by 53 feet, consists of 3800 cubic yards of concrete mixture, weighing close to 7,600,000 pounds, imbedded in which are 3200 pounds of steel reinforcing bars. This pier rests upon the tops of 532 32-foot wooden piling driven to their heads in hard clay after excavating. The total weight of the pier and lift bridge is more than 10,800,000 pounds.

FATHER OF THE CAUSEWAY.

The principal figure in the causeway project, and one who has been identified with it since it was first proposed, is County Judge George E. Mann of Galveston county, who by his untiring efforts and ever hopeful spirit has perhaps done more than any other man in the promotion and building of the magnificent structure. Judge Mann set to work immediately after taking the oath of office, devoting his attention to the problem of financing the proposition. He was instrumental in getting the causeway bill passed, the bond issue passed, enlist-

ing co-operation of the railroads and in working out the details of the proposition. He has been successful in his undertakings and the great causeway rests as a monument to his efforts.

Judge Mann was born in Gloucester county, Virginia, in 1841, and received his elementary education at St. Timothy Hall, Baltimore county, Maryland. After graduating from St. Timothy Hall he attended William and Mary College, Williamsburg, Va., and later attended Kenyon College in Ohio. At the time the war between the

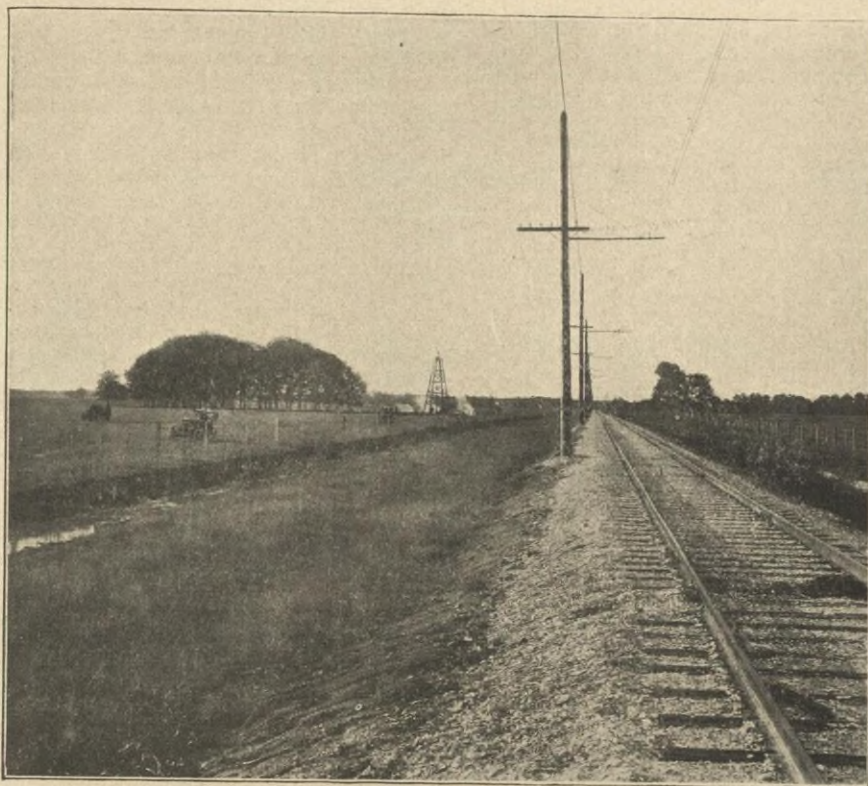


JUDGE G. E. MANN.

States broke out he was a senior in this institution.

He came South and joined the Richmond Howitzers and in the battle of Seven Pines was severely wounded. He was honorably discharged from active service, but during the remainder of the war was in the secret service for the Confederacy under John Y. Beall, remaining in that capacity up to the time Beall was hung on Governor's Island as a spy.

Following the war he studied law while acting as tipstaff of the supreme court of the State of Virginia and in 1865 he was admitted to the bar. In 1866 he came to Galveston and practiced law in that city until 1870, when he was elected district judge. However, he resigned to continue his law practice until he was elected judge of the county court.



INTERURBAN RIGHT OF WAY THROUGH PARK PLACE.

PARK PLACE ON INTERURBAN

IS ONE OF HOUSTON'S NEWEST, MORE MODERN
AND PICTURESQUE SUBURBAN ADDITIONS

Not the least important among the benefits conferred upon a community by interurban electric car service is the opportunity thereby created, for those who otherwise would be obliged to dwell in the densely populated portions of the city, to make their homes amid far more attractive surroundings and yet suffer no disadvantages by reason of being further removed from the scenes of their business activities. That the people of Houston may soon profit by this is made manifest by an announcement to the effect that there will soon be opened, just outside the city and on the line of the Galveston-Houston Interurban Railroad, a high-class residence place, to be known as "Park Place on the Interurban." The Houstonian will find it possible for him, like the man of Chicago or of

Los Angeles, to enjoy the charms of peaceful suburban life, at the same time remaining in close touch with the city and with his business through the medium of the quick transportation provided by fast electric car service. The time has come when Houston, with its rapid increase in population, has real need of an attractive suburb; and it now appears that this want is to be satisfied in a way and with a completeness that leaves nothing to be desired.

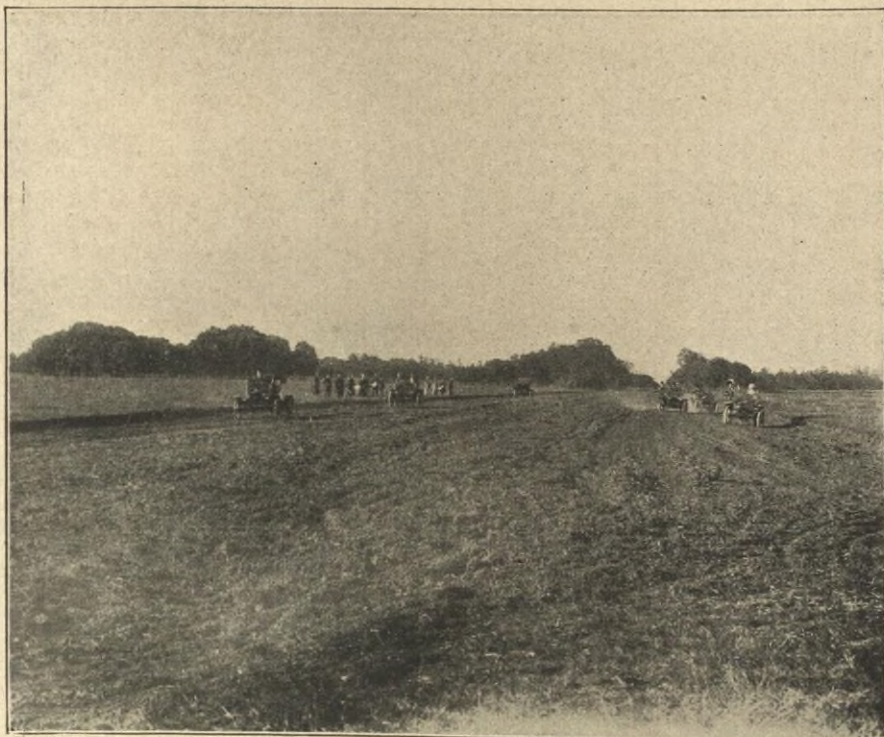
During the past few months there has been quietly organized in Houston a company, composed entirely of local stockholders, known as the Greater Houston Suburban Corporation, having for its object the acquisition and development of a tract of land suitable for the purpose in ques-

tion. After considerable inquiry they discovered a tract of the desired size which possessed all of the necessary qualifications; and the purchase of that tract was soon concluded. It consists of 800 acres of land beautifully situated six miles southeast of the court house in Houston, bisected by the line of the Galveston-Houston Electric Railway, and crossed, also, near its eastern border, by the Galveston, Houston & Henderson Railroad, and the Houston-Galveston shell road. Lying forty feet above the bed of Sim's bayou, which forms its southern and eastern boundaries, the land is perfectly drained; and it possesses a soil that is rich and productive. Crossed by three winding streams, dotted here and there by groups of stately trees, and sequestered from the open country by a fringe of beautiful forest, of oak, ash and other hardwood trees, it forms a perfect natural park. A first view of the land inevitably suggests the name that has been chosen for it—"Park Place on the Interurban."

Elaborate Improvements.

Plans for the improvement of the suburb, already being actively carried into execution, are quite elaborate and provide for everything that is necessary to comfortable home life in a modern community. Sidewalks will be constructed upon the principal streets, and all parkways and plazas will be curbed. Water is to be supplied from artesian wells, storage and pressure being provided for by the erection of a steel tank having a capacity of 50,000 gallons and mounted upon a tower 100 feet in height. A well with a daily capacity of more than 120,000 gallons of most excellent water has already been brought in; and the tank and tower will soon be erected. The timber has been cleared of all underbrush; all streets, alleys and home tracts have been staked off, and grading is progressing rapidly. Electric current is to be supplied by the Interurban Railway Company.

The main approaches by road are by way of the telephone road and also



SCENE IN PARK PLACE.



CANOEING ON SIM'S BAYOU IN PARK PLACE.

down Broadway in Harrisburg, which latter thoroughfare becomes, upon entering the confines of Park Place, a shell-paved boulevard 124 feet in width with two 25-foot driveways separated by a wide parking strip down the center. Cement sidewalks will be laid on Broadway immediately. At the intersection of the interurban line with Broadway, the central, and also the highest point on the entire tract, there will be located a park, oval in form and beautified by terraces and an abundance of ornamental trees, shrubbery and flower beds. Here also the Interurban Railway Company will soon erect a handsome suburban station. Radiating from the park and its encircling driveway, eight main avenues will lead out to all parts of the suburb. To the observer looking about from the park as a vantage point, Park Place, with its broad avenues and boulevards sloping gently downward toward the woodland on every side, its handsome forestation and its long vistas of parkways and white shell-paved drives, fringed with trees and shrubbery, will present a most attractive panorama.

A Sylvan Driveway.

On account of the wealth of natural beauty to be found along the banks of Sim's bayou, it has been decided to construct a charming sylvan driveway, paved with shell, following the stream in its meanderings along the southern and eastern boundaries of Park Place. All of the main streets running north and south will be parked in the center. A number of them will be paved with shell or gravel at once.

The blocks are to be subdivided, not into the usual lots of 50 by 100 feet, but into "home tracts" of 75 by 172 feet. An alley sixteen feet in width

will run through each block, eliminating the undesirable "key lots" and giving access to barns and outbuildings. All telephone and electric light poles and water pipes will be placed in these alleys, avoiding the encumbering of the streets by them. Park Place is not a millionaires' addition, but will be priced reasonable; the officers of the company state that the prices will be well within the reach of the salaried man. It is fair to assume, however, that the property will appeal just as strongly to the man of greater means, on account of the beauty of the place and the character of its improvements.

