

# THE TANGENT

*February*

1913



READ  
"WHEN HOUSTON WAS YOUNG"  
IN THIS ISSUE

**LOANS  
REAL ESTATE  
FARM & TRUCK LANDS**

## Look Out the Window and See For Yourself

150 acres of beautiful, black, loam land, on both sides of Interurban, and fronting on Galveston-Houston shell road, just south of Dickinson Bayou. Well drained. Will sell in part or whole. Prices right. Terms right.

We have lands in Harris, Liberty, Montgomery, Wharton, Jackson and Matagorda Counties, prices from \$10 to \$40 per acre, terms.

We have some fine 10 acre tracts, 10 miles north of Houston, \$40 per acre, one-fourth cash.

We also handle Houston City property. If you have anything to sell, list it with us. We buy, sell and exchange properties.

References: First National Bank, Houston; Osage National Bank, Osage, Iowa; Commercial National Bank, Superior, Wis.

# James H. Agen, Co.

309 SCANLAN BLDG.

BOTH PHONES

## D. D. SMEATON

*Handles Houston Heights Prop-  
erty Exclusively*

**SPECIAL THIS MONTH:** 3 and 4 room cottage, each \$1,500, \$150 cash, balance easy. 4 room cottage, 5th and Harvard, \$1750, make offer of terms. Harvard Street corner, bargain, half cash.

409 Union National Bank Building

## The First National Bank of Galveston

S. E. Corner 22nd and Strand

The Oldest National Bank in Texas

**Capital, Surplus and Shareholders'  
Liability, \$800,000.00**

*Call on us or write us, if we can serve you in any way. We cordially invite you to open an account with us, in person or by mail.*

*Information for Interurban Passengers*

All Interurban Cars Pass the  
**Trinity & Brazos Valley Ry.**  
**New Terminal Station**

Corner Texas Avenue and Crawford

And you will find that company's 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*

They Operate Through Electric Lighted Sleepers to Dallas, Ft. Worth, Colorado Springs, Denver, Kansas City, Chicago and St. Louis

Its trains are Electric Lighted from Headlight to Taillight  
**LEAVE HOUSTON 9:30 A. M. AND 11:15 P. M.**

The City Ticket Office is Corner Texas and Main, Opposite Interurban Station  
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ANY INTERURBAN AGENT WILL SECURE PULLMAN RESERVATIONS FOR YOU

**T**HE desire to please our customers and render a service that will be appreciated, is manifested in all transactions with the

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 National Exchange  
 Bank**

202 MAIN STREET

**J.S. Montgomery & Co.**

(Established 1884)  
 GALVESTON, TEXAS

Have for sale lands all along line of Interurban and have 3000 acres at Lamarque they are cutting up into tracts of one acre up on easy payments.

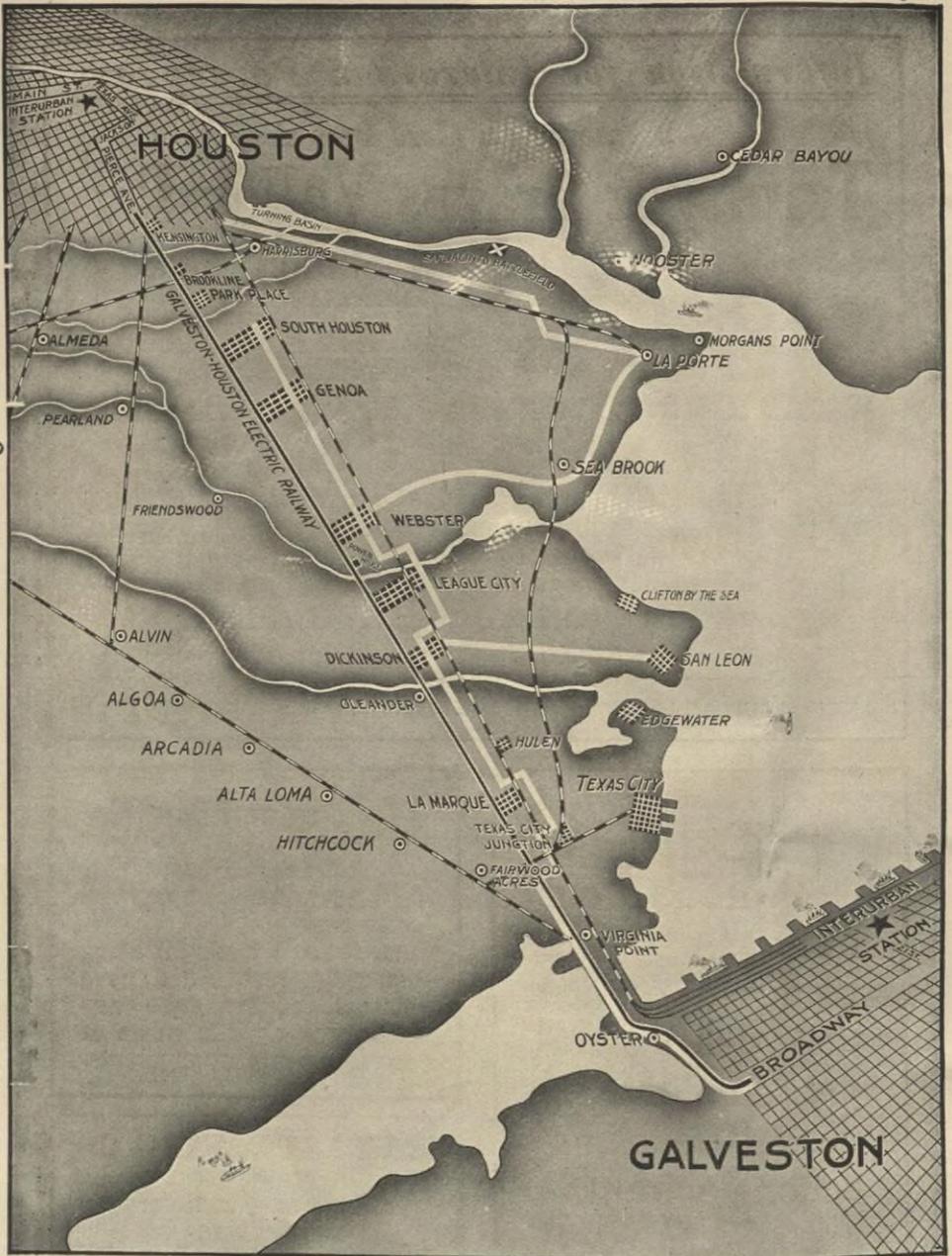
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(INCORPORATED)  
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309 Scanlan Bldg. Houston, Texas  
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PERSPECTIVE BIRD'S EYE VIEW OF THE TERRITORY TRAVERSED BY THE GALVESTON-HOUSTON ELECTRIC RAILWAY

**TWENTY MINUTES FROM MAIN ST. PARK PLACE ON THE INTERURBAN**

**Homesites Compared to City Lots**

(DRAWN TO EXACT SCALE)

Park Place homesites are three times as large as city lots. They front on 80 to 120-foot streets that have double shell drives and parkings between; also cement walks and shade trees. At the rear of each homesite is a 16-foot alleyway to which poles and mains are confined.

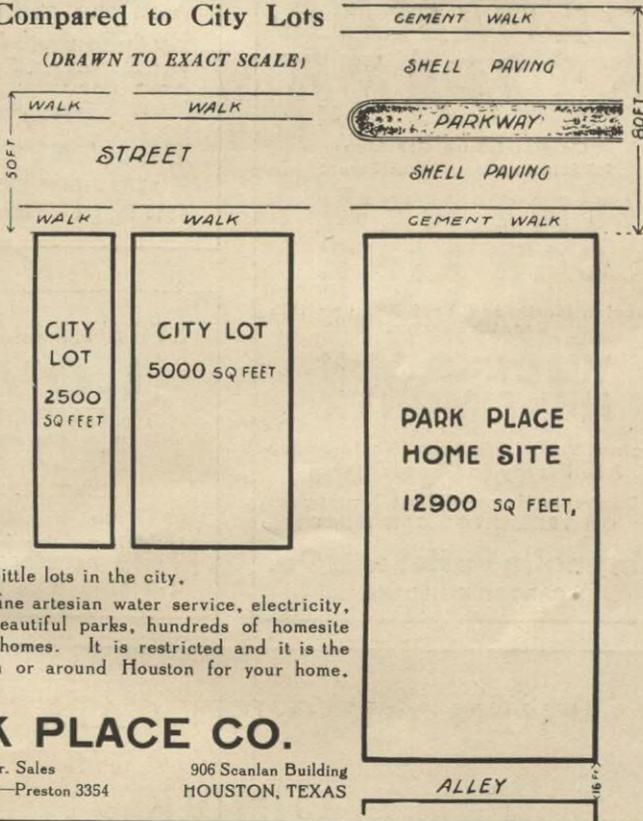
These homesites are roomy enough for garden, fruits, chickens, cow, lawns and flowers. Every convenience surrounds them that goes with the little lots in the city.

Park Place has fine artesian water service, electricity, perfect drainage, beautiful parks, hundreds of homesite owners, many new homes. It is restricted and it is the most ideal spot in or around Houston for your home. Let us show you.

**PARK PLACE CO.**

W. H. McCARTY, Mgr. Sales  
Phones: Auto. A-3354—Preston 3354

906 Scanlan Building  
HOUSTON, TEXAS



**ORANGE FIG PECAN**

Other Fruit, Shade and Ornamental Trees. Catalogue Free

**SAIBARA NURSERIES**

1107 1/2 Congress Avenue, HOUSTON, TEXAS

WEBSTER, TEXAS

**KODAKS**

and Kodak Supplies

Have your Kodak finishing done the Cottrill way

**Texas Photo Supply Co.**

1017 Texas Ave.  
S. T. COTTRILL, Mgr. 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

# CENTRAL PARK

On Harrisburg Car Line  
20 Minutes from Main Street

## THE NEW CAR LINE

Passing North and East Through this  
Beautiful Suburb

## WILL OPEN NEXT MONTH

Select Your Lots Now While There  
Are Plenty to Choose From

A Desirable Home—A Safe Investment  
ON TERMS YOU CAN MEET

**Magnolia Park Land Co.**  
CARTER BUILDING

## BUY the BEST

You can make no mistake  
by phoning 3033 for  
Cakes, Pastries or Confections

AUTO DELIVERY

## SCHAEFER BROS.

THEY MAKE THE BEST BREAD  
1921 Market Phone 3033 Galveston

STOP IN GALVESTON AT

## LOVE'S EUROPEAN HOTEL

NEWT. M. LOVE, Prop.

60 Rooms Modern Throughout

In the Heart of Shopping and Theatre District

RATES REASONABLE

Half Block from Interurban Station

WHEN YOU VISIT GALVESTON

DRINK

# "HIGH GRADE"

THE BEER THAT'S LIQUID FOOD

Each 100 "HIGH GRADE" Bottle Caps are Worth

\$1.00 in Cash at Our Office

READ THE STORY

"The Mystery of the Jeweled Cap"

# GALVESTON BREWING CO.

BEST SIGNS ON EARTH, OR ANYWHERE ELSE

Bulletins  
Banners  
Walls**Schroth Sign Co.**Show Cards  
Gilding on  
Glass

OUTDOOR ADVERTISING

2305 POSTOFFICE ST.

PHONE 360

GALVESTON, TEXAS

**John's Oyster Farm**

at Oyster, Galveston Island

**ALL SORTS OF SEA FOOD**

Ring 2294-3 Rings for Private Party Reservations

**LOUIS KERPEL'S  
FURNITURE STORE**

ARTISTIC CABINET MAKER

Large Storage Rooms

Moving Wagons

21st and Postoffice

Phone 911

Galveston

**AT THE BALL GAME.**

"Charley, dear," said young Mrs. Torkins, "I want to ask you something. Suppose the man who throws the ball hits the man behind the bat—"

"Yes?"