Above all, Park Place on the Interurban will enjoy the best of electric car service. The commodious and handsomely finished coaches of the new interurban railway, representing the latest and best ideas in equipment, will transport one quickly and in comfort from Main street to Park Place in twenty minutes. When this time is compared with that consumed in reaching some parts of Houston, the advantages of dwelling in Park Place become apparent. Moreover, the interurban cars will be operated upon a fixed schedule.

The officers and directors of the property are all well known and influential citizens of Houston, and not only their money, but their reputations and standing are behind the proposition. Their sole efforts are being directed toward making the addition the finest on the line of the interurban, and situated as it is, close to the city, upon a navigable stream of water, and upon one of the most picturesque and well drained pieces of land in the Houston-Galveston district, it bids fair to become what its promoters intend it shall.

Willie—"Pa, what is a theorist?"

Willie's Pa—"A theorist, my son, is a man who thinks he is learning to swim by sitting on a bank and watching a frog."

Years ago, when the "Panhandle" railroad was in course of construction, its progress was a matter of great interest to the people of the region. A farmer who sold provisions to the contractors often reached the place where the men were at work meal times. He was greatly impressed at their voracity. The work was hard, and when

the dinner bell rang, every man made a dash for the table, and before anyone could believe it possible, the food had disappeared. One day a workman on his way to the table tripped on the root of a tree and fell. He lay quite still, making no attempt to rise.

The farmer rushed to him in great concern.

"Are you badly hurt?" he asked.

"No," answered the man.

"Well, why don't you get up and go to your dinner?"

"No use," returned the other, sadly "it's too late now."—Youths' Companion.

ELEVEN YEARS OF PROGRESS

FOLLOWING THE GREAT STORM GALVESTON HAS GROWN AS HAS NO OTHER CITY IN THE WORLD

No other city in the world has shown such remarkable development as the city of Galveston, in the face of such discouraging conditions as met its citizens following the storm of eleven years ago. Since that dire event the city has raised its bulwarks against the sea until it is now a veritable citadel on the shores of the Gulf. The grade of the city has been raised many feet above the highest storm tide of the sea, and around it has been thrown a massive apron of concrete that forever proclaims its mastery over the waters of the Gulf. During those eleven years, while that great work has been going on, the city has grown and prospered. Now it is one of the South's most important cities, and one of the World's greatest ports.

For several years it has enjoyed a fame quite apart from any of its best and salient features. The press of the country has generously advertised the city in allusions to "The Galveston Spirit" and "The Galveston Plan," as well as descriptions of the great sea wall and the city's increasing prestige as one of America's great seaports.

Population Doubled.

While many cities have been enjoying an era of prosperity and have been busily engaged in developing their possibilities within the past eleven years, Galveston has been in the peculiar position of building, not a city, but a place for a city. Withal, its advance in population and commerce has been remarkable in that period, the population of 17,000 after the storm of 1900 having increased to 37,000 in 1910; Galveston's exports increased from \$92,512,549 in 1900 to \$198,734,232 in 1910; and, what is even more wonderful, within that time a seawall five miles in length has been built in front of the city, the grade of the city has been raised to the level of this wall, seventeen feet high, with a sufficient slope to provide for drainage. Every building, street car track, fence and post within that area has been raised and new sidewalks and roadways built upon the new surface.

In connection with this gigantic un-

dertaking, Galveston, in extremity, found a remedy, in what has since proven a great boon, in municipal government—the commission form of civic administration. This was first tried and established in Galveston, but has since spread throughout the country with such success as to be a flattering acknowledgment of the sound judgment of Galveston's citizens, and as an advertisement of the city's progressiveness.

The city now is one of the most widely advertised cities in America, and its growth of the past ten years proves the assertion that it is the logical point for the vast commerce of the Southwest and for the corollary of that commerce, and the distributing center for the territory that produces this commerce.

Millions Spent.

The public works alone in Galveston represent an expenditure of approximately \$15,000,000, exclusive of the millions expended by the federal government in procuring deep water. This includes the great causeway, that has just been opened to the Galveston-Houston Electric Railway, costing \$2,000,000; the great seawall, costing \$2,000,000; \$2,000,000 expended in raising the city's grade and an estimated \$2,500,000 expended by property owners bringing their buildings to grade.

Recently the Galvez hotel, a million-dollar structure, was opened to the public, and work is to be started at once on a new union passenger station that is to cost \$500,000. Aside from this a great amount of other work has been completed and is in progress.

In brief, Galveston is the commercial center of Texas. It handles the products of Texas and the goods that Texas consumes. It is the chief port for the Great Southwest and its natural advantages are the natural advantages of the whole country contiguous to the city. It is the city of the people; built in the one strategic place from which to radiate their activities, and at which to center their commercial interests.

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No. 1

INTRODUCTORY.

The Tangent, a magazine, of which this is the initial number, is the result of a desire upon the part of the three Stone & Webster companies in South Texas, the Houston Electric Company, Galveston Electric Company and the Galveston-Houston Electric Railway company, to become better acquainted with their patrons, the needs of the Galveston-Houston district, and to assist in the development of the commercial interests of Galveston and Houston, and the agricultural and community interests along the line of the interurban.

Publicity work is not new among public service corporations. Nearly every railroad in the United States has some form of publication in which is disseminated the advantages of the respective territories, and in which the roads have heart to heart talks with their patrons and employes. Many of these are issued at regular intervals and some take the form of magazines. One, in particular, has risen to national fame. Among the electrical roads, though, the magazine feature is a decided novelty. There are a few brief publications in the United States, but in none is the scope so large as that planned for The Tangent.

This magazine will be issued monthly, and its principal purpose will be to "build and boost" everything that pertains to the development of the Galveston-Houston district. Each month its pages will be devoted to chronicling progress in both Galveston and Houston, in which the commercial organizations of the two cities

will assist. Many items of interest concerning the interurban territory and its advantages will be found in its columns and a few pages will be devoted to "shop" talk for the benefit of the companies and their employes. From time to time there will be special articles on some particular industry that is a factor in this section. There also will be items pertaining to home building in suburban territory, and other articles on various subjects that will be of interest to those living along the line of the interurban.

The Tangent has a mission to fulfill—to assist in bringing to the fore the richest and most productive section in the United States. In this work The Tangent will appreciate suggestions and criticisms from its friends, and will act upon those calculated to be for the public good.

L. C. Bradley,
Vice President.

AN IMPORTANT ACHIEVEMENT

Following is an editorial from a recent issue of The Houston Post:

"The completion of the interurban railway between Houston and Galveston marks another important achievement looking to the development of the large and fertile area that lies between Houston and Galveston. The steam railway lines have afforded up to the present time ample facilities for travel between the cities and for heavy traffic, but the interurban is strictly a local developer and its schedules not only offer the acceptable inducements of lower fares for travelers, but the advantage of hourly cars and more frequent stops are such as have in other localities tended both to urban and suburban development and prosperity.

"One of the first results of interurban communication between the principal cities of the coast region will be the settling up of an area of fertile land that is capable, under conditions of intelligent cultivation, of sustaining several hundred thousand people. This is the fundamental fact of the interurban line between Houston and Galveston. This population will largely augment the local trade of both cities. These producers will ship their products to the two cities at low rates, and we may confidently expect a substantial cheapening of the necessities of life, something that is greatly needed. The cost of living is too high in both Houston and Galveston, so high, in fact, that it retards their growth and restricts the prosperity of the people. Thus, as reciprocal benefits, the suburban people will have an ever eager market for their products, and the urban merchants will have the benefit of the trade of a population which may ultimately become so dense as to practically join the two cities.

"The interurban is undoubtedly the railroad of the future for local communication and traffic and we may expect that Houston's first is but the precursor of many others."



PICNIC SCENE AT LEAGUE CITY.

DEVELOPMENT AT LEAGUE CITY

PROGRESS HAS BEEN RAPID SINCE THE PASSING OF
THE CATTLE MEN AND ITS FUTURE IS ASSURED

Situated in the very heart of the bloom and beauty of the Gulf Coast region, League City, the midway stop on the Galveston-Houston Interurban, has many attractive features that are approached by few towns in the Gulf Slope. It has a wonderfully healthy, growing climate, and its development since the advent of "the man with the hoe" echoes the reliability of its soil and the integrity of the people forming the League City community.

The town was established in 1890, and those who first built their lean-to and planted the verdant fig have remained faithful to their plot; their confidence intrusted in the soil that has "made good." In those days, back in 1890, the Galveston-Houston district was a cattle country, and only recently has the agriculturist won from the cattle herder the right to the soil. In that brief period the grass covered prairies have been transformed into one of the most productive sections in the Coast Country. The big pastures have been cut into small tracts, laughably small, unless one is familiar with the immense producing value of each acre; and where the tall prairie grass grew less than a decade ago, now blooms the orange and its kindred.

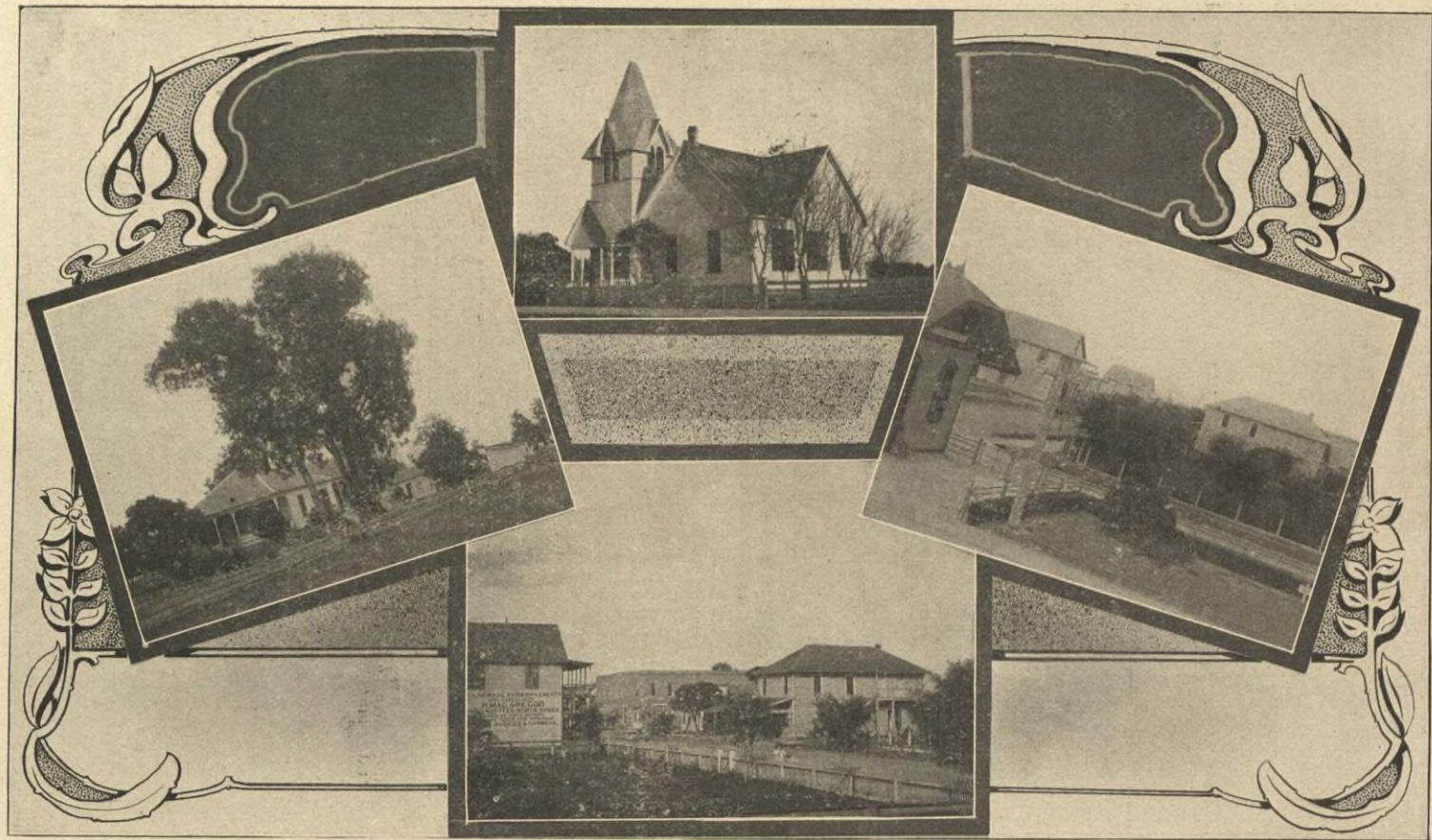
The "long-horn" has given way to the Jersey, and the few cowboys have been supplanted by a thousand citizens, whose hearts and souls are wrapped up in the success of their community. The town never has had a boom. None has been necessary. Surrounded as it is by a most productive soil, excellent drainage and an ideal climate, the community has grown and prospered upon its own merits until now it is one of the wealthiest towns of its size. With this growth