"Does he get a cigar or anything?"

—Washington Star.

**VACATION COIN.**

For weeks he has been thrifty,  
Nor spent a sou,  
He saves enough in fifty  
To last him two.

**WRITING HOME.**

"Writing your husband again? But you wrote him yesterday for money."

"I find it advisable to use a thorough follow-up system."

A good old Irish pastor was thanking his congregation for the many Easter offerings and his tremulous voice told how great was his pleasure.

"I wish to thank the congregation," he said, "for the many beautiful gifts from my people this glorious Easter Sunday. The plate donations were far in excess of my expectations, the candles were many and freely contributed, and the flowers were simply beautiful; but I want to say right here and now that the thing that touched

my heart the most was whin little Mar-ry Killy walked oop the aisle an' laid an egg on the altar."

He—Be this the woman's exchange?  
She—Yes.

He—Be you the woman?

She—Yes.

He—H'm! Then I guess I'll keep my Sal.

**The Big White Store  
DOLSONS'****Charter Oak  
Stoves****Furniture  
Linoleum****Carpets and  
Rugs****DOLSONS'**

23rd and Mechanic

Galveston

*We Prepay Freight*

## Edison Disc Machines and Records

*"The Machine With the  
Human Voice"*

No Needles, Indestructible  
Records, Automatic Stop  
Styles, \$60 to \$450

*For Sale in Galveston Only by*

### Agency Phonograph Co.

2107 POSTOFFICE STREET

Also Victor and Columbia Machines  
and Records

*Ask to See*

**Edison Home Kinetoscope**



**\$111 Including 1000 Feet of Pictures and  
Film Exchange Coupons**

"Wot was that last card oi dealt ye,  
Moike?"

"A shpade!"

"Oi knew it! Oi saw ye spit on yer  
hands before ye picked it up."

### WRITE WHITE

for Dickinson Bayou Property or Gal-  
veston Real Estate of any description.

**Z. L. WHITE & CO.**

211 22d STREET

PHONE 2363

When You Arrive in Galveston  
GO TO

## "CAFE RITTER"

FOR A

**FISH DINNER**

2109 Mechanic St. Opp. News Office

Mary had a little cat,  
'Twas white and black and yellow;  
And pretty Mary loved it so  
She never had a fellow.

"Are caterpillars good to eat?" asked  
little Tommy at the dinner table.

"No," said his father, "what makes  
you ask a question like that while we  
are eating?"

"You had one on your lettuce," re-  
plied Tommy, "but it's gone now."

Mary had a Thomas cat,  
It warbled like Caruso;  
A neighbor swung a baseball bat—  
Now Thomas doesn't do so.

Any politician will tell you that  
factions speak louder than words.

He liked to meet all strangers, and  
He liked to meet relations;  
In fact, he'd meet most anything  
Except his obligations.

**FIRE AND BURGLAR-PROOF**

## SAFES

Time Payments if desired  
Terms to suit purchaser

**ALL SIZES CARRIED IN STOCK  
OLD SAFES TAKEN IN EXCHANGE**

**FRED F. HUNTER**

215-217-219 22d Street, Bet. Mechanic and Strand  
PHONE 1090 GALVESTON, TEXAS



## The Victor brings cheer

to the sick and shut-ins as well as to the happy family.

Music is the best of tonics and the Victor supplies it—every kind of music you want—pure, sweet and life-like.

Is there a shut-in at your home? Why not get a Victor to brighten the surroundings with its music and fun?

All styles of Victors from \$10 to \$100 and Victor-Victrolas from \$15 to \$250. Come and hear them.

**Houston  
Phonograph Co.**

903 Main St.  
Auto. A-3791  
Preston 1191



Unfortunately a weak intellect won't keep a man from being headstrong.

"Rosa, my mother-in-law is coming for a long visit tomorrow. Here is a list of her favorite dishes."

"Yes, sir."

"Well, the first time you give us

one of these you'll get a week's notice."

Casey (watching the golfers): "Oi don't see anny difference bechune thot an' wor'rk."

O'Brien: "Yez don't, eh? Well, yez would whin payday kem around."

"If ye plaze," said the raw recruit, "I've got a splinter in my hand."

Sergeant—"Wot yer been doing? Stroking yer 'ead?"

## YES I HAVE MOVED TO 22d and CHURCH

Where **YOU** pass going to and from town, if you ride or walk. (Around the corner from the Interurban station.) **BIGGER** floor-space. **BIGGER** stock. **BETTER** (if possible) service. **STOVES** put up, taken down, repaired. **FURNITURE** (new and second-hand) bought and sold.

**T. H. TURNER, "The Stove Doctor"**

## Motormen, Conductors Attention!!

Our Specialty is **UNIFORMS**  
*Made Right Fit Right Prices Right  
That's Right*

## Levine Tailoring Co.

*The Elks is Opposite the Interurban Around  
the Corner from Us*

**BETTER TAILORED CLOTHES**  
N. J. Levine, Mgr. Sam Yukovich, Artistic Tailor  
GALVESTON

## IN GALVESTON, IT'S THE St. Nicholas Hotel

MRS. S. A. MAYS, Prop'r.

**European and American Plan**  
In the Heart of the Business District  
Just 2 Blocks from Interurban Station

**ST. NICHOLAS HOTEL**  
"THE NEW HOTEL" MARKET ST. AT 20th

**TRY SHOPPING WITH US BY MAIL**

Since the establishment of the Parcel Post, those who reside in smaller towns and rural districts of the State are benefited to a degree that has not as yet been fully appreciated. This big store, with its complete stocks of reliable merchandise for Men and Boys, will fill any order as carefully as though you made the selection yourself, and whatever you order will come to you to any point in Texas by Parcel Post, all charges prepaid.

We Now Have In Full Progress

**GREAT SALES**

With Big Reductions Covering

Men's Suits	Men's Furnishings
Men's Overcoats	Men's Hats
Men's Raincoats	Boy's Suits
Men's Trousers	Boy's Overcoats
Men's Vests	Children's Suits
	Children's Overcoats

**ED KIAM**  
HOUSTON



# 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

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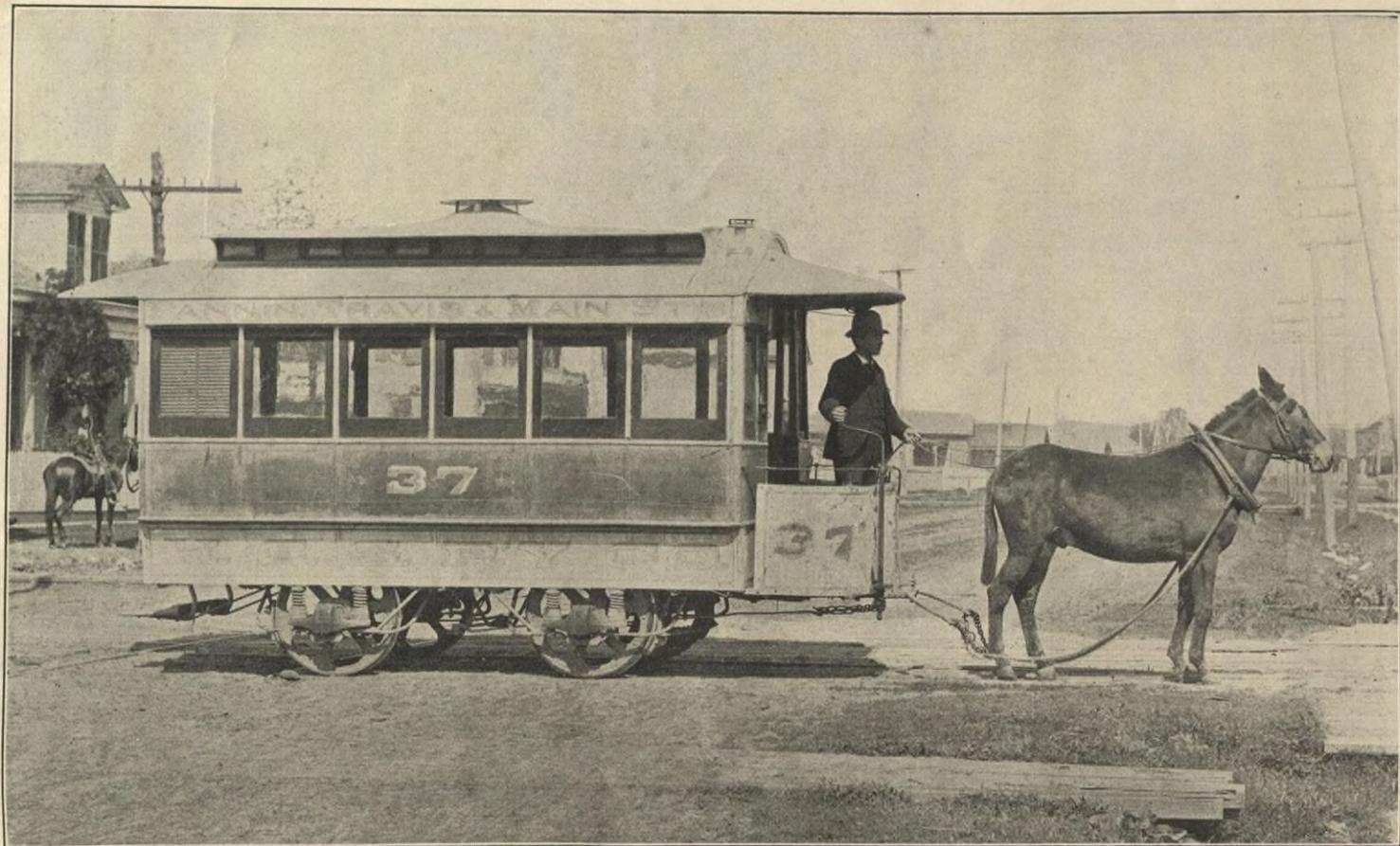
## WHEN HOUSTON WAS YOUNG

MULE CARS WERE THE ONLY METHOD OF URBAN TRANSPORTATION AND  
MANY AMUSING ANECDOTES ARE REMEMBERED BY SOME OLD TIMERS

**B**ACK twenty-two years or so ago, when paved streets were few and Houston was still in its swaddling clothes, the only mode of urban transportation was mule cars. It has been about twenty-two years since electrically propelled street cars first ran over the city lines, and more than a decade has passed since the last mule line gave way to the faster, stronger power. There are many now living in Houston who remember when "cracker-boxes" drawn by "jack rabbits" conveyed the people to and from their homes. Some can call by name the nimble footed, plodding little animals that used to "walk the plank" between the rails, and a few old-timers, whose memories are a little better than some, or who happened to be employed by the local street railway company, revel in tales of the mule car

days; and there were many amusing incidents connected with the service.

In those days car tickets often passed current in Houston the same as Uncle Sam's nickels and passengers used to drop their fares into a box at the front of cars behind the driver. Once a lady got on and handed a nickel to a gentleman passenger to put in the box for her—it being the custom in those days for gentlemen to assist ladies as much as they could, and no man would remain seated in a car while a lady stood or went to the front to deposit her fare. That evening the gentleman in question hesitated after taking the fare, then walked forward and put a ticket into the box. Evidently he needed that nickel to use somewhere where they would not take car tickets, and substituted the ticket.



OLD MULE CAR AT CORNER OF PRESTON AVENUE AND DOWLING STREET, LOOKING TOWARD MAIN STREET.

Another time there was an occurrence which was decidedly laughable, but might very easily have been serious had not the lucky star been in the ascendency. The mules that drew those old cars were small—commonly known as “jack rabbits”—and they would often slip and fall on the 14-inch plank placed in the middle of every car track for them to walk on. One rainy night, in 1888 or 1889, a late car rounded the curve from Capitol on to Fannin on the South End line—it was known as the Fannin and Travis streets and Market House line then. The board was slippery and the driver was urging the mule at a full gallop when they reached the curve. The little mule's feet went out from under him and the car went on and over the mule, as the old time “goose-neck” brake was too slow to stop it.

The car was crowded with people anxious to be on their way. Passengers shuddered at the thought of the crushed animal beneath the wheels and one or two men arose to help the driver drag out the mangled mule. However, that mule seemed to have a different idea, for he rolled onto his back, promptly kicked the bottom out of the car, causing hasty exits by way of windows as well as doors on the part of the remaining passengers, and rose to his feet. It was then but 1 a. m. and the balance of the night was consumed in taking out enough of the end of the car to get that mule from underneath; but he wasn't even so much as scratched.

About 1890, when there were two lines of mule cars operating here, the Houston City Street Railway line and the old Bayou City line, both used the same tracks in some places. One line ran east on Prairie and turned into Fannin, as the San Felipe line does now. The rival line ran west on Prairie and turned into the same track on Fannin. Two drivers approached

those curves at the same time. The teams evidently were pretty evenly matched, for the two mules were about neck and neck when they stopped and the front corners of the two cars jammed together as they came into the same home-stretch from opposite directions.

In those old mule car days Houston was but a village compared to what it now is. The southern extremity of the residence section in the direction of what is now the South End was at McGowen avenue. True, there were one or two old homes farther out—such as the Cushing place, where Holman avenue now is—but there was nothing except an old powder magazine between McGowen avenue and those then remote homes. The Fannin, Travis and Main streets car, now the South End line, turned on McGowen avenue past the old Auditorium, and even that was considered out in the country. The boys used to go fishing at Cushing's ditch, a large ditch originally dug to drain the slough that ran across Main street where Elgin avenue now is; and they used to walk out there from town or take the Fannin and Travis and Main streets car to McGowen avenue—that thoroughfare at that time not being dignified with even a name—and walk the balance of the way. Small perch and small mud-cats were the only game to be had from such fishing excursions, but Bray's bayou, where larger fish were to be had, was four or five miles farther out; and, as the Bellaire shuttle was not running at that time, the boys used to stop at Cushing's ditch, only more extended picnics and fishing excursions penetrating as far out into the “wilds” as Bray's bayou.

The Heights and Brunner lines were not in existence then, the Heights line being built by the Omaha and South



SUPPOSED TO BE OLD STABLE THAT STOOD ON McKEE STREET, ALTHOUGH IT MIGHT HAVE BEEN McGOWEN AVENUE STABLE.

Texas Land Company about 1892. The old line ran only to Glenwood cemetery, then turned back. Washington avenue was not double-tracked then, but had several passing tracks. The car line was known as the Grand Central Depot and Glenwood Cemetery line. That line was operated for several years after both Heights and Brunner lines were built, and the cars used to turn back at the cemetery as formerly. Often times the cars used to get tied up and run in bunches. The passing tracks were few and far apart; and, on account of the angles in Washington avenue—known then as Washington Road—car drivers could not see from one piece of straight track to the next. Schedules were unknown then, the cars making the trip as fast as they could; and often a driver would wait five or ten minutes at one passing track for a car, then try to make the next passing track, meet the car half way, then have to hitch his mule to the rear end of the car by a chain, in place of a single-tree, and haul the car back to the next passing track.

Every car line had a different color for its cars. Glenwood line were blue; Liberty avenue and Main streets were green, Fannin, Travis, Main streets, now South End, were reddish brown; and the Congress avenue and I. & G. N. depot were yellow.

Often under the old system, when time was cheap, cars would stop in front of a store while some lady ran in to buy something which would not take long to purchase, or a man would get off, run get a cigar, then catch the car again. Such practice was jokingly styled "stopping the car while someone went shopping," but the inconvenience was slight as it was never done when anyone objected and seldom when more than one or two people were aboard. Apparently there were

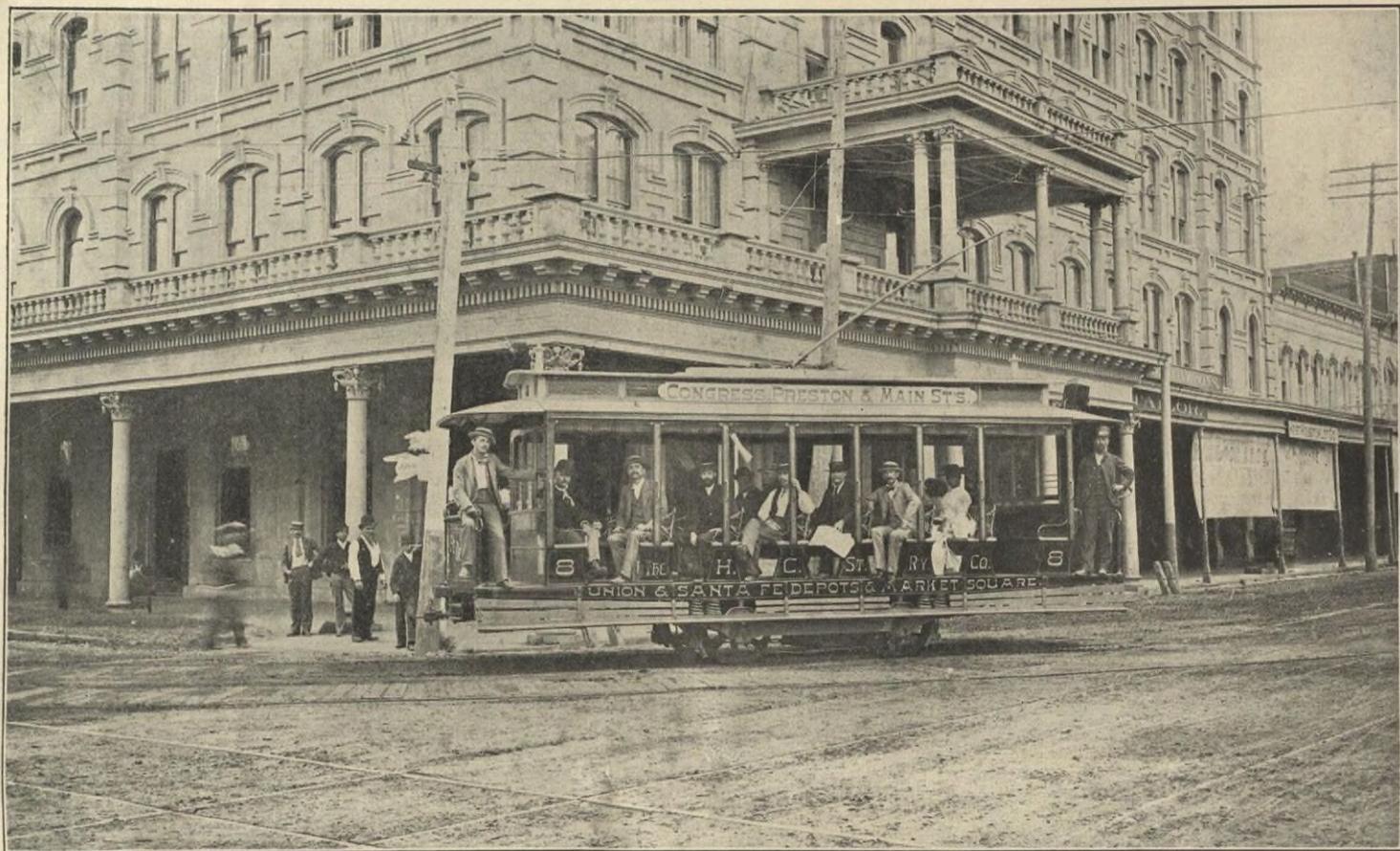
no schedules and Houston was so small that no one in a hurry waited on cars, preferring to take the quicker method of walking.

Now and then cars would become derailed, and, when one did, it was a task of an hour or two to get it back onto the track, according to the extent of the derailment. The best method was to jack up the car or put blocks under the wheels, hitch the mule to the point most convenient for dragging it back and pull it on again.

Passengers who didn't have all day before them usually got out and walked. If another car or two happened along then the problem was simplified, since there were then two or three mules at the disposal of the driver who had gotten into trouble. The mules were patient little animals, considering the hard work they had to do, and the conditions; and it was very seldom that one became fractious, though once in a great while one would kick over the traces and wreck the dash-board.

At the ends of the lines there used to be small turn-tables. They were but a few inches longer than the wheel base of those diminutive cars. The car was run onto the table, then the mule would pull at right-angles to the front platform and turn the car around. The switches were operated by means of little tables set into the street alongside the track. When switches had to be thrown, the mule was turned out to step on the table to throw the switch.

The old lines of the Houston City Street Railway, which first operated mule-cars, were the Fannin, Travis and Main streets; Glenwood and Grand Central Depot; Liberty street and Main street; Congress, Preston and Main streets; LaBranch and Caroline streets; Volksfest Park and Main



ONE OF THE FIRST ELECTRIC CARS AT THE CORNER OF TEXAS AVENUE AND MAIN STREET. THE MAN ON GROUND IN FRONT OF CAR IS EDMOND BROWNE, WHO STILL RESIDES IN HOUSTON. ON FRONT SEAT FRED MUNDES. FACING HIM IS H. F. MacGREGOR, THEN HEAD OF THE LOCAL STREET CAR SYSTEM. OTHERS ARE A. G. McKINNEY, B. RATHBUM LATHAM; THE CONDUCTOR, R. C. HARRIS; AND THE MAN WITH NEWSPAPER IS HAMP COOK.

street, and the San Felipe. All of these lines, very much extended, remain in operation by the Houston Electric Company, except the Glenwood line, which was abandoned some months after the Heights and Brunner lines were found sufficient to handle that traffic. The Fannin and Travis line is now South End, the Liberty street is now the Liberty avenue line, the Congress, Preston and Main streets line was continued until recently under the name Congress avenue, when it was extended and changed to Leeland. This line formerly ran to Dowling street, thence back to Congress at the International & Great Northern Depot and returned to the city. The LaBranch and Caroline line went out LaBranch to Pierce, where it turned back to Caroline and came in, the extension out Jackson coming at a later date. The San Felipe line ran much as now, except that it did not go so far out.

The next line to be added was the Hamilton street, which was later changed to the dignified name of San Antonio and Aransas Pass Depot and Main street, of which there survives "Aransas Pass." The next line built was the Louisiana street line, which ran out Louisiana to Elgin and returned on the same track. Then came the Houston avenue line, which was later extended to Highland Park and known as the Highland Park line, still later to the Woodland Heights line, which still survives. The line out Montgomery avenue, not built until after the advent of the electric car, then ran out Montgomery to the S. P. track and returned. The Brunner line was built long after the Heights, the latter having been built and operated by the Omaha and South Texas Land Company independently of the Houston Electric Company, which later took it over.