came the various commercial interests that form its business section, and each season there is added more development, more people and a greater confidence in its agricultural and horticultural possibilities.

The town is located on a trunk railway line and the Galveston-Houston Electric Railway, the latter having thirty-six trains each day. The shell road connecting Houston and Galveston passes through it, and radiating from that point are several shell tributaries. Clear Creek, a natural waterway, on the northern border of the town, affords deep water transportation, connecting with Galveston Bay, the depth of the stream ranging from 15 to 25 feet. There are many commercial institutions in the town, churches of several denominations, social organizations, many pretty residences, and, under construction, a \$15,000 high school building. All of this commercial development is attributed directly to the soil, as it is purely an agricultural community.

On account of the veins of pure artesian water underlying the district the greater portion was devoted to rice growing until a few years ago, when it became known that the soil and climate were adapted to more profitable crops. Since then the League City district has passed through the transition of gardening, berry and small fruit growing, all of which are still engaged in; but many are now devoting their attention to figs and oranges. Chief among the berries is the strawberry, many carloads being shipped each year. Figs also are very profitable and need less attention than berry crops. Innumerable other small fruits are grown to good advantage.

Great success has attended the grow-



SCENES IN LEAGUE CITY.

ing of oranges, and the industry gives promise of attaining the same magnitude and importance as in Florida and California. The coast section is 1,500 miles nearer the large markets, and the Satsuma ripens thirty to sixty days earlier, giving the growers the advantage of the holiday trade.

Several of the oldest orchards in the Gulf Coast sections are near League City. The orchard of P. I. Gill is sixteen years old, and for several years previous to the freeze of 1911, \$800 to \$1,000 per acre was realized from the bearing trees. Mr. Gill's trees suffered to some extent from the freeze by having the new growth nipped.

From the four-year-old orchard of Perry Johnson, one of the more prominent young orchards near League City, \$600 per acre was realized. The Harvin orchard has a good crop of oranges this year, the trees having escaped damage from the freeze of last winter. Aside from these are many young orchards, including those of Judge J. W. Jump,

parts of the country because of the stability of its growth and development, and undoubtedly it will come into greater prominence within the next few years.

THE HEIGHTS TRAILER CARS.

About a month ago the Houston Electric Company inaugurated trail car service on the Houston Heights line, greatly increasing the efficiency of that service by reducing the crowded conditions on the cars during the peak hauls—the work and dinner crowds. The trail cars were an innovation in Houston and have been favorably received by the public. Their success substantiates the opinions of many traction experts that two car trains can be satisfactorily operated in a city.

The most striking feature of the trail cars, which is somewhat out of the ordinary, is the entrance on the front



FAMOUS ORANGE GROVE OF P. I. GILL AT LEAGUE CITY.

known as the Beerworth grove; the Benson orchard, George orchard; the young grove of J. H. Hill, vice-president and general manager of the Galveston, Houston and Henderson; the 250 acres sub-divided into 5-acre groves, owned by the American Land and Immigration Company; the nursery and grove of B. C. Perkins, and many small plots and tracts that will develop into bearing groves within a few years.

The Yarborough orchard is one of the more typical examples of the actual value of an orange grove. Chas. Shadle and others purchased this 10-acre grove for a consideration of \$10,000. Three acres were bearing and within six months the purchasers received approximately \$4,000 from the fruit, the trees being five years old. These are but a few instances of returns from orange culture about League City, as there are many others that have not been recounted. The experimental stage was passed years ago, and orange growing in that section has been placed upon a commercial basis. The town is attracting attention from prospective investors in all

end. All have become so accustomed to paying their fare on the rear end of a car that many wonder why the entrance was placed on the front end of the trailers. The reason is: on many streets on which these trailers run it has been necessary for the company to have special platforms built for boarding and alighting. Prospective passengers are accustomed to form a group at these stopping places, and with the entrance to the trailers on the front end it is possible for such a group to simultaneously board both the motor car and trailer from the same platform. This reduces the time required for taking on and discharging passengers, and greatly increases the possible speed of a motor car and trailer combination.

Another feature of the trailer cars is their design and interior arrangement. There is an absence of partitions between the body of the car and the front platform, which increases the room in the car and greatly improves the ventilation. The car is equipped with wooden slat seats, the latest development in sanitary street car design. There also

are seats on the rear platform, a feature that is appreciated by smokers.

There is an absence of jar and jerk to the trailers when the forward motor car is started, the elimination of these unpleasant features being accomplished by a peculiar coupling device between the trailer and motor car. There are three connections between the cars. One is a heavy steel coupler, which is so designed, with both verticle and horizontal springs, that all shock usually experienced on a trail car is absorbed. The second coupling is the air hose, connecting the air brakes of the trailer with those of the motor car. The third connection is the cable carrying current for the operation of lights and bells.

Three large helical springs stretch between the outside of the rear platform of the motor car and the outside of the front platform of the trail car. This arrangement of springs is the result of several years study of trail car operation, as a serious objection against their operation has been the accident hazard created by having a gap between cars. These are so placed to safeguard any careless or thoughtless person who might be caught between the cars.

The speed of the combination trail and motor car is equal to the motor car alone. Previous to the purchase of the cars the company thoroughly investigated their operation in other cities, and their inauguration in Houston was the result of this investigation. The results of their operation in Houston have proven the correctness of the management's judgment. They have proven satisfactory in every way, and during the very heavy traffic of the recent carnival the same speed was maintained by trailer and motor car as with the motor car alone under similar conditions.

INSTRUCTING TRAIN CREWS.

Several thousand dollars were expended by the Galveston-Houston Electric Railway Company working out and perfecting the operation of its coaches previous to the opening of the line to the public. For several weeks cars were run on regular schedule in charge of complete train crews; the League City power plant and sub-stations were in operation, and the entire operating force was "on the job" from early until late. In that period the men were instructed in the operation of the Galveston-Houston line, and all details pertaining to the operation were worked out and perfected.

In pursuance with the established policy of Stone and Webster to promote its employes, the train crews operating the Interurban coaches were gathered from the Houston and Galveston Electric Companies and the Stone and Webster Engineering Corporation. These men have been in street railway service for many years, and their training in the operation of the Interurban cars was under the guidance of ten of the oldest employes of the Ft. Worth-Dallas line.

All but two of the men composing the Interurban train crews have been in the employ of either the Galveston or Houston Electric Companies; these were Ira McFarland, motorman, and E. E. Richardson, conductor, both employed by the Engineering Corporation. The motorman formerly with the Houston Electric Company were Charles King, twenty

years in the service of the Street Car Company; J. L. Urban, W. C. Bray, A. Pennington, J. L. Farrell, W. J. Wray, J. M. Davis, A. H. Gray, W. E. Cook, H. S. Sterling, J. H. Keeshan and W. B. Ford. Conductors: Roy Woodward, E. B. Tomme, W. G. Baggett, D. S. Johnson, A. F. Herrin, Owen Byrd, J. M. Callahan, W. D. Black and R. L. McGraw. Those formerly motormen of the Galveston line are: J. T. Kramer, John Gillan, A. J. Sims, D. F. Matthes, G. C. Wilson, C. H. Boyles and J. C. Bolton. Conductor: W. O. Tredwell, H. C. Bartel, J. E. Stewart and W. G. Steller.

W. M. Mosier, formerly with the North Texas Traction line, and recently with the Ft. Worth and Denver railroad, has been acting as conductor instructor during the breaking in of the crews.

U. S. Brooks, chief dispatcher, formerly with the Winona Interurban at Warsaw, Indiana. J. W. Tipton, dispatcher, formerly with the North Texas Traction Company; and Geo. R. Branch, dispatcher, was with the Houston Belt and Terminal Company. No new men have been employed on the Interurban, the company having selected their crews and dispatching force from the ranks of experienced men.

VALUE OF INTERURBANS.

In commenting on the value of interurbans to commercial centers the Wall Street Journal recently said:

Business opinion in Cincinnati estimates that the commercial and financial interests of that city profit to the extent of \$50,000,000 annually as a direct result of trolley communication with the surrounding country and neighboring towns. The middle west has a large number of points which have excellent interurban systems, among which Cincinnati, Ohio; Indianapolis, Ind., and Columbus, Ohio, are especially worthy of mention.

Ten years ago nothing of the sort existed, but a revolution in merchandising and in the relations of the rural and village people to the larger cities has since taken place. The country merchant has not been wiped out. He still handles the small trade, while the people of the towns and country go to the cities for their larger purchases. The country merchant can make a turnover in goods more quickly now by aid of telephones and trolleys everywhere; each farm is a station for passengers and goods.

The transformation is doing marvels in making the country more attractive and the city more accessible. Millions of pounds of copper, thousands of tons of steel rails and hundreds of cars of a modern type will be needed to supply the expansion of interurban electric lines for many years to come.