As late as 1895 or 1896, there used to be one of the old-time mule-cars in

service on Tuam avenue. It was known as the Tuam avenue and Fairview line, operating as a sort of shuttle service from Tuam and Louisiana out Tuam to Fairview Addition, a total distance of 8 or 10 blocks. That territory is now served by the Louisiana line, while the South End line runs down Louisiana as far as McGowen. This was Houston's first shuttle service.

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Central car barns were unknown then, each line having its own car shed and mule stable. The Fannin and Travis stable was about where McGowen avenue now is. The Glenwood line stable was across from Glenwood Cemetery, where National street intersects Washington avenue. The Liberty street line had a stable at Nance street and McKee, later the site of Dr. Massie's home. The Congress street line had a stable several blocks toward the city from the depot, while the LaBranch and Caroline line had a stable near where the St. Joseph's Infirmary now stands. The Volksfest Park line was one of Houston's longest lines and ran to the present site of the Houston Packing House, where Volksfest Park was located. The stable was about halfway out the line, while the stable of the San Felipe line stood on San Felipe street, then San Felipe road, directly opposite the old City Cemetery. The drivers would report to the stables in the morning, get out the cars and start out, the only schedule observed being to make the trip as quickly as convenient without wearing out the mule.

On one occasion, it was desired to move a car from the line that ran out Prairie street, now Prairie avenue, to the Fannin, Travis and Main streets line. The switches on the main belt would not admit of switching it around, without reversing the car, and as most of the mule cars were single-ended, it was necessary to derail



OLD TIME STREET CAR OPERATION WITH OBSOLETE MULE CARS AS TRAILERS. A. G. MCKINNEY STANDING IN THE FRONT DOOR OF NO. 16, FRED MUNDES STANDING ON STEP OF THE OPEN CAR. OLD RICE HOTEL IN BACKGROUND.

it or drag it around town backwards. It was derailed on Prairie and Fannin, Fannin being unpaved at that time. It was in the heat of summer and the dirt street was hard. Two mules were hitched to the little car and the driver drove it down Fannin street to Capitol, where it was put onto the track again, much as he would have done an ox-cart.

It was a common sight to see passengers from a car that was but slightly off the rails get out and lift or "rock" the car back onto the track again.

During those days, the rowdiest and most disorderly line, perhaps, was the San Felipe, which ran through Freedmantown; and the drivers were nearly all armed. It was nothing uncommon for a driver to get tanked up on bad whiskey, drive his car at full tilt down those narrow streets, such as Robin, stopping for no one, and shooting right and left as he went through. It made no particular difference, since the houses were few and far apart; and, so long as no one was shot nothing was said.

There were many laughable occurrences when the new electric cars were first installed. Passengers had been in the habit of getting on or off at the little step on the rear and did not take to the right-side-entrance plan. A piece of heavy tape, strung through the catch-handles, constituted the left-side-guard; but passengers paid no more attention to it than if it had been a chalk line, getting on or off under it or tearing it off.

About 5 o'clock one rainy evening a Glenwood car, comfortably filled, rounded the corner of Main and Texas, where the Rice Hotel stands, known as the Capitol Hotel then, in recognition of the first capitol of the Repub-

lic of Texas which stood on that site. Sparks jumped from the trolley as the curve was rounded, and sparks sputtered from the wheels. Electricity was a new thing and much feared; and it took just one little shout of "Fire!" to convince everyone in that car that they were about to be burned up or electrocuted. The entire car full, men, women and children, got off that car as fast as they could by any exit available, much to the amusement of motor-man and conductor.

Car 40 of the Fannin, Travis and Main streets line was perhaps the most widely known car in the system in those days, due to the happening of a very interesting event on board—interesting at least to one Houston, woman and to a later prominent Houston man. She was hurrying home as fast as she could when she became ill. The car was stopped, a surgeon called, and she gave birth to a ten-pound baby boy, who, as long as he lived in Houston, was nick-named "Car 40," and thereafter the car was known to all as the "Baby Car."

A story of neatly robbing the fare boxes is told of some of the lines. The fare box was a large glass affair with a slot in the top for nickles or tickets and could be opened only from the bottom with a key. As car tickets used to pass current in Houston, just as five-cent pieces did, people used to tie large grasshoppers or junebugs on a string, lower them into the slot, then pull them out when they had caught hold of a bunch of tickets. This method of petty robbery was carried on for some time.

The cause of the abandonment of the car tickets and calling them in by the company was when some enterprising citizen had a large number of lit-

(Continued on page 43.)

# GALVESTON'S YEAR'S RECORD

TWENTY YEARS AGO CARGOES WERE BEING LIGHTERED NINE MILES  
TO SHIPS IN THE GULF. NOW IT IS THE SECOND PORT IN AMERICA

**W**ONDERFUL hardly begins to describe the record established by the port of Galveston for the year 1912 just closed. Twenty years ago this port on the Gulf of Mexico, then rarely noticed in the commercial reports of the world, was lightering cargo loaded at the port a distance of nine miles into the Gulf of Mexico, where it was loaded in many instances on sailing ships, and only a portion of it on steamers for foreign ports. In twenty years this hustling port has, by artificial means, deepened the channel to the harbor, until where nine feet of water formerly existed there is now thirty-four feet. Not only have her people been wonderfully active in harbor improvements but they, concurrently with it, kept pace in the increase of their commerce, and the year just closed is a striking example of what may be done.

The total of foreign exports for the year 1912 was \$288,107,189. The previous best record of the port for a calendar year was in 1910, when \$201,857,219 worth of goods were exported to foreign ports. The record of \$288,107,189 for 1912 is an increase of \$91,757,486 over the year 1911.

Galveston has been, for a number of years, the greatest cotton exporting port in the world, and this year exceeded all records previously established by the port in that commodity, 4,294,290 bales of cotton having been loaded at the port for foreign destinations, which was an increase of 1,290,959 bales over the record for 1911.

There was an increase in the ton-

nage movement, 195 ships entering, with an increase of 459,175 tons; and an increase of 212 clearing, with a corresponding increase of 852,247 tons.

Galveston's bank clearings were the largest in the history of the port, reaching the enormous figure of \$1,030,858,000, and being an increase over 1911 of \$123,025,000.

Exports of wheat showed an increase of 8,249,847 bushels.

During the year the federal government expended \$612,451 on federal improvements in the harbor and city.

More new buildings were erected within the year than in any previous year in the history of the city, real estate values at \$4,034,390 changing hands in Galveston during 1912.

As an instance of the progressive spirit of Galveston, seventeen charter amendments will be asked for, providing for bond issues aggregating \$750,000 for municipal improvements.

An adjustment of taxable values, based upon the Somers system of fixed values, has just been established.

During the year \$500,000 was spent in the county for good roads, and the \$2,000,000 causeway, connecting Galveston island with the mainland was opened to commerce.

A total of 6463 aliens arrived at Galveston during the year 1912, and 461 aliens filed declarations of citizenship.

The local cotton handling facilities of the port were increased during the year by five concentrating plants, having an annual handling capacity of more than 1,000,000 bales, and contract has been let and work already begun on the first of the new plants of this

character for 1913, which will have a handling capacity of 1,000,000 bales per year itself. Several other plants of this nature are projected, and it is anticipated that the coming year in Galveston will see the greatest strides that line of business has ever known.

An old directory of the city of Galveston, published in 1857, recently unearthed, gives the exports of cotton through the port of Galveston in that year as 70,000 bales, and offers the suggestion that some day Galveston may handle as much cotton as New Orleans was then handling, about 500,000 bales per year. That prophesy has been realized in this year's business more than eight times over, and Galveston today, with its population of 40,000, its wonderful climate, its complete facilities, its sixty-five lines of steamers plying regularly between Galveston and the ports of the world, ranks next to New York, with its 4,000,000 people, in the list of American ports in the total of its foreign commerce, having reached and surpassed in this direction such old established ports as Boston, Baltimore, Philadelphia, New Orleans and San Francisco, and, in fact, Galveston does more foreign business than all of the Pacific Coast ports combined.

If, in 1857, the most sanguine of its citizens could only imagine a commercial condition for the future that has in fifty years been accomplished to an extent of eight times greater than was then imagined, it is almost impossible to foresee what may be accomplished by the Galveston of the future.

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#### NEW HEADLIGHTS.

Cars of the Houston Electric Company have just been equipped with new Crouse-Hinds luminous arc headlights, in place of the old Imperial Jr., headlights, with which all cars have formerly been equipped. There are many advantages of the new type of light.

The new light varies from the old

one formerly used in several particulars, chief of which is the substitution of a lens for concentrating and intensifying the ray of light, instead of the old-style reflector. The old reflector was unreliable, throwing the light in spots, instead of evenly, or not at all if the reflector happened to be dirty. This trouble was found, even when the light itself was working well, the ray strong, and the current even. The new lens employed distributes the light properly, is easily cleaned and is much more dependable. The light is much stronger than the old style, but is not so blinding, the new light furnishing an even soft glow which does not blind anyone standing directly in its path and has a greater efficiency.

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#### HIS RIVAL.

It happened in front of the village postoffice.

An old farmer was holding his frightened team while an automobile rushed by.

"Queer how horses are so skeered of them things," said one of the loafers.

"Queer?" grumbled the farmer. "What would you do if you should see my pants coming down the street with nothing in them?"

---

#### A LARGE VOLUME.

As Jones wended his uncertain way homeward, he pondered ways of concealing his condition from his wife. "I'll go home and read," he decided. "Who ever heard of a drunken man reading a book?"

Later Mrs. Jones heard a noise in the library. "What in the world are you doing in there?" she asked.

"Reading, my dear," Jones replied, cheerfully.

"You old idiot!" she said scornfully, as she looked in at the library door, "shut up that valise and come to bed."

# MEXICO TO HAVE TRADE FAIRS

GOVERNMENT TO MAKE EFFORT TO RESTORE SHATTERED TRADE  
RELATIONS AND BUSINESS TRANQUILITY WITH OTHER NATIONS

**F**OR the purpose of overcoming, and in a measure, at least, restoring shattered trade relations and business tranquility, the Mexican government is preparing to inaugurate in various of its states industrial fairs and trade exhibits. To take part in these there has been extended, through Sr. Cesar Canseco, Mexican consul at the port of Galveston, a general invitation to the various states of the Union, and particularly to the commercial bodies of the cities of the South.

The first of these fairs has already been announced, to be held in the city of Colima, capital of the state of the same name, a prosperous state located on the Pacific side of the republic but readily accessible by rail from the ports of Tampico and Vera Cruz. The two latter named ports are on the gulf coast and are in touch with Galveston by regular lines of steamers with a run of from 70 to 90 hours.

According to Consul Canseco, this move, while directly under the direction and auspices of the cities where the exhibits will be held, is indorsed by President Madero and the national government of Mexico, and every effort will be made and assistance accorded to exhibitors from the United States and at the same time a special effort will be put forth to enable exhibitors to meet with and establish permanent and growing trade relations with the merchants, manufacturers and consumers of Mexico.

"The revolutionary troubles which have kept Mexico in more or less turmoil for the past two years are now

practically a thing of the past," said Sr. Canseco. "President Madero and the public men of Mexico are losing no time in the work of re-establishing interrupted business relations. Realizing that Mexico and the United States as sister republics have much in common, it is the aim of Mexico to promptly do its share toward restoring commercial as well as civil tranquility through these proposed trade exhibits and industrial gatherings which might be termed 'Peace Jubilees.'