THE HOUSTON SHIP CHANNEL

WORK WILL COMMENCE ON GREAT PROJECT WITH-
IN MONTH, DEEPENING AND WIDENING COURSE

Within a month work on one of the greatest inland waterway projects in the South—the Houston Ship Channel—will begin, under an appropriation of \$2,500,000, the expenditure of which will be directed by United States engineers. Ranking next in importance to the Mississippi river improvement, the Houston ship channel project embraces so many and varied opportunities that its ultimate completion will mean the dawn of a new era for the territory tributary to the Gulf of Mexico—the entire central zone of the United States.

The Houston ship channel is a natural waterway extending from Houston 48 miles to the Gulf. Its present depth averages 18 feet, secured by work under varying appropriations. This depth has made possible traffic along its course valued at \$50,000,000 annually. Yet the real possibilities of the ship channel have not been fully realized. Likened in every respect to the Manchester canal, which connects Manchester, England, with the sea, the people of Houston and Harris county realized that with a ship channel similar to that of Manchester, Houston would become to the United States what the city of Manchester is today to England.

A Natural Waterway.

In the beginning of the work Houston has more to her advantage than did Manchester. While Manchester expended millions cutting a canal through solid rock and along the course of the sluggish Mersey river, Houston has but to add a few feet to an already natural deep waterway and straighten a few bends to secure a ship channel even better than the canal that put Manchester on the map as a world port.

The federal congress was appealed to by Houston and Harris county to aid the improvement of this great waterway. The appeal was not in vain, for February 7, 1910, the congress authorized the appropriation of \$1,250,000 for the Houston ship channel, provided Harris county provide an equal amount, the work to be done

under the direction of United States engineers. January 10, 1911, the people of Harris county voted, nearly unanimously, bonds to the amount of \$1,250,000. These bonds were purchased by the national banks and trust companies of Houston and the city of Houston, the latter participating equally with the banks. Under the government act work begins immediately upon the deposit of \$300,000 of the money derived from the sale of bonds, to the order of the secretary of war. The government appropriation will be allotted in similar amounts and will be drawn upon as needed. The entire appropriation also provides for a continuing appropriation for maintenance.

The Turning Basin.

The northern terminus of the ship channel at Houston is at the turning basin, a large body of water 600 by 1300 feet and deep enough already for the largest of ocean going vessels. At the turning basin the city of Houston is constructing free municipal wharves and slips and warehouses. Along the side of the channel for miles down railroad and other interests have acquired frontage for the building of terminal facilities.

To the tourist the ship channel offers much attraction. Boarding a boat at Houston or near the turning basin the tourist may go by water to the Gulf of Mexico over one of the prettiest water courses in the South. Magnolia, live oak and other beautiful trees fringe its banks and shelter the shipping from storms. Fifteen miles below Houston the tourist will pass the famous San Jacinto battlefield, where, April 21, 1836, General Sam Houston, with a band of 733 Texans, defeated and routed 1600 Mexicans under command of General Santa Anna, winning independence for Texas from Mexico and establishing the Republic of Texas. This battlefield has been purchased by the state and is controlled by a board of supervisors. The grounds have been transformed into a beautiful public park, which is always the objective point of the tourist in Houston.

GALVESTON-HOUSTON ELECTRIC RAILWAY COMPANY
TIME TABLE HOUSTON TO GALVESTON EFFECTIVE DECEMBER, 1911

Subject to Change Without Notice

STATIONS	SOUTH BOUND		HOUSTON TO GALVESTON		HOUSTON TO GALVESTON		HOUSTON TO GALVESTON		HOUSTON TO GALVESTON		HOUSTON TO GALVESTON		HOUSTON TO GALVESTON		HOUSTON TO GALVESTON		HOUSTON TO GALVESTON	
	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.
Houston.....	6 00	7 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
Kensington.....	6 18	7 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 00
Brookline.....	6 20	7 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 00
Park Place.....	6 24	7 24	9 24	10 24	11 24	12 24	1 24	2 24	3 24	4 24	5 24	6 24	7 24	8 24	9 24	10 24	11 24	12 00
South Houston.....	6 28	7 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 00
Genoa.....	6 33	7 33	9 33	10 33	11 33	12 33	1 33	2 33	3 33	4 33	5 33	6 33	7 33	8 33	9 33	10 33	11 33	12 00
Webster.....	6 45	7 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 00
Power Plant.....	6 48	7 48	9 48	10 48	11 48	12 48	1 48	2 48	3 48	4 48	5 48	6 48	7 48	8 48	9 48	10 48	11 48	12 00
League City.....	6 49	7 49	9 49	10 49	11 49	12 49	1 49	2 49	3 49	4 49	5 49	6 49	7 49	8 49	9 49	10 49	11 49	12 00
Dickinson.....	6 55	7 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	8 55	9 55	10 55	11 55	12 00
Oleander.....	6 56	7 56	9 56	10 56	11 56	12 56	1 56	2 56	3 56	4 56	5 56	6 56	7 56	8 56	9 56	10 56	11 56	12 00
La Marque.....	7 07	8 07	10 07	11 07	12 07	1 07	2 07	3 07	4 07	5 07	6 07	7 07	8 07	9 07	10 07	11 07	12 07	12 00
Texas City Junction.....	7 11	8 11	10 11	11 11	12 11	1 11	2 11	3 11	4 11	5 11	6 11	7 11	8 11	9 11	10 11	11 11	12 11	12 00
Virginia Point.....	7 19	8 19	10 19	11 19	12 19	1 19	2 19	3 19	4 19	5 19	6 19	7 19	8 19	9 19	10 19	11 19	12 19	12 00
Oyster.....	7 24	8 24	10 24	11 24	12 24	1 24	2 24	3 24	4 24	5 24	6 24	7 24	8 24	9 24	10 24	11 24	12 24	12 00
Galveston.....	7 40	8 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	12 00

NORTH BOUND GALVESTON TO HOUSTON

STATION	NORTH BOUND		GALVESTON TO HOUSTON		GALVESTON TO HOUSTON		GALVESTON TO HOUSTON		GALVESTON TO HOUSTON		GALVESTON TO HOUSTON		GALVESTON TO HOUSTON		GALVESTON TO HOUSTON		GALVESTON TO HOUSTON	
	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.
Galveston.....	6 00	7 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 13	7 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 00
Virginia Point.....	6 18	7 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 00
Texas City Junction.....	6 35	7 35	9 35	10 35	11 35	12 35	1 35	2 35	3 35	4 35	5 35	6 35	7 35	8 35	9 35	10 35	11 35	12 00
La Marque.....	6 39	7 39	9 39	10 39	11 39	12 39	1 39	2 39	3 39	4 39	5 39	6 39	7 39	8 39	9 39	10 39	11 39	12 00
Oleander.....	6 40	7 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 00
Dickinson.....	6 41	7 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 00
League City.....	6 47	7 47	9 47	10 47	11 47	12 47	1 47	2 47	3 47	4 47	5 47	6 47	7 47	8 47	9 47	10 47	11 47	12 00
Power Plant.....	6 48	7 48	9 48	10 48	11 48	12 48	1 48	2 48	3 48	4 48	5 48	6 48	7 48	8 48	9 48	10 48	11 48	12 00
Webster.....	6 51	7 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 00
Genoa.....	7 03	8 03	10 03	11 03	12 03	1 03	2 03	3 03	4 03	5 03	6 03	7 03	8 03	9 03	10 03	11 03	12 03	12 00
South Houston.....	7 08	8 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	12 00
Park Place.....	7 12	8 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	12 00
Brookline.....	7 16	8 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	12 00
Kensington.....	7 18	8 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	12 00
Houston.....	7 40	8 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	12 00

BAGGAGE

Baggage Cars are operated on convenient schedules each way daily.

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, Sour Lake, Beaumont and New Orleans.

Depart.		Arrive.
No. 2... 8:35 a.m.	No. 1... 9:30 a.m.	
No. 4... 7:15 a.m.	No. 3... 9:45 a.m.	

St. Louis, Brownsville & Mexico Ry.

Depart.		Arrive.
No. 1... 9:40 p.m.	No. 2... 8:00 a.m.	
No. 3... 8:00 a.m.	No. 4... 7:05 p.m.	

T. & B. V. R. R.

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

No. 2... 10:00 a.m.	No. 7... 6:20 p.m.
No. 4... 11:15 p.m.	No. 3... 7:20 a.m.
No. 3... 7:40 a.m.	No. 4... 11:05 p.m.

M. K. & T. R. R.

Leave.		Arrive.
No. 2... 10:00 p.m.	No. 1... 7:00 a.m.	
No. 4... 6:00 a.m.	No. 219... 11:10 p.m.	
No. 6... 8:25 p.m.	No. 5... 8:25 a.m.	
No. 16... 10:20 a.m.	No. 15... 6:40 p.m.	

San Antonio sleeper on train leaving at 10:00 p. m.

Santa Fe.

Lv..... 9:15 p.m.	Ar..... 7:30 a.m.
Lv..... 7:00 a.m.	Ar..... 9:35 p.m.
Lv..... 7:00 a.m.	Ar..... 9:45 a.m.
Lv..... 7:50 a.m.	Ar..... 5:35 p.m.
Lv..... 1:30 p.m.	Ar..... 9:05 p.m.
Lv..... 5:00 p.m.	Ar..... 9:35 p.m.
Lv..... 9:00 a.m.	Ar..... 2:30 p.m.
Lv..... 8:15 p.m.	Ar..... 11:20 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.	
No. 17... 11:45 p.m.	No. 18... 7:15 a.m.	

T. & N. O. R. R.

Leave.		Arrive.
No. 10... 6:30 a.m.	No. 9... 11:30 p.m.	
No. 8... 7:00 p.m.	No. 7... 10:15 a.m.	
No. 6... 3:00 p.m.	No. 5... 9:00 p.m.	
No. 4... 9:10 a.m.	No. 3... 4:00 p.m.	
No. 12... 5:30 p.m.	No. 11... 8:00 a.m.	

G. H. & S. A. Ry.

Leave.		Arrive.
No. 7... 10:35 a.m.	No. 8... 6:30 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... 7:30 a.m.	No. 172... 9:05 a.m.
No. 173... 10:30 a.m.	No. 174... 6:40 p.m.
No. 175... 6:50 p.m.	No. 176... 8:40 p.m.

VICTORIA DIVISION.

No. 301... 9:45 a.m.	No. 302... 5:40 p.m.
No. 303... 6:15 p.m.	No. 304... 11:35 a.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... 8:30 a.m.	
No. 2... 7:15 a.m.	No. 3... 2:10 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.
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G. H. & H. R. R.

Lv..... I. & G. N. Station... 4:05 a.m.
Lv..... I. & G. N. Station... 8:55 a.m.
Lv..... I. & G. N. Station... 9:10 a.m.
Lv..... I. & G. N. Station... 1:40 p.m.
Lv..... I. & G. N. Station... 5:00 p.m.

Sundays Only.

Lv..... I. & G. N. Station... 8:45 p.m.
Trains arrive 5:35 a.m.; 10:00 a.m.; 2:40 p.m.; 5:10 p.m.; 7:55 p.m.

Sundays only additional trains arrive 7 p. m., and 11:50 p. m.

INFORMATION FOR INTERURBAN PATRONS

Time tables giving schedule 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 Streets.

Texas and Travis.
Texas and Main.
Texas and Crawford.
Jackson and McKinney.
Jackson and Bell.
Jackson and Pierce.
Pierce and Broadway.
Pierce and Sampson.

GALVESTON:

52d Street and Broadway.
40th 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.

Terminal Station, 21st and Postoffice. 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 street and Broadway, 29th street and Broadway, 27th street and Broadway, 25th street and Broadway, 21st street and Broadway.

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

Passengers desiring to board cars at these stations must flag car by waving hand or handkerchief by day and a light by night.

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 fre-

quently 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.

Interurban Station, Main and Texas.
Bristol Hotel.
Brazos Hotel.
Ineeda Drug Store, Jackson and Pierce Street.
South Houston.
Genoa.
Webster.
League City.
Dickinson.
LaMarque.

GALVESTON STATIONS.

Galveston Terminal Station, Twenty-first and Church.
Tremont Hotel.
Galvez Hotel.

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 purchaser should pay the conductor or purchase a ticket at the next ticket office 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 are required to break them, disengaging the gun barrel from the breech, this being necessary to protect passengers on the cars.

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. Ticket and baggage agents are located in all of the leading hotels in Galveston and Houston, where tickets can be purchased and baggage checked direct from hotels of either city to hotels and depots of the other city, saving the passenger the necessity of going to the depot.

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, motormen, 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.

HOMESEEKERS.

The Galveston-Houston Interurban territory offers you an opportunity now to locate a factory, a cannery or mercantile business in any of the towns along the line, which territory is the richest and most productive in Texas. The Interurban provides an efficient express and passenger service with communication to all points both by land and sea, assuring success to the man located on the Galveston-Houston Interurban.

A special study has been made by the passenger department of the resources of this great section and reliable and unbiased information relative to crops, locations, etc., will be cheerfully given.

LARGE REVENUE IN A SMALL FARM.

The finest land in the Southwest for fruit and garden purposes lies along the line of the Interurban and may be purchased in acreage tracts at reasonable prices on easy terms. It is not necessary to own large tracts as in other localities. A small farm here with twelve months' growing and working season, with ample rainfall and drainage ditches to carry off the surplus, will produce more revenue than a large farm will produce elsewhere. Markets for garden truck, oranges and figs are now established to take care of all production.

Any other information relating to schedules and rates will be cheerfully furnished upon application at any ticket office, or by writing to the company at Houston. If you desire to be on our mailing list and always receive the latest time tables and booklets of the Interurban, send your name and address to the general passenger agent.

"Don't hesitate to ask questions."

TIM MURPHY AT WEBSTER.

Tim Murphy, the well known actor, has purchased an orange site at Webster. His tract is a slight distance from the interurban, and was contracted for on his recent visit to Houston. A bungalow will be built this winter in a clump of beautiful oaks festooned with Spanish moss, and just as soon as the present theatrical season is over the Murphys will arrive to spend the summer.

Surrounding the bungalow site an orange grove is being planted, as well as other fruit and shade trees. Later on some pure blood Orpingtons will arrive, and by the time the Murphys are ready for their summer rest the summer home at Webster will have been completed.

"PARK-PLACE-

THE SPOT FOR YOUR SUBURBAN HOME

A BEAUTIFUL SUBURB

Only six miles from the Court House.
On beautiful and scenic Simm's Bayou.
Interurban service at your door.
Only twenty minutes to Main Street.
"Park-Place-On-The-Interurban" is the most beautiful and desirable suburban place for Houstonians.

SPLENDID SHELLD BOULEVARDS

The main streets and boulevards are being graded and shelled as rapidly as the work can be done.
Sidewalks are being put in on all streets and boulevards.
Broadway Boulevard is one hundred and twenty-four feet wide—the widest boulevard in the State of Texas—a fine parkway through the center.
Two fine shelled roads lead into Houston.
A splendid shelled road is now being built on each side of Interurban track through the suburb.

HOME TRACTS—NOT TOWN LOTS

When you buy in "Park-Place-On-The-Interurban," you are not buying a little 50x100-foot city lot.
You are buying a home site at least 75x172 feet—more than 2½ times the ordinary city lot.
You are buying room enough for a nice suburban home.
They cost you no more than ordinary little city lots.

25 PER CENT SPECIAL DISCOUNT

"Park-Place-On-The-Interurban" is not a speculation town lot scheme.
It is strictly a "Suburban Home" proposition.
We want homes built.
We want to see a beautiful home on every tract.
We want the splendid shelled streets used, and the beautiful parks and parkways enjoyed by you and your family.
Therefore, as an inducement to you to build at once, we will refund 25 per cent of the purchase price to each of the first 20 who build homes in "Park-Place-On-The-Interurban."
You'll be "Only 20 minutes from Main Street."

SPECIAL RESTRICTIONS

This Suburb is absolutely a White Community.
Building restrictions are such that cheap and undesirable residences can not be erected.
This is a Suburb of Homes.
Just the place for your wife and children.

Buy Now in "Park-Place-On-The-Interurban"

ON-THE-INTERURBAN" "20 MINUTES FROM MAIN STREET"

AN IDEAL PLACE FOR YOUR FAMILY

PARKS AND PARKWAYS

"Interurban Park," 200x350 feet, at the station, is being made a beautiful site.
Several other small parks are being laid out.
Parkways through the boulevards are being made to be set with shrubbery, palms, etc.
"Park-Place-On-The-Interurban" is being made a beautiful, home-like, and desirable suburb of homes.
Two miles of Shelled Sylvan Drive along the Bayou.

BOATING—CANOEING—FISHING

Simm's Bayou is navigable—deep and wide.
A fine place for your motor boat.
The wooded banks make it scenic—just the place for your canoeing.
You can have your automobile, motor boat, canoe, row boat, good fishing, shelled roads, beautiful parkways, a suburban home, and yet—
"Only twenty minutes from Main Street."

ELECTRIC LIGHTS—WATERWORKS

Electric light service to every part of this beautiful suburb.
A deep artesian well is now down.
Waterworks are being constructed and mains being laid to serve every home with splendid artesian water.
Fire protection to every part of the suburb.
You have city advantages.

WORK IS PROGRESSING

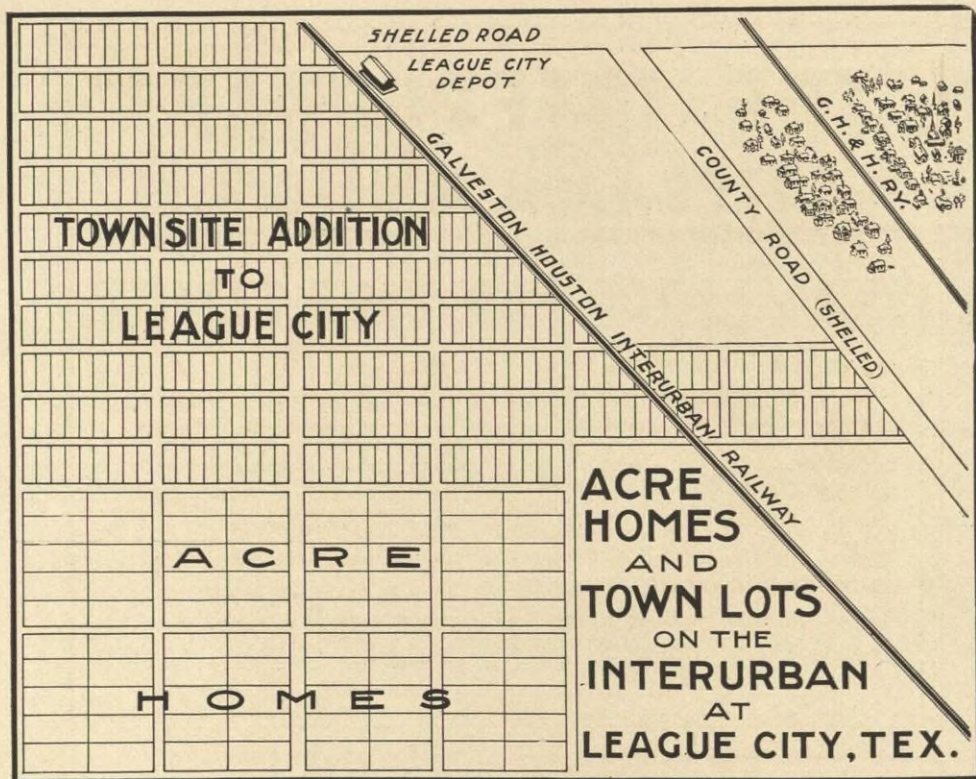
The grading, curbing and shelling of the streets, the laying of the sidewalks, the making of parks and parkways is being pushed rapidly.
The Artesian well is about completed. We have commenced work on the tower and water mains.
The planting of shrubbery, palms, etc., will be done just as soon as the proper planting season arrives.
You can see the workmen on the ground rushing the work.

Greater Houston Suburban Corporation

906 Scanlan Building, HOUSTON, TEXAS

See Us Today—Select Your Suburban Home Tract

THE TANGENT



League City Heights

ON THE INTERURBAN

Thirty-five minutes from Houston; thirty-five minutes from Galveston. The mid-way point.

Beautifully located business and building lots near the interurban depot, also one and two-acre tracts for rural homes.

ORANGE ORCHARDS A YEAR OLD, AND UNDEVELOPED ACREAGE AT REASONABLE PRICES

League City being the very center of the orange and fig raising industry of the Gulf Coast is attracting much attention as the most important commercial center in the middle district. Located near Clear Creek and Clear Lake it has delightful recreation for its inhabitants, such as boating, fishing, shooting, bathing, etc.

GALVESTON BAY BUT A FEW MINUTES DRIVE. LARGE ORANGE GROVES ON ALL SIDES.

Truly a delightful and healthful place to live. Prices now low but steadily advancing. Inquire of or write

The Galveston-Houston Interurban Land Co.

207 Scanlan Bldg.

Houston Texas

QUALITY TELLS
PRICE SELLS

PHONE 569
ALL DEPARTMENTS

Robt. J. Cohen.
GALVESTON, TEXAS

The Busy Corner--Market at 22nd Street
The Center of Galveston's Shopping District

EVERYTHING Men, Women and Boys wear takes space in this, one of the largest clothing stores in the State. Complete outfitters in every sense---catering to the masses and the classes. None but such apparel as will sustain a thirty-four year old reputation for selling dependable goods.

ATTENTION is called to our Free Delivery system to all Interurban points. Orders filled within the hour that they are received. Greatest care taken in the selection of mail and phone orders. Every article that leaves our store will be gladly accepted in return if unsatisfactory.

L. H. BURKS & SON, Inc.

WHOLESALE AND RETAIL

Carriages, Phaetons,
Runabouts and Harness.

AUTOMOBILES

FARM MACHINERY AND WAGONS

705-707 TRAVIS STREET

ADVERTISING.

"He who has something to sell
And goes and whispers it down a well
Is not likely to collar the dollars,
As he who climbs a tree and hollers."