"I have just received from my government pamphlets and descriptive matter relating to the Colima exhibit. The opening date has been set for March 1, 1913, and there has been provided substantial, well lighted and fireproof buildings in which the various exhibits will be housed. Special attention will be paid to exhibits of farming and mining machinery, domestic necessities and general supplies. Request is made for exhibits of sanitary appliances, plumbing, street cleaning machinery, water supply piping and machinery and electrical appliances. It is also the aim of the exhibitors to indicate to home people and visitors what Mexico is, can, and will do, and has to offer to the balance of the world.

"Arrangements have been made whereby exhibitors who can not send special representatives will have their exhibits cared for and properly displayed to the best advantage, and these will be returned or will be sold according to the wish of the exhibitor.

"The Colima exhibit will be housed in buildings offering 3,000 square meters of floor space, and additional grounds affording space of 8000 square meters. Colima is one of Mexico's most beautiful cities, advantageously located and the center of a prosperous and industrious community. Entertainment features of the highest class are also to be provided and attractions will be such that a visit will be well worth while.

"A special effort will be made toward securing representation from the leading cities of the South, particularly from Texas, for it is from and through Texas that Mexico is expecting much in restoring commercial tranquility and peace. Texas has proven herself a friend of the people of Mexico by her fair and impartial treatment of the country during her recent troubles.

"The records of the Galveston consular office show that for the past five years during which I have had the honor to represent my country in Galveston, that through this port there has passed into Mexico, American and Texas products to the value of many millions of dollars. Indications also are that within a short time the steamship service between the ports of Vera Cruz, Puerto Mexico, Frontera and other Mexican ports, with Galveston, Texas City, New Orleans and other American Gulf ports, will be greatly increased due to a rapidly growing trade between the two countries.

"As evidence of this, the past month I have received from no less than a half dozen prominent Mexican business firms inquiries regarding firms of Texas dealing in grain, packing house products, etc., also as to banking and banks of Texas cities.

"At the present time the steamers that are plying between Galveston and Mexico move both ways with full cargoes, lumber, flour, grain, packing house products, machinery, etc., from

Texas, and with oil, sisal, fruit, cattle, etc., from Mexico. The trade is now only barely opened and there is yet undeveloped great resources which await closer relationship and which will follow increased steamship service which is bound to come.

"The recent trade excursion of business men of Frontera to Texas and the cordial reception they received at the hands of business men of the state did much toward, and was a forerunner of, a closer relationship and rapidly increasing trade relation."

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#### TO OPERATE CARS IN MAY.

The clang of the street car bell will be heard on Texas City's street by next May, according to the plans of the Texas City Street Railway Company, chartered last November with a capital of \$60,000. The work of laying rails is now under way and orders have been placed for all material and for rolling stock.

Over two miles of tramway are to be laid at the present time. The line will extend from the waterfront at Pier B west to Sixth street, thence north along Sixth street to Eighteenth avenue. A branch line will be built from Sixth street west along Ninth avenue to Tenth street, there connecting with the Texas City Terminal Company's tracks. Over this branch line the motor car, operating between Texas City and Texas City Junction, will enter the heart of the business district. Eighty-pound steel is being laid on cypress ties. Current will be supplied from the central power station of the Texas City Transportation Company, another generator being installed to provide the extra power needed to operate the system.

The service will begin with two "pay-as-you-enter" cars and a trailer. The system will be modern throughout, and will meet the growing needs of the city from a transportation standpoint.

# BUILDING OPERATIONS ACTIVE

**B**UILDING operations, public and private, to the value of \$1,848,315, were set under way the last of 1912 in Galveston. The range of these operations are from a half million dollar office building to municipal and county structures and wharf sheds, down to private dwellings costing \$300.

Divided, the records of the city's building department indicate that of the above sum \$1,817,000 is for public and business structures, and \$31,315 is represented by new residences. The range of residence structures is from \$8000 down to \$300.

## Public and Municipal Buildings

Taking up the business and public buildings that are now under way in Galveston, the following are the most important:

On 21st and Market streets, an 11-story, steel frame concrete office building, constructed by the American National Insurance Company as a home office, to cost \$500,000.

Extension to Union depot by Gulf, Colorado & Santa Fe Railroad. 25th street and Avenue A, cost \$500,000.

Panama Hotel, concrete brick faced, 5-story building, 25th and Avenue A, cost \$100,000.

Five-story, fireproof hotel building, northeast corner 25th street and Avenue F, cost \$150,000.

Brick and concrete building for Model Laundry, 25th street and Avenue F, to cost \$48,000.

Seamen's Bethel building, 19th and Market streets, to cost \$20,000.

Extension to Galveston county jail, steel and concrete construction, cost \$55,000.

Construction of approximately 4800 feet concrete, steel re-inforced fire wall along Galveston wharf front.

Five-story concrete building, office

and mercantile, constructed by N. Bohn and G. Tietze, costing \$20,000.

Theatre building, 25th street, erected by Dr. E. B. Nenner, to cost approximately \$10,000.

Three-story stone and concrete building for Galveston Ice & Cold Storage Company, 21st street and Avenue A, to cost \$200,000.

Warehouse and cotton sheds of Galveston Concentration Company, to cost \$30,000, constructed of concrete and fireproof material.

Church building, West Broadway Baptist Church, costing \$25,000.

Improvements on United States Customs house, costing \$6000.

Grain elevator, Stolz and Peterson Company, \$10,000.

Addition to John Sealy Hospital, \$20,000.

## Sea Wall Extension

Active work is under way preparatory for the extension of Galveston's sea wall at an estimated cost of \$5,000,000. This work is necessary in order to accommodate the growing population of the city with sea wall protection.

The plan is for an extension west from the present terminus, and the plan, as advanced by County Judge Geo. E. Mann, is to have increased value of adjoining property pay cost of construction.

## Healthy Residence Growth

At that time there was under course of erection in Galveston 326 new residences, ranging in cost from \$8000 to \$300. All of these buildings are being erected along modern lines and in accordance with the prevailing idea of Galveston as a city of beautiful homes.

Don't always trust the chronic handshaker. He may have a sandbag up his sleeve.

# WHEN THE WINE WAS RED

BY W. B. CLARK

EDITOR'S NOTE—The words in capital letters in the following are names of Houston Electric Company employes.

**A** YOUNG man living in CLEVELAND was out one night with a bunch of friends raising CAIN, and upon returning to his home, picked up his PENN and proceeded to indulge his fancy in the following:

One FRIDAY night in WINTERS stormy season  
The valiant LAIRD from Scotia's rugged coast  
Decided for his own particular pleasure  
To entertain within his castle HALL  
All those of rank the equal of his own.  
With this intent he straightway summoned to him  
The HARPER, who within the outer HALL  
Composed his lays of ancient chivalry,  
And bade him quickly fare upon the RHODE.  
"Go thou to bear my earnest invitation  
To TEMPLAR, BARRON, KNIGHTON, DUKE and LORD  
That they around my banquet board assemble."  
The HARPER left. The BUTLER then was summoned  
That all within the castle might prepare  
The feast. The BAKER, BREWER, especially the latter,  
Received their orders. Meanwhile the HARPER,  
Hastening on his way among the snowy FIELDS,  
Recked not of BRIERS that tore his nether garments,  
Stopped not at BROOKS, but crossed the icy FORD,  
Sped by the HOUSE of many a humble FARMER,  
Intent upon his errand. Soon he came  
To where the SMITH wrought late beside his forge,  
Welding a mighty BARR, but the LOWE sinking MOON  
Forbade a stop, tho' warm the firelight glowed.  
So all night long he strode upon his way,  
A tireless WALKER, and as the morning sun  
Showed WANN above the BURCH and HAWTHORNE trees,  
Where in the merry month of MAY there sang  
The ROBIN, MARTIN, and many another BYRD:  
The invitations all at length delivered  
To WELCH and DANE, according to his master's word.  
Remaining NUNN of any worth neglected:  
The worthy HARPER to his feudal home returned.  
The HALL was hung with BUNTING. On the floors  
Were spread the skins of LYONS, of many a HUNT  
The trophies. Upon the wall there hung  
The picture of a MONK attended by an ANGEL,  
Who, armed with a triumphant SPIER,  
Kept WARD upon the banquet board beneath,  
Where many a treasure of GLASS and STERLING silver  
And PRICE-less samples of the POTTER'S art———

Here he fell into his BERTHE and left this epic poem unfinished. He awoke in the GRAY of the morning with a BROWN taste in his mouth and his head feeling as if some one had HITT him. The PARROTT said it served him WRIGHT.

# THE TANGENT

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## THE POWER OF PRIVATE CAPITAL.

One of the cleverest Englishmen of today has just written a book called "The Servile State." His argument is that our modern free society, in which the means of production are owned by a few, being necessarily in unstable equilibrium, is tending to reach a stable equilibrium by the establishment of compulsory labor, legally enforceable upon those who do not own the means of production, for the advantage of those who do. In the eyes of society and of the law, declares the Englishman, men will be divided into two sets, the first economically and politically free, possessed of the means of production, and securely confirmed in that possession; the second, economically and politically unfree, but at first secured by their very lack of freedom in certain necessities of life and in a minimum of well being beneath which they shall not fall.

Opinion will differ regarding the soundness of such predictions. But, however much one may disagree with the Englishman, he is right on one point, namely, the relation of capital

to industry. In speaking of the socialist reformer, he says: "Your best type of socialist reformer is led to an expedient which I will here only mention—the expedient of buying out the present owner." Now, any attempt to buy out without confiscation is based upon an economic error.

The State could not get along without private capital in any policy which it might adopt for the ownership of public utilities. Every privately owned public utility might be purchased by the State, and the future construction of such utilities by private corporations might be forbidden by law, and yet private capital would fundamentally dominate the public utilities of the land. A good many persons would like to abolish what they call the "regime of capital," but the only way that could be done would be for the State to confiscate every cent of existing capital and never allow another cent to be created by private persons. If it does not do this it must expect to see the capital class, which includes every one who has a dollar put aside for a rainy day, continue in power.

After all, where is the vital difference between State ownership and private ownership of public utilities? If a private corporation builds a plant, it has to go into the money market to raise the capital. But that is exactly what the State has to do. If there is the slightest risk in the venture, the people who are appealed to for capital will insist on adequate compensation, whether it be the State or private company that wants the funds.

There is no getting away from that fact. Everything has to be paid for when it comes to a question of business. If a private company builds a public utility that may not earn an adequate return at the start, it has to give the investor in the project some sort of compensation. If the State constructs a plant which is not profitable at the start it has to increase the gen-

eral tax levy to make good to the people who have loaned the capital. If the people who have loaned the capital had had any doubt about its earning ability, the State would have whistled for the money.

The private investors of this land, when you take them in the aggregate, are a mighty power. The State can not ignore them. It is to them that the State has to go for the sinews of war.

Wise minds are keeping this fact well to the front. For example, Chairman Prouty of the Interstate Commerce Commission, said not long ago in an address to the National Association of Railway Commissioners: "It requires ability of an extremely high order to discharge those two contradictory functions, to be at once, so to speak, an advocate and a judge. Not only that, the railroad commissioners of today are dealing with the great economic problem which is before this country. The United States is trying an experiment which never has been successfully worked out in the history of the world. It is trying to build, develop and operate its railroads by private capital under rates and regulations fixed, not by the owners of that capital, but by the public. That, I say, is an experiment which has never yet been successfully worked out to the end.