All the smoke, dust and cinders of the Galveston-Houston Electric Railway is made at the power plant. This is a very pleasant arrangement, as a cinder at League City is worth two in the eye.

Anything that can be sold can be advertised. Ad time is all the time.

The Quality Store

Every article that leaves our store carries the hallmark of quality. We absolutely guarantee everything we sell

J. J. SWEENEY JEWELRY CO.

419 Main Street
HOUSTON

SEND FOR OUR BEAUTIFUL CATALOG

You Will Want a Home on the Seashore Some Day

I recommend that you buy at San Leon, the "Bright Spot of Texas"—**now**. I advise this because **I know** that **nowhere else** can you purchase a home at the seaside that will please you so well for **anything like** the prices we ask. I advise it for the further reason that **I know** that in a few years the home-site such as you desire will be **beyond the limit** of the pocketbook of the man of moderate means.

Just think of the innumerable instances where resort property has **doubled** and **trebled** in value in **only** a year or two. I have made a close study of property values and **I stake my reputation** that San Leon home-sites are the best investments in the South today. I am absolutely confident that the man who wants a home near the sea can buy it at San Leon for **one-fourth** what he would have to pay three years from this time. The man of **small income** can have his summer or winter home—if he gets it **at once**. But in a year or two it will take a **little fortune** to purchase such property.

If we only stop to consider, we can realize **why** this is so. The thousands of people coming to the Texas Coast every month are taking advantage of the low prices and nearly every one that comes wants a home as near salt water as possible—and they are buying.

Its natural beauty, its location and many other advantages puts San Leon at the **front** among the resorts of the entire South. I urge you to visit San Leon **now** and select a site for your home, or lots for investment. I **assure** you that beyond question, you will **save money** in the first instance, and if you buy for investment, you will have a **gilt-edge** proposition—one that you can not duplicate in all America.

Lots now are sold at \$75 and up. The prices will advance as development justifies. The "pioneer buyer" is **the man that makes the big profits**. Buy at the original price—why pay the "other fellow" a profit. Those who **wait** always live to **regret**.

I wish you would write me personally and tell me what your ideas are—whether you want a home that will be a **never ending source of pleasure** to you and your family, or whether you wish to make an investment. I'll advise you, **to the very best of my ability**, what and where to buy to suit your purpose. I have made money for many **others—I can make it for you**.

Take my word for it—San Leon property is a money-maker. Write me today.

C. S. WOODS, President

The Western Land Corporation

Capital, \$250,000.00

Carter Building Houston, Texas

The Western Land Corporation
802 Main St., Houston, Tex.

Gentlemen—Please send me further information about San Leon Lots.



Big Money in a Texas Orange Grove

We Will Plant a 5-Acre Orchard For You, Turning It Over to You When the Trees Are Three Years Old, Leaving 5 Acres of Farm Land Adjoining

The first Satsuma orange orchards planted in the Gulf Coast Country have made small fortunes for their lucky owners. Five and ten-acre groves have netted from \$4000 to \$6500 yearly, depending upon the age of the trees.

Fig produce prolifically, and the Carpenter Fig Preserving Company have never been able to keep pace with the demand. Carload shipments of Texas figs have been made to California, the largest fig producing state in the Union, and their popularity is growing every day throughout the North and the South.

“CHOCOLATE BAYOU ORCHARDS”

You Know These Facts To Be True

If you live in the Houston-Galveston District you know that the orange and fig industry is established on a commercial basis today. You have seen values go up and up, and they are still advancing. Men, whose experience and knowledge give their statements authority predict that in a few short years conditions and values will be the same here as they are in California. Then it will be too late for the man of moderate means to secure an orange grove. **The Time To Act Is Today.** The sooner you invest the greater your profit will be.

We Will Grow An Orchard For You.

We have originated a new plan—a 5-acre developed orchard, and 5 acres undeveloped adjoining.

We plant, cultivate and care for the trees, delivering the orchard when it is three years old, all trees alive, growing and true to name. This gives you a 5-acre orange and fig orchard, with five acres additional for chicken-raising, strawberry or vegetable raising, as you see fit.

It Will Pay You to Visit Chocolate Bayou

The property lies just 29 miles south of Houston and 20 miles west of Galveston, crossed by the main Gulf Coast Line of the Frisco System (the St. Louis, Brownsville & Mexico Railway). The stream of Chocolate Bayou borders the land for twelve miles on the south and puts us only half-a-day from Galveston by water. Forty-foot vessels can go up Chocolate Bayou from the bay to the railroad bridge.

To visit Chocolate Bayou, take the eight o'clock morning train over the St. Louis, Brownsville & Mexico Railway, out of the Union Station, Houston. An hour's ride brings you to Chocolate Bayou, and you can return the same day.

Send for our FREE handsomely illustrated 32-page booklet.

TEXAS ORCHARD DEVELOPMENT CO.
Chocolate Bayou, Texas

Please send me booklet and information about "Chocolate Bayou Orchards."

Name

Address

THE INTERURBAN WAS BUILT IN THE YEAR 1911

As a convenience, to save time and as an inexpensive method of getting from Houston to Galveston and intermediate points

STUDE'S BAKERY LUNCH

WAS INVENTED IN THE YEAR 1879

As a convenience, to save time and as an inexpensive and wholesome lunch to eat at meal time and between meals.

A POINT *of* INTEREST

TREMONT AND MARKET

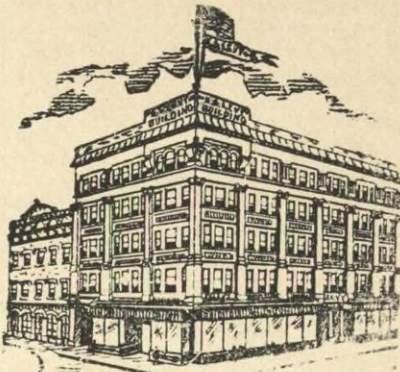
A place of interest to the business man.

A place of convenience to the lady, shopping.

A place the boys feel at home and a place they love.

A store that has stood the test and received the sanction of the "men who know" for over 38 years.

Visitors invited to use our phone, ask us directions, check their parcels—free.



E. S. Levy & Co
Uncommon Outfitters
GALVESTON

The Largest *Exclusive* Men's and Boys' Store in the South

Orange Trees

“ALGOA
GROWN”

19 years nursery experience in the Houston-Galveston district. 300 acres in nurseries. Full line Figs, Pecans, Grapefruit, Kumquats, Lemons, Round Oranges, Fruit Trees, Shade Trees, Roses and hardy ornamentals and evergreens for this section. Catalog “K” and “How to Grow Oranges and Figs” free on request. Visitors welcome.

Algoa Fruit & Nursery Company

R. H. Bushway, Mgr.

Algoa, Texas

**“THE EUREKA GIRL” MAKES THIS BONAFIDE
OFFER FOR THE EUREKA’S COLLAR
LAUNDERING SERVICE**

*A New Collar for Every One that Doesn't
“Stand Up” After Twelve Consecutive Trips
to This Laundry of Satisfaction : : :*

Bring or send us your laundry tomorrow---you'll find it laundered just right. Doesn't that indicate a *careful* service? A package left at our office before 9 o'clock any morning will be laundered and ready for you at 6:30 the same evening without extra charge.

THE EUREKA LAUNDRY

J. M. BOYLE, Proprietor Member of Laundrymen's National Ass'n of America
Only One Block from Interurban Depot. 911 Capitol Avenue, Houston, Texas
WON'T YOU LEARN TO CALL THE EUREKA “MY” LAUNDRY

Where Quality Is Always First

OUR standard of merchandise begins where merit does and ends with the best. You may select whatever you require, feeling confident that you will get the highest quality, newest styles, lowest prices and best service. Our reputation is built on these principles.

Men's, Women's and Children's Wearables

MISTROT - MUNN COMPANY
HOUSTON

45 Seconds From Main Street

Price Consid- ered	C O N O Y	Best Show in Houston
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3 P. M. 7:45 AND 9:15

Interurban Cars Pass Door

SERVICE AND PRICES

are the principal items in carriage hire and transfer work.

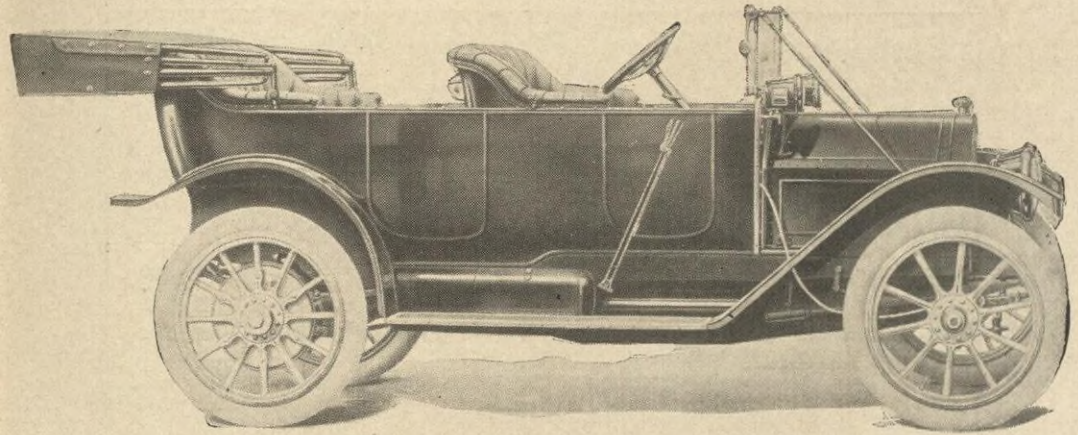
FOR TWENTY YEARS

we have maintained the same prices and our service is eclipsed by none.

HOUSTON TRANSFER & CARRIAGE CO.

Phones: Automatic 1211. Preston 3700
608 TRAVIS ST., HOUSTON

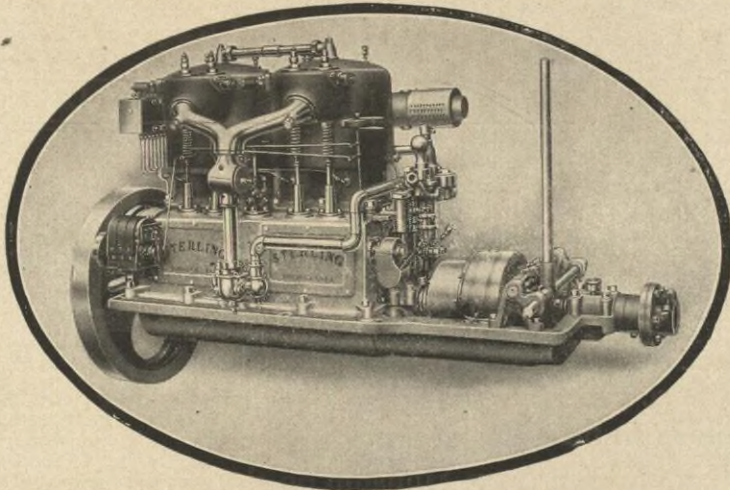
THE TANGENT



CADILLAC The World's BEST, Unmatched, Unequaled
SELF-STARTING, SELF-LIGHTING
IMMEASURABLY SUPERIOR TO ANY AUTOMOBILE MADE

CALL FOR A DEMONSTRATION AT OUR GARAGE

HOUSTON MOTOR CAR CO.



STERLING Marine H. D. & S. S. Engines
Lead the World.

CARRIED IN STOCK

BARDEN ELECTRIC & MACHINERY CO.

109 Main Street
HOUSTON, TEXAS

**Common Sense Reason No. 1 Why
Vitalitas Relieves Indigestion, Bilious-
ness, Malaria, Rheumatism, Etc.**

BECAUSE

Nature incorporated ACTIVE HEALING and CURATIVE PRINCIPLES in VITALITAS for the same reason that she incorporated FERTILITY in the SOIL—HEAT in COAL—MOISTURE in WATER—All for YOUR BENEFIT.

As it cannot be combined with either Drugs or Chemicals, you get it absolutely PURE.

Houston Druggists sell it. Buy today and get well.

*Exclusively produced from the only deposit of Pure, Nat-
ural Vitalitas in the world by*

Vital Remedies Co.

Houston, Texas

Are You Tired of City Life?

With ITS DIRT, ITS NOISE, ITS HIGH COST of LIVING

THEN WHY NOT MOVE TO

BROOKLINE

Where you have the advantages of the city, yet the wholesome blessings of the country.

The 2nd stop from Houston on the Interurban.

20—MINUTES FROM MAIN STREET—20

===== PHONE OR WRITE TODAY FOR PRICES =====

PRESTON 2460

PORTER & ARNIM

HOUSTON, TEXAS

THE TANGENT

WHEN IN GALVESTON, VISIT THE
CRYSTAL THEATRE
 ALWAYS A GOOD PROGRAM

G. K. JORGENSEN, Owner and Manager

Crystal Majestic Theatre 212 Postoffice Street Frank Dudley and Company Dramatic Stock	Crystal Vaudeville Theatre 409-11 Tremont Street HIGH-CLASS VAUDEVILLE	Crystal Picture Theatre 405-7 Tremont Street Best and Latest Moving Pictures
10c 20c 30c	10c 20c	5c 5c 5c

ALL THEATRES WITHIN WALKING DISTANCE OF INTERURBAN STATION

“VISIT”

The Big Furniture Emporium
 OF THE SOUTHWEST

STATE LEADERS IN HOUSE FURNISHINGS AND DECORATIONS
 WE PAY FREIGHT ON ALL ORDERS OF \$10.00 OR MORE

WADDELL'S House Furnishing } Prairie Ave.
 Company, Houston } and
 Fannin St.

If you must elope, do so by the Galveston-Houston Electric Railway. The general passenger agent will furnish special rates and make special arrangements for the occasion. Papa can follow on the next car (frequent service) and the forgiveness can be over in time for the honeymoon.

An irate old lady, the wife of a prosperous farmer on the outskirts of Philadelphia, stepped off a train in Broad Street station with a face like a thundercloud. Anyone could see in that scowling countenance the smouldering fire that might break forth at

any minute. Stamping excitedly on the platform, she gnashed her teeth in a struggle to keep back the tears.

Finally she buttonholed the first person who would listen to her tale of woe.

“What’s all this here talk of educating young men to be civil engineers?” she screeched, indignantly

“What we need in this here country is more civil conductors and less sassy brakemen.”—Philadelphia Times.

“Advertising is the road to prosperity. The Interurban is a good road on which to travel.”

ORANGE TREES

GRAPEFRUITS KUMQUATS

Buy from an expert and avoid disappointments. Every tree in our nursery has personal care and supervision from seed bed to shipping bales. Grown right. Dug right. Packed right. Priced right. Price list upon application.

Z. L. BLISS, Prop'r

KATY NURSERY CO. Katy, Texas

When in Galveston, we want you to see the excellent stock we have of Men's Wear

SAM J. WILLIAMS

Stetson Hats in Every New Shape
 2215 Market St., Galveston

THE TANGENT

Resources—Over Three Million Dollars

Checking and Savings Accounts Solicited
We Especially Invite Suburban Accounts

4%

Allowed on Savings Deposits

*Texas Bank & Trust
Company*

GALVESTON

Market at 22nd

Depository of United States Government
Postal Savings Fund

Depository of the State of Texas

Depository of Galveston-Houston Electric Co.

J. H. KEMPNER, Pres.

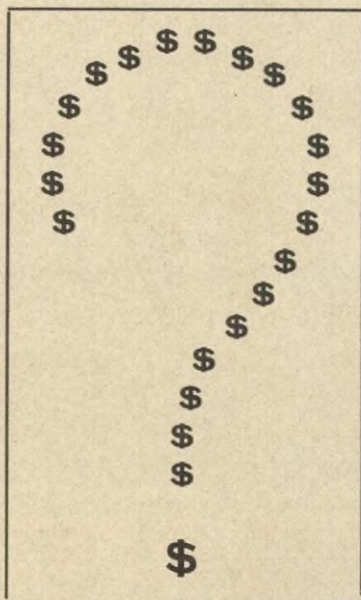
C. H. MOORE, Vice Pres.

J. H. W. STEELE, Vice Pres.

R. LEE KEMPNER, Cashier

A. KLEINECKE, Asst. Cashier

Investigate Kensington



Kensington in the Shadow of Houston's Big Buildings.

Inhabitants of beautiful Wayside and Forest Hill
Additions will use KENSINGTON'S DEPOT.

KENSINGTON, with cement walks, paved
streets, telephones and water works, offers an ex-
cellent investment or a place to reside.

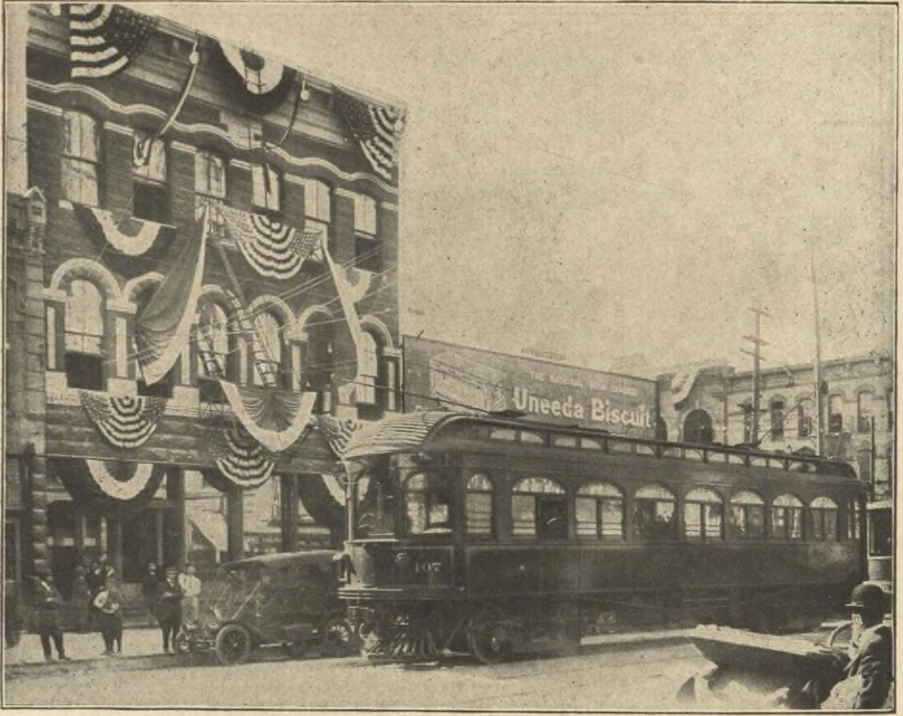
Full grown KENSINGTON lots from \$350.00 up.

KENSINGTON TERMS: \$10 down and \$10
per month. No interest. No taxes till 1914.

See **F. F. KENDALL**

230 Commercial Bank

Phone Preston 996



INTERURBAN STATION, HOUSTON
CORNER MAIN AND TEXAS

*Centrally and Conveniently
Located*

You board the cars up town and your trip
ends up town in the city at the other end.

“BUSINESS CENTER TO BUSINESS CENTER”

It means convenience!

It means time saved!!

It means money saved!!!

Get the Interurban Habit

For information ask or phone any agent

“DON'T HESITATE TO ASK QUESTIONS”



Buy
Good
Land

We Have This Place For Sale—335 Acres

In Right Place at Right Price

Here Are Some On-The-Interurban:

- 100 acres just west of Webster. Fine land. A bargain price.
- 20 acres improved, place adjoins the above. A Gulf Coast Home.
- 335 acres improved, water front, east of Webster. A beautiful place. See picture above.
- 160 acres near Genoa. Fine black prairie.
- 60 acres, one mile from Genoa, at bargain price.
- 30 acres improved, at Genoa. Not far from Interurban.
- 80 acres in 10-acre farms at Genoa, near Interurban.
- 540 acres, improved place, near Interurban Station.
- 46 acres at South Houston, on shell road. A bargain.
- 5 $\frac{3}{4}$ acres at South Houston, in Garden No. 1, at a bargain.
- 64 acres improved, on shell road, at South Houston.
- 4000 acres, fine for colonization, shell road and Interurban go through it.

We Have Many Others to Tell You About.

We Have the Bargains

- 1200 acres, timber, Liberty county, fine black soil, only \$7 an acre. Fronts on navigable river.
- 640 acres fine prairie, Jefferson county, loam soil, only \$12.50 an acre.
- 640 acres black prairie, two miles from shelled road and station \$20 an acre.

Also hundreds of other good propositions at the right prices.

OUR LANDS ARE DISTRIBUTED OVER THE TEN RAINBELT COUNTIES.

We can furnish you what you want. We handle the best lands at the lowest prices. Come in to see us. Get our big 10-County Survey Map, showing every section, league, railroad, and watercourse in the ten rainbelt counties. It is free to homeseekers. It slips into your pocket. Also get a copy of the "Texas Homefinder."

C. A. ELMEN

G. GLENN NICHOLS

C. A. Elmen & Co.

Ground Floor, Stewart Building, Houston, Texas.

LARGEST LAND DEALERS IN SOUTH TEXAS

THE TANGENT

BUY ALVIN LAND *Two DECEMBER SPECIALS*

20 acres deep, rich truck and fruit land only 2½ miles from Alvin Depot **\$65 PER ACRE**
 99 acres 4½ miles from Alvin; rich, black, well drained fruit and farming land. In developed community

Only - - - - **\$40 PER ACRE**
 Terms

*These Tracts Will Make You Money.
 Buy From Owners*

E. C. & J. F. Webster, Alvin, Texas

CASH.