"We can make rates reasonable, we can remove discriminations, we can put on schedules for the running of trains; all that is easy. The question is, can you obtain under this system the new money which is necessary to develop our old railroad systems and to build our new railroad systems? That is the crucial question. That question I have not got to deal with, but you younger gentlemen, within the next twenty-five years, will have to deal with it."

#### A CAUSE FOR CONGRATULATION.

We, living in the gulf coast region of Texas, should congratulate ourselves upon the fact that we are enabled to obtain throughout the season a bountiful supply of oysters whose lusciousness can not be excelled and whose prices are within the reach of all. In Denmark, where only between 3,000,000 and 4,000,000 oysters are gathered each year, the price is \$3.75 per hundred, and in restaurants they retail at 95 cents per dozen. In Vienna oysters are offered for sale in some of the large restaurants, but are seldom served in private homes. The kind usually found in the restaurants is known as the Whitstable oyster, sold on the half shell at \$1.20 per dozen.

Here in Texas, and likewise with other gulf states, the bays teem with oysters, and in any coast city they can be purchased for from 10 cents to 25 cents per dozen; half shell, fried, stewed or in any of the other innumerable forms they are served. Texas also ships large quantities of oysters into other territories, even invading the field of the Atlantic oyster. The Texas and Louisiana variety is said to excel those of the Atlantic in size and flavor.

---

Murphy—Oi want to get a fust-class autymobile for me woife.

Auto Dealer—Long or short body?

Murphy—None of your business! She's built like a barrel, but Oi didn't come here to discuss her shape wid ye.

---

"Life," says Ala Baba, "is the interval between the time your teeth are almost through and you are almost through with your teeth."

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Don't measure success from the standard of your own littleness.

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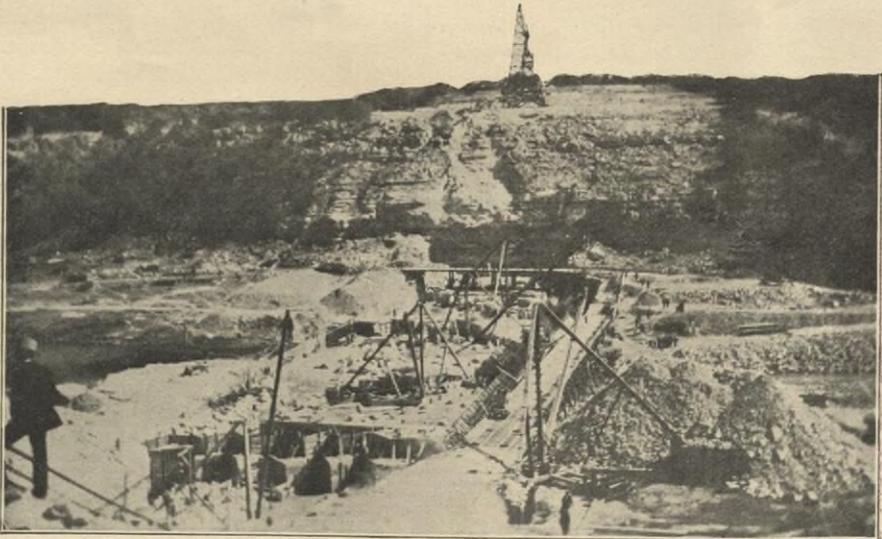
Some people are almost as changeable as luck.

# THE MEDINA DAM

COMPARING favorably with the great Assuoan dam of Egypt, and one of the greatest irrigation projects in America, the Medina dam, completed on the day before Thanksgiving in 1912, is the greatest irrigation scheme ever undertaken in Texas and, also, has the distinction of being the largest undertaking in the United States, outside of projects backed by the national government.

This dam, impounding the waters of

precipitous site for a dam could hardly have been selected from the miles upon miles of Medina's rocky banks. Mammoth cliffs reach perpendicularly upward at each end of the dam, and at this point the river bed is of solid rock several hundred feet in thickness. It is a perfect damsite, as the rapidity of the work testified, and from the nature of the banks and construction of the dam in solid rock, unless the engineers have erred or some unforeseen



THE GORGE AS SEEN FROM THE CRUSHER DURING CONSTRUCTION

the Medina river in Bexar county, has been constructed by an English syndicate and represents a total investment of \$8,500,000, all but \$500,000 of this amount being spent in Texas, the half million representing purchases of machinery bought elsewhere. The construction of the dam cost \$6,000,000, the constructing plant alone costing \$250,000, and land purchases are represented by \$2,500,000.

It is located eight miles from Castroville, in Medina canon, and a more

catastrophe occurs, the dam should last for centuries

The dam system covers a large area and has an immense irrigating scope. There are two dams, a larger impounding dam or reservoir, and a smaller diversion dam to feed the canals. The larger dam is 1360 feet in length at its crest, and is anchored to the limestone cliffs at each end. It is 165 feet high above the bed of the river and the base is sunk beneath the river bed to a depth varying from 25 to 35 feet. The



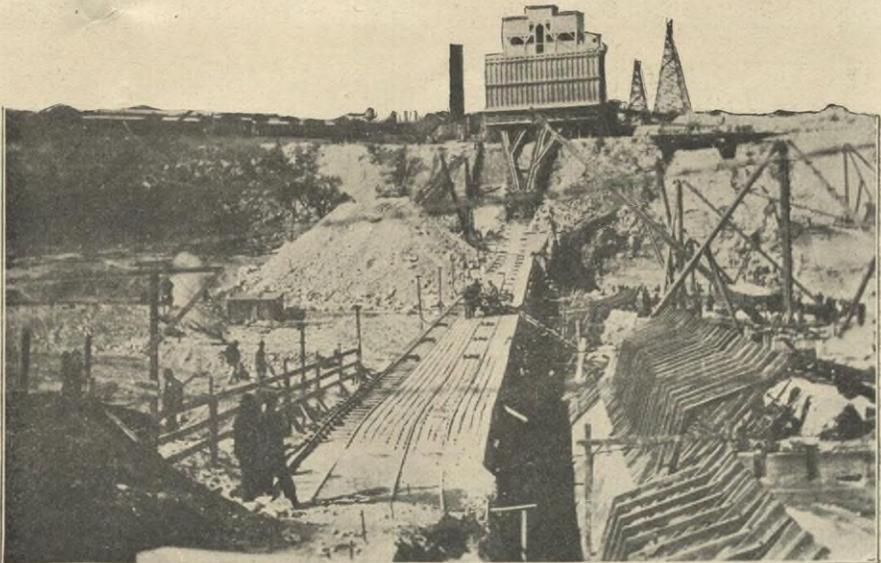
ONE OF THE STEEL FLUMES AS COMPARED WITH  
THE HEIGHT OF A MAN

base is 125 feet in width and the top carries a 16-foot automobile causeway. This main barrier contains 265,000 cubic yards of concrete, and forms a lake about 18 miles long with a depth varying from a few feet to 160 feet. It will contain 300,000-acre feet of water, or about 100,000,000,000 gallons, and by engineers is said to be capable of

watering 60,000 acres of land for a period of two and a half years without rainfall.

Excess flood waters will be carried over a 1000-foot spillway into a natural ravine or canon, and then into the river at a point below the dams.

Below the main barrier or impounding dam the water flows to the bed of



TRAMWAY ACROSS THE SITE OF THE MAIN DAM DURING CONSTRUCTION

the river and to the diversion dam four miles below. This barrier is much smaller than the main dam, and its sole purpose is to distribute the collected water into the various canals. This dam is 500 feet long, 50 feet high, and contains 25,000 cubic yards of concrete. In both dams the concrete has been reinforced with railroad steel.

The lake created between these two

fifteen miles from San Antonio and extending twenty-five miles westward. The area includes 30,000 acres in Medina county, 20,000 acres in Bexar county, and 10,000 acres in Atascosa county. This acreage will be divided into 10 and 20-acre tracts for intensive farming, and it is planned to colonize with farmers from Belgium, Holland and other European countries.



MEN AT WORK ON THE FOUNDATION OF MAIN DAM

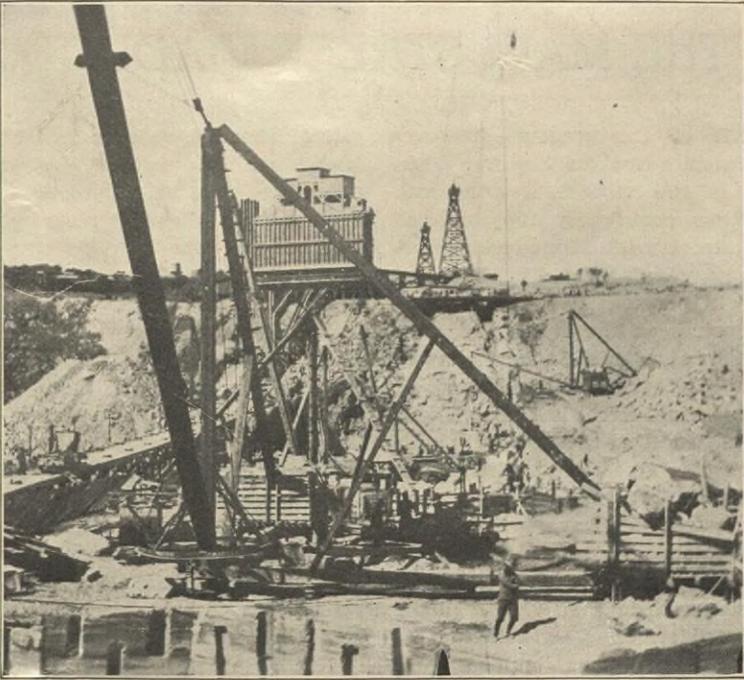
dams is four miles long and 50 feet deep, and it is the purpose of the company owning the property to stock it with fish.

The water from the diversion lake passes into the main canal, a ditch 10 to 20 feet wide at the bottom and 28 miles long. This ditch traverses a right of way varying from 150 to 250 feet in width and opens into 400 miles of laterals.

This first installation will irrigate 60,000 acres, the territory beginning

Everything about the entire project has been made as complete as possible. To guard against seepage the river bed 1000 feet above the impounding dam has been paved with concrete, and in the main dam a tunnel with numerous inspection holes has been built permitting the engineers to at all times have access to the center of the dam, and to examine the surface beneath it.

There already is quite a settlement by the dam, with postoffice, double



THE GREAT DERRICK DURING CONSTRUCTION OF THE MAIN DAM

supply waterworks system—spring and river water—sewerage system, electric light plant, hospital, and with every house fully screened. Bexar county has built a macadamized road to the dam and the Bandera county road is being improved. The automobile roads cross on top of the main dam and the round trip by auto from San Antonio is 76 miles. It makes not only an interesting but a pleasant trip, and, because of the semi-arid climate, almost any day planned for the trip will be a sunshiny one.

#### DIDN'T WANT MUCH.

Youngster—Will you let muvver have a quartern of butter and penn'orth of cheese? And she'll send a shilling in when father comes home.

Shopman—All right, missie.

Youngster—An' she wants to know if you'll send the change now, 'cos

she wants to put a penny in the gas meter!

#### NOT A BEE HIVE.

A very young wife, in a strange hotel, trying to find her husband, and thinking he was taking a bath, knocked on the door of the bathroom and said:

"Honey, are you there?"