Money is "tin" to the roofer,
 To the butcher it is "bones."
 The circus man speaks of the "rhino,"
 "Quids" the tobacconist owns.
 "Chink" doth the laundryman term it,
 Taxidermists "the stuff."
 It's dough," of course, to the baker,
 And "bucks" to the hunter rough.
 The cobbler refers to his "booty,"
 Of his "wad" the gunmaker talks,
 It is "plunks" to the banjo teacher,
 And the quarryman calls it "rocks."
 —The Salesman.

Cafe Ritter

2½ Blocks N. of Interurban Station
 Opposite News Office
 2109 Mechanic St.
 GALVESTON

**Ladies' and Gentlemen's
 Dining Rooms**

Cuisine
 Unexcelled

Sea Food
 Our Specialty

Girten-Russ Supply Co.
 (Incorporated)

**Oil Field and Mill Supplies
 Machinery and Fittings
 HOUSTON, TEXAS**

Phones 1400 and 1331 1010 Main Street

C. E. GIRTEN J. S. RICE F. A. HELBIG
 President Vice-President Sec.-Treas.

Look Neat All the Time

LET US HELP YOU

WE FIX UP AND DYE

The Work is Right, the Service is Correct

THE PANTITORIUM

612 Main St.

210-212 San Jacinto St.

LEAGUE CITY JAPANESE NURSERY



Located on the Interurban just South of Power Station, on both sides of the line. Orchards in plain view from coaches.

HOME-GROWN SATSUMA ORANGE TREES FOR SALE

WRITE FOR PRICE LIST
 VISIT OUR ORCHARDS

THE FIRST NATIONAL BANK OF GALVESTON

S. E. Corner 22nd and Strand

The Oldest National Bank in Texas

CAPITAL \$300,000
 SURPLUS and UNDIVIDED PROFITS . \$180,000

We have been continuously in business since 1865—a record of forty-five years of uninterrupted service; have assisted in the upbuilding and development of Galveston, and invite accounts, promising satisfactory service.

"Good morning, madam—"
 "We don't want no sewin' machines."
 "No?"
 "Nor no patent clothes wringers—"
 "Indeed?"
 "An' we got two gran' planers an' a cabinet orgind."
 "Yes?"
 "An' ev'ry room has a clock an' all on us hez watchis."
 "How about pictures?"
 "Kain't sell us none o' them, either, stranger. They ain't a wall in th' house ye kin seen for th' rafts o' oil paintin's hung oon 'em."

"I suppose you have a dog."
 "Pap hez morn' forty, an' all bloodid."
 "How about carriages?"
 "Barn's full on 'em. An' we don't buy no horses on this ranch."
 "Good morning, ma'am."
 "Mornin'—say, what bees ye, anyhow?"
 "I'm the tax assessor."
 "Mother, may I go out to swim?"
 "Oh, yes, my darling daughter. I know a girl with such a limb Won't go too near the water."

An Orange Grove at League City

In the heart of the proven producing orange district, right near inter-urban station, midway between Houston and Galveston—50 minutes from either city—one mile to three trunk line stations and near paved roadway between Houston and Galveston, three-fourths mile to tide water, transportation facilities, auto paved driveways. For the asking you can have our Satsuma folder and descriptive, illustrated booklet of information of the Texas Gulf Coast country. The price for a five-acre orchard is \$1750. The terms are \$250 cash and \$25 per month payments until the orchard is paid for. We care for the orchard until 1913 free of charge, and deliver the orchard in good condition. We will also care for the orchard, gather and market the fruit in 1913 for \$30 an acre, or a share of the crop, if the purchaser wishes us to do so. It will readily be seen that our price is very low, when raw land sells for \$200 an acre in our locality. Furthermore, the purchaser is two years' ahead of those who buy orchards just planted. Two years' extra crops really almost doubles the actual value of these orchards, and yet our price is from \$40 to \$50 per acre less than other companies ask for orchards just planted, or contracts to plant, in the same district. When you buy one of our two-year-old orchards, you begin to get crops in 1913. Your trees would be four years old then, and should produce, at a conservative estimate, sixteen dozen oranges. These oranges usually sell at 20 to 25 cents a dozen on the ground. Let us cut the price in two. Say you receive only 10 cents a dozen. This would bring \$1.60 per tree. There are 123 trees to the acre, which would make your crop net you \$196.80 an acre, or \$984 for the 1913 crop of five acres. You will have paid, by the time you get the returns from the 1913 crop, about \$800 on your orchard. This one crop, then, at this very conservative estimate, will more than repay you for your entire outlay up to that time. Could you possibly conceive of a more profitable proposition in which to invest your money? If you want one of these orchards, make your application at once. We have only a few. They will sell quickly, because those who know anything about locations in this section will take advantage of this opportunity. To secure a two-year-old orchard in such favorable locality as ours, you must act without delay.

SMITH-LINDSAY LAND CO., Houston, Texas



MONEY IN YOUR POCKET

is soon spent. A Twenty is broken and dwindles to Five—then the Five is broken—then you are "broke." —That same Twenty placed in the bank where you already have a hundred or two, lasts longer and about half of it sticks to the original amount and is saved. —Nothing like a checking account to make one careful of expenditures. It has been said it creates a greater spirit of frugality than even a savings account.

THE COMMERCIAL NATIONAL BANK
HOUSTON, TEXAS

WICKS & COMPANY

Houston's Leading Confectioners

Best Equipped Soda Fountain in the City. Choicest Confections. All Kinds of Drinks. Next Door to Interurban Passenger Station.

TEXAS AND MAIN
HOUSTON, TEXAS

"Margaret," said the mistress, "the coffee you are giving us is very good. What kind is it?"

"A mixture, mum; one-quarter Mocha, one-quarter Java and one-quarter Rio."

"Yes, but that is only three-quarters. What do you put in for the other quarter?"

"Why, I put in no other quarter at all, mum. That's where so many people spoil their coffee, mum, by puttin' in a fourth quarter, mum."—Philadelphia Record.

We have heard a great deal about Southern chivalry, but right here in Chicago we recently saw a man who was riding in an elevated railway car refrain from turning the pages of his paper because he happened to know that a lady who sat behind him was reading the bargain sale advertisement over his shoulder.—Chicago Record-Herald.

Lady—"What! Thirty-eight cents a dozen for eggs! Why, that's more than 3 cents for one egg."

Grocer—"Well, mum, you must remember that one egg is a whole day's work for one hen."—Exchange.

An elderly impertinent reformer approached a young man who stood smoking a cigar.

"How many cigars do you smoke a day?" asked the meddler.

"Three," answered the youth, as patiently as he could.

"How much do you pay for them?"

"Ten cents," confessed the young man.

"Don't you know, sir," continued the sage, "that if you would save that money by the time you are as old as I am you could own that big building over the way?"

"Do you own it?" inquired the smoker.

"No."

"Well, I do," said the young man.—Brains.

"Ethel," said Mr. Brown, "I wish you to give that young man of yours a little message from me."

"Yes, father," said Ethel, blushing.

"Tell him that your mother and father don't object to high light bills, but they object to him carrying the morning paper away with him when he leaves."—Brains.

THE TANGENT

Stockwell Nursery Co.

(INCORPORATED)

Office: ALVIN, TEXAS

Exclusive Growers

OF

Orange, Fig and
Ornamental Trees

All Kinds of Plants and Trees Adapted to South Texas

Finest Lot of Shade and Ornamental Trees in Texas

See our Nursery on East
Side of Interurban, Two
Miles South of Genoa

Write or call for large Illustrated Catalog

FREE

AUTOMOBILES

AUTOMOBILE SUPPLIES

G. W. HAWKINS

908 MAIN STREET

"What's the matter with this blamed line?" angrily inquired a man that had waited long for a car, as he boarded the rear platform of a Western line which maintains a rather loose schedule.

"The hind wheels fell off at the railroad crossing; the motorman's wife borrowed the trolley rope for a clothes line; the conductor had to stop at the depot to meet his mother-in-law and some of the hollow folk tore up seven ties for firewood. Outside of that—excepting that the general superintendent has a spike or two to drive before we get into town—everything is all

right. Did you think the police force had invited the train crew to a clam bake?" was the reason given by a cowboy who was coming in with his pay check in his pocket.—Electric Railway Trainman.

Never run after a street car or a woman. Take your time, there'll be another one along in just a few minutes.

A meddler monkeyed with a switch—
"Twas marked "600 volts."
When consciousness came back to him
He said it should read "jolts."



Sunset-Central Lines

East : West : North : South

- 4 Trains Daily to New Orleans 4
- 4 Trains Daily to San Antonio 4
- 4 Trains Daily Between New Orleans and Houston, San Antonio, El Paso, Los Angeles and San Francisco 4
- 8 Trains Daily Between Houston and Dallas 8
- 6 Trains Daily Between Galveston and St. Louis and Chicago 6
- 4 Trains Daily Between Galveston, Houston and Waco, Austin, Ft. Worth 4
- 6 Trains Daily Between Houston and Galveston 6

Steel Cars; Oil Burning Locomotives; Pullman Standard and Tourist Sleepers; Cool, Clean, Comfortable Service; Excellent Dining Cars.

G. K. Dunlap, Traffic Mgr.

HOUSTON, TEXAS

T. J. Anderson, Gen. Pass. Agt.

A CONVERSATION

Two men were sitting side by side on an out-going Inter-urban car the other evening.

One was evidently a stranger in the country—the other a city business man.

The windows were open. The warm, sweet air from the open fields rushed in.

“Fine air,” remarked the Stranger.

“Sure is,” replied the City Man—“Good growing weather, too.”

“Well, sir,” said the stranger, “that’s what gets me—the idea of **growing** stuff out of doors in **winter**. Why, when I left Kansas City they were having the blamedest snow-storm you ever saw.”

“Nothing like that here. You should see my garden. Radishes, spinach, lettuce, turnips, beets, onions—Oh, I’ve got ’em all, and then some. And you should see my Rhode Island Reds”—

“But where do you have all this?”

“On my little place at Webster. I’ve an acre or so of the richest land you ever saw. Oranges, figs and strawberries are my favorite fruits. Wish you could taste the fig preserves my wife puts up”—

“Well, just between us, I’m looking for a place in the country, too. Down here on account of my wife’s health. Fact is, the winters up North were getting the best of us both.”

“Webster’s the place for you, old man. Nicest bunch of folks down there you ever saw. Wife thought she’d be lonesome.

“But honestly, we have more company than when we lived in Houston—we have a good time, too—I get some dandy fishing, you see, and the wife and kids go crazy about the flowers and birds. And, best of all, we’re saving more money than ever before.”

“Believe I’ll stop off and see what you have. Any place to stay?”

“Should say so. Captain Russell’s or Mrs. Gaston’s. Drop in and see the Houston Orchards Company on your way. I’ll show you the office. They’ll be glad to show you around in one of their autos. Mighty decent folks, too. Squarest land company I ever knew. We’ve found everything better than they said.”

“A’right—I’m with you—if it’s as good as you say, we’ll be neighbors, I hope.”

(Conductor)—“All out for Webster!” (And they all got out.)

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