And a strange masculine voice replied:

"Madam, this is not a bee hive, it's a bathroom!"

"My wife and myself are trying to get up a list of club magazines. By taking three you get a discount."

"How are you making out?"

"Well, we can get one that I don't want, and one that she doesn't want, and one that neither wants for \$2.25."

# THE MAIN STREET VIADUCT

ONE of the greatest improvements Houston has ever made is the viaduct now nearing completion connecting the foot of Maine street with Montgomery avenue on the North Side. This improvement will shorten the distance between points on the North Side and South Side about 1320 feet, doing away with the necessity of going by way of the San Jacinto street bridge or Milam street to pass from the North or South Side, or vice versa. In addition, the viaduct will span the network of railroad tracks which have been such a menace to pedestrians and traffic generally, and do away with the dangerous grade crossings at Willow street and Girard street.

The viaduct spans both Buffalo and White Oak bayous, is 1650 feet in length and 60 feet in width. The large arch over Buffalo bayou will permit the passage of small craft, and it is above the head of navigation for larger ones. The pier in the stream to support the arch over White Oak bayou will not be large enough to interfere with the passage of skiffs and such small craft as can navigate White Oak bayou above the viaduct. The roadway of the viaduct will be 45 feet wide inside the sidewalks, and there will be two street railway tracks in the center. The roadway is to be paved with brick. There are two small booths on the center of the viaduct, which are fitted with concrete benches to serve as resting places; and each will be equipped with telephones and a news stand. There are to be three approaches to the north end of the viaduct, one on Montgomery avenue, one on Wood street and one on Collings street. It will be ready for traffic, according to the city engineer, about March 31.

It is intended, as soon as the right of way can be secured at a reasonable figure, to build an approach to the viaduct from Girard street, but this will not be done until a later date. Since the old White Oak bridge connecting Girard street in the First ward with Montgomery avenue on the North Side has been abandoned and the structure removed, there will be a demand for a connection at that point, without having to go around through Commerce avenue to the south approach to the viaduct, but it is not the intention to do this until after the viaduct proper is completed and open for traffic.

It is very probable that the name of Montgomery avenue will be changed to North Main street when the viaduct is completed, and the two portions of the city will be brought into closer touch with each other than ever before. The car service in that portion of the city will be very materially improved by the elimination of the grade crossings, which constitute 95 per cent of the causes of delay to cars. The Montgomery line will then have but three main line crossings, while the Liberty line will not have the large Willow street crossing, where most of the delay on both lines is now caused. The contract has already been let to the same construction company which is building the viaduct to build a handsome modern reinforced concrete station for the Missouri, Kansas & Texas Railway Company on the site of their old station on Girard street. Work will begin shortly and the station, when completed, will be ample to care for the Katy's business in this city.

The baggage rooms, express office, etc., will be on the ground floor, where trains arrive and depart; the

second floor will be for waiting rooms and rest rooms, and the station will have an entrance from the second floor onto the viaduct, as well as from the first floor onto Girard street, as

formerly. It will be equipped with elevators to communicate with the waiting rooms up stairs, and a moving stairway will reach the viaduct from the train floor.

## TWO NEW SHIPS OF LATE TYPE

**T**WO new steamships, of the latest type, and built for passenger and cargo carrying service, and in addition equipped with Diesel engines, the latest and most approved thing in motive power, are under construction for service between the port of Galveston and Norway.

The two ships are being constructed for the Norway-Mexican Gulf line, and the Swedish-American Steamship line, both lines being under the general managership and presidency of Captain G. M. Bryde of Christiana, Norway. Captain Bryde visited his representatives in Galveston during the winter, and while here made public the above announcement.

The Norway-Mexican Gulf line of steamers is now operating between Galveston and Christiana two steamers, the Mexicano and the Noruega, the Swedish-American line operating the Texas, formerly of the Norway-Mexican Gulf line. With the two vessels now under construction, and which will be delivered by the builders early this year, the combined companies will have a fleet of five steamers.

### Diesel Type a Success

"Exhaustive tests have demonstrated beyond any doubt," said Captain Bryde, "that the Diesel type of motive power is the best. On steamers of the same weight and class over the same route and carrying the same number of tons of cargo the Diesel steamers

prove their superiority in the matter of time, attention and economy. The ships can be operated with a crew of from seven to ten less men, owing to there being no need for firemen, and a great saving of cargo space is effected at the same time. When the order was placed for the two steamers the joint companies are now building, the Diesel type was selected without question. Both steamers will be of 6300 tons deadweight, 374.6 feet in length over all, with 48-foot beam, and a depth of 27.3 feet. They will cost, delivered, \$340,000 each, and will be named in accordance with the plan adopted in the naming of the other steamers."

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The female suffrage orator stood upon her platform and looked over the sea of faces.

"Where would man be today were it not for woman?" she inquired. She paused a moment as she gazed around the hall.

"Again I repeat," she said, "where would man be today were it not for woman?"

"In the Garden of Eden," answered a male voice from the rear.

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A terrible accident occurred at the Hocus Pokus Iron Works yesterday, just before noon hour. Th' whistle string broke.

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It's a wise stock that knows its own par.

## THE FARMER'S LAST RACE

IT was early morning one summer day in 1859 when the steamer Farmer steamed jauntily away from the wharf at the foot of Main street bound for Galveston. The sun shone bright above the magnolias and willows that lined the banks and everyone was in excellent spirits for a pleasant trip down the bayou and across Galveston Bay was in prospect. In those days the bayou was fairly deep, there being 20 feet of water at Main street, and the entire traffic between Houston and Galveston was carried on by steamers, there being no railroad connection.

A few minutes after the Farmer left the Houston wharf, the steamer Neptune pulled out with the same destination in view. The Neptune likewise carried a merry crowd of pleasure seekers and those on business bent; and all on board were eager to catch sight of the Farmer, for the Neptune was a better vessel and there was no question of her ability to overtake and pass the former.

When Green's bayou was reached the look-out sang "Farmer ahead!" The stokers put in more wood—they didn't use coal then—and the distance between the vessels began to diminish. When the battle ground was reached the two steamers were running about "neck and neck," their gunwales often touching as they raced along in the narrow channel. Several passengers stepped from one boat to the other when they came together, and the engineer of the Neptune was among the number. He talked and joked with the passengers of the two boats about the race, but he had another purpose in the visit. He lost no time in going to the engine room to see why the inferior Farmer was holding her own so well with the Neptune.

The sight that met his eyes made him dizzy. The safety valve was tied down and the steam gauge registered a pressure far above the danger point. The engineer walked back out onto the deck and resumed joking the passengers, talking to T. P. Robinson while waiting for the gunwales to touch again. He seemed the calmest of men as he suggested to his friend Robinson that they both step across when the boats came together. The two gunwales touched once more, and Robinson and the engineer stepped across.

The moment the engineer's feet touched the deck of his own boat his calmness left him and he made a run for the engine room, shouting his orders to the helmsman to "sheer off!" San Jacinto river had already been passed and the channel was wide. The helmsman shifted the Neptune's course and the distance between the two boats increased rapidly, her engines were reversed, and she apparently dropped out of the race.

The Farmer steamed forward and gained rapidly. Little did the cheering passengers on that ill fated steamer suspect the real reason of their rival's falling behind and quitting the race. A few hundred yards further on there was a resounding roar, the Farmer's over-strained boiler exploded and the hull was split in twain. The wreck sank in a few minutes. The Neptune stood by, lowered her boats, and rendered what assistance was possible. The dead and injured who were floating or clinging to wreckage, were picked up; but many with the hull of the boat went down and never were recovered.

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Speech enables a woman to conceal what she really thinks.

# OYSTERS USED FOR BUILDING

HUMBLE BIVALVE IS ALREADY FAMOUS IN STEWS AND ON THE HALF SHELL  
AND IS NOW BEING RECOGNIZED AS A VALUABLE BUILDING MATERIAL

**T**HAT the humble oyster, already famous in stews, on the half shell, in cocktail, and as the subject of expert discussion as to its "nerves," has come into a field of still further usefulness in furnishing the material for the construction of skyscrapers, has been proven at Galveston.

A five-story building for mercantile and office purposes, occupying a space of ground 120x45 feet, and located in the center of the heart of the Galveston business district, and adjoining the city hall, has just been completed. This building is constructed of concrete, the basis of the concrete being shell taken from the reefs of Galveston bay, said shell being the remains of generations of oysters extending back, possibly, hundreds of years. The owners of the building are Galveston citizens, Nic. Bohn and G. Tietze who, in the face of much "technical" opposition as to the feasibility of the plan, designed the building and superintended its construction, from the laying of the foundations to its completion and turning over to the tenants.

Resting on a shell concrete foundation four feet wide, the walls for the first three stories are 14 inches thick with 18-inch pilasters at frequent intervals to add strength and support to the walls themselves and the five floors. After the third story was reached the wall is reduced to 12 inches with 16-inch pilasters for one story, and for the fourth and fifth stories a still further reduction is made to 10-inch walls and 16-inch pilasters. Expressing complete confidence in his

plan of construction and the strength of the material used, Mr. Bohn says that he could, with perfect safety, add three more stories to the building. Evidencing still further confidence in the durability of reef shell concrete, "there is in the building," says Mr. Bohn, "but approximately 10,000 pounds of iron as reinforcing material, and furthermore, the walls of a building constructed of this material could be built in perfect safety without the use of a single pound of steel or iron."

According to record of materials used in constructing this building there is something like 26,423 cubic feet of concrete, which was made by using to one part Lehigh cement two parts sharp sand and four parts shell. Estimate of the quantity of shell used in the structure indicates that something like 5,390,000 oysters contributed their protective breastworks to the building.

## Based on Experiments

Mr. Bohn has resided in Galveston for the past 50 years, during which time he has been engaged in mechanical pursuits. He first used concrete made with shell in 1882, when he constructed a sidewalk curbing and foundation three-feet high and 336 feet long. Two years later a conflagration swept over the city and against the wall and curbing there was at the time piled 25,000 feet of oak and ash lumber, which was entirely consumed, and without a particle of damage resulting to the wall or the curbing. The same wall has stood the test of weather and water since that time,

and today it is standing as firm and apparently as solid as the day it was constructed.

In 1888 he built a cistern and a foundation for a two-story building, both of which are standing today firm and solid, without a crack or evidence of decomposition.

As a test of the fire resisting qualities of shell concrete, Mr. Bohn has constructed in his machine shop a number of fire pots where the fierce jets of blasts used in welding have tested the durability of the material, the results being, Mr. Bohn states, entirely satisfactory.

Taking up the matter of cost, Mr. Bohn asserts that his experience teaches him that buildings constructed with shell concrete are about 25 per cent cheaper than brick, and he also states that the work is fully 100 per cent better in every respect, in that it is stronger, requires less attention, and does not deteriorate in a moist climate. The fact that shell is a lime substance, and therefore unites readily with cement is an argument of Mr. Bohn's in favor of his plan of construction, and he asserts that it makes a wall more elastic and not inclined to crack. He also says that the blending of the shell with sand and cement is easier and better than where gravel is used, in that it produces a smoother and better body to the mixture.

Shell in Galveston is delivered by barges from the reefs to the wharf front, it being picked up and loaded with suction dredges. At the wharf hopper dredges are used to transfer it from barges to wagons or cars and it is delivered in the city at a cost of 75 cents per cubic yard. Gravel costs, delivered, about \$1 per yard.

Shell from Galveston bay has long been used as surfacing for streets and roads, and for ballast for railroad tracks. There is now within the city limits approximately 45 miles of shell streets, which have been greatly im-

proved and given almost an asphalt finish by the use of crude oil. Four big concerns, with equipment valued at over one and one-half million dollars are now exclusively engaged in the shell business in Galveston.

#### AN IMPORTANT YEAR.

The year 1912 was the greatest in the history of Texas City as a port. With a commerce valued at \$63,100,635 Texas City took a prominent place among the ports of the country, and has become an important factor in the upbuilding of the Southwest.

The foreign export business amounted to 244,846 tons, valued at \$44,685,601. The bulk of the export movement was cotton, of which there were 722,086 square and 6050 round bales, valued at \$43,293,982. Exports of wheat were 628,337 bushels, which with other grains and flour brought the total value of exports of grain and products to \$720,571. Exports of lumber and logs reached 29,431 tons, valued at \$365,471; manufactures of iron and steel, 1033 tons, valued at \$143,694; oils, 416 tons, valued at \$20,494; packing house products, 228 tons, valued at \$45,579; cooperage, 171 tons, valued at \$17,914; cotton seed and products, 113 tons, valued at \$5000; and miscellaneous, 529 tons, valued at \$72,950.

The foreign import movement amounted to 2743 tons, valued at \$527,805. Imports of coffee amounted to 835 tons, valued at \$270,749; palm leaf hats, 324 tons, valued at \$106,070; rice, 91 tons, valued at \$1156; sugar, 55 tons, valued at \$4262; sisal and istle, 1319 tons, valued at \$120,133; glycerine, 53 tons, valued at \$5120; and miscellaneous, 69 tons, valued at \$14,315.

The coastwise commerce amounted in volume to 216,613 tons, and in value to \$17,887,229. This commerce consisted of iron and steel products, coal and general merchandise, with some cotton sent to New York.

## NEW FLOOR FOR POWER HOUSE.

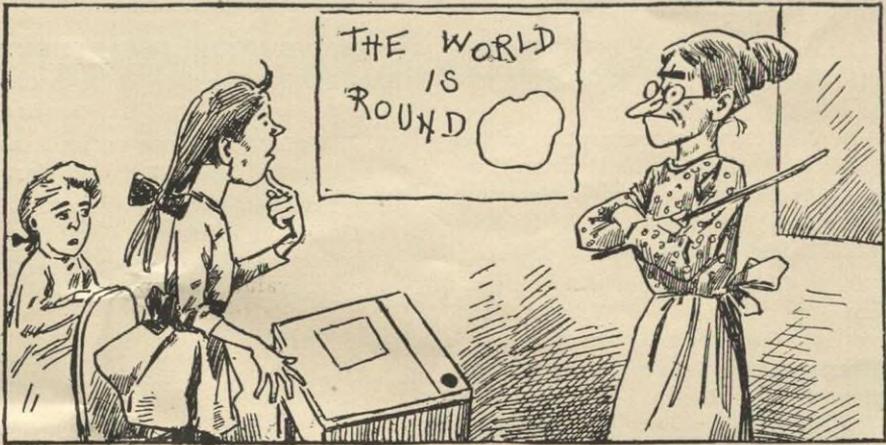
The wooden floor of the Houston Electric Company's power house, which has done duty for a number of years, is being replaced by a reinforced concrete floor. Work started several weeks ago and, on account of the difficulty encountered, it is expected that it will take two or three months to complete the work.

While the wooden floor is entirely

## QUESTION?

The Smiths were moving; the vans had carried away everything except an old grandfather's clock. They were afraid to trust this to the tender mercies of the gang. So Smith decided to sling it over his shoulders and carry it the half dozen blocks to their new home.

The first two squares were walked without a stop. At the third, Smith



Teacher.—“Now, children, are your fathers mammals or invertebrates?”

Child (timidly, after a painful silence).—“Please, they're all Republicans in this ward.”

adequate the fire risk is great, and, besides, the concrete floor will be more durable.

The wooden floor is being removed in sections, the large pipes of the condensers and coils of cable, suspended from the floor joists, being loosened and the steel reinforcing and meshing set in place. About this the forms are built and the concrete poured and permitted to harden before another section is taken up.

In this manner the operation of the plant will not be interfered with.

The dynamos stand on solid brick piers, which will not be changed.

took a rest. At the fourth another rest.

A tramp who had evidently tarried too long at a booze emporium and who had been following Smith at a respectful distance for some time, caught up to him at last and, tapping him on the shoulder, said:

“‘Scuse me, boss, lil’ question I want t’ask; un’stan’ me, old top, clock’s all right, good clock, good time, b-b-but why th’ devil don’t you carry a watch?”

Even a new broom will raise blisters.

## SOME COMPANY PERSONALS

R. N. Graham visited the Fort Worth and Dallas companies.

Mr. L. C. Bradley left the latter part of the month for New York.

Messrs. Bradley and Daly attended the inaugural ball at Austin.

Messrs. Daly and Bradley made a short trip to Dallas to confer with Mr. M. M. Phinney.

Mr. and Mrs. David Daly left January 26 for Austin, where Mr. Daly was called on business.

R. J. Morgan, stenographer in the claim department of the Houston Electric Company, was married Saturday afternoon, January 25, 1913, to Miss Ethel L. Schuetz.

L. F. Carlton, accountant southwestern division Stone and Webster Engineering Corporation, with headquarters in Dallas, visited the Houston offices, January 9.

H. S. Rykert, instructor of the Houston Electric Company's school in instruction, returned, January 24, from a six weeks' visit to his home in Flatonia, N. Y.

N. M. Aycock has succeeded C. G. Mathews as power investigator for the Houston Electric Company. Mr. Mathews, some time ago, accepted a position with the Galveston Electric Company.

E. R. Schneider, brother of F. R. Schneider, general passenger agent of the Galveston-Houston Electric Railway Company, arrived in Houston on January 4, from Newark, New Jersey, to take charge of real estate and insurance for the Interurban.

The office room of the Houston Electric Company and the Galveston-Houston Electric Railway Company, has been enlarged by the construction

of three new offices on the third floor. The space thus used formerly was a part of the lecture hall for trainmen.

Mark Lowd, manager southwestern division Stone and Webster Engineering Corporation, spent a few days in Houston during the past month.

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### TRANSPORTATION DEPARTMENT.

J. L. McNeil has gone home to Cardon, Texas, on a thirty days' vacation.

W. J. McCord has gone to his home in Sweet Home, Texas, for thirty days.

J. D. Pruettt has gone home to Granger, Texas, on thirty days' vacation.

J. G. Kyser has gone to his home in Elgin, Texas, on a thirty days' vacation.

R. H. Hackbarth has gone home to Sealey, Texas, on a twenty-two days' leave.

W. J. Pressler has gone to his home in Austin, Texas, on a thirty days' vacation.

H. Kingsted has gone to his home in Normanna, Texas, on a thirty days' vacation.

P. Tefft has been given thirty days' vacation to go to his home in Boston, Mass.

J. W. Lowe has been granted twenty days' leave of absence to go home on a vacation.

E. D. Macfarlane of Boston, Mass., has been appointed clerk to the superintendent of transportation. This position formerly was occupied by N. R. Rushmore, who has resigned.

J. P. Brinker has been called to Hot Springs, Ark., on account of the serious sickness of his wife. Hot Springs is Mr. Brinker's old home, and he will

spend a few days' vacation there after Mrs. Brinker's recovery.

J. A. Douglas has been granted a thirty days' leave of absence.

L. O. McClung has gone to his home at Hillsboro, Texas, for thirty days.

William Peterson has been given thirty days' leave of absence on account of sickness.

J. T. Bunting has reported back for duty after a thirty days' vacation at his home in Waller, Texas.

T. H. Moore, conductor on the Rice Institute line, and Miss Iva Williams were married Wednesday, January 15.

R. L. Tanner has been given a thirty days' vacation to go to Port Lavaca on account of the death of his sister.

B. Cook and E. Barker have reported back to work from Rockdale, Texas, where they spent the Christmas holidays.

A. L. Nolan has been given an extension of his thirty days' leave of absence on account of the serious sickness of his father.

Several parties of trainmen made hunting trips during the holidays; some hunting ducks, others hunting deer. One party spent a week at Velasco, and they report good luck, plenty of ducks, oysters and fish. Richardson and Whayne went on a deer hunt, as did also Criswell and Woolry. Each team bagged one deer, and all four reported an enjoyable time.

Mrs. Fidget—What's that noise I hear down in the library?

Mr. Fidget—Must be history repeating itself. Go to sleep.

Rastus was in New York for the first time, and wanted to go to the Polo Grounds to see a ball game.

Getting on one car, he paid his nickel, rode a half-hour, then, getting impatient, asked the conductor where he was going. Upon learning from that dignitary that he was on the wrong

car and well over in Brooklyn, off he jumped, and took another car, which he was told would take him to the game.

This time he landed at the Battery, very excited at his hard luck.

The third time he caught a car, sat down, wiped the perspiration from his face and began to cuss, as only a full-born nigger can. A preacher sitting next to him heard him, looked over and said:

"My man, don't you know you're going straight to hell?"

Up jumped Rastus, made one dive for the door, stopping only long enough to shout to the preacher:

"Fo' de Lawd's sake, massa, is I on de wrong car again?"

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#### TREATMENT HELPED SOME.

"Let me kiss those tears away," he begged, tenderly.

She fell into his arms, and he was busy for the next few minutes. And, yet, the tears flowed on.

"Can nothing stop them?" he asked, breathlessly.

"No," she murmured; "it's hay-fever, you know. But go on with the treatment."

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#### BRICK AFFINITY.

Two Irishmen, Mike and Pat, stood looking at bricklayers who were working on a building that was being erected, when the following conversation was overheard:

Mike—"Pat, kin yez tell me what kape them bricks together?"

Pat—"Sure, Mike. It's the mortar."

Mike—"Not by a dom sight. That kapes them apart."

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The Politician—What is the next question to bring before the American people?

The Voter—They have had questions enough. What they want now is a few answers.

# INTERURBAN INFORMATION

FRANK R. SCHNEIDER, General Passenger Agent

Time tables giving the schedules of trains are printed for general distribution and convenience of passengers. The utmost care is exercised 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 omissions or errors and does not guarantee the arrival and departure of trains. The company reserves the right to change or deviate from the time given on the foregoing page or on any of its circulars or time cards, without further notice.

## STATIONS AND FLAG STOPS

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

### HOUSTON

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

### GALVESTON

Crockett.  
52d Street and Broadway.  
40th Street and Broadway.  
37th and Broadway.  
33rd Street and Broadway.  
29th Street and Broadway.  
27th Street and Broadway.  
25th Street and Broadway.  
23rd Street and Broadway.  
21st Street and Broadway.  
21st and Avenue H.  
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, 33rd and Broadway, 29th and Broadway, 27th and Broadway, 25th and Broadway, 21st and Broadway, 21st and Avenue H.

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

To flag an interurban car, the passenger desiring to board cars at flag stations should stand near the track and wave hand or handkerchief, by day, a lighted

match or lantern, by night. This should be done when car is at least 15 poles from the flag station. Motormen will answer this signal by two short blasts of the whistle. Keep flagging until motorman answers signal. If car is followed by another section, two short and one long blast of the whistle will be given, the second car must then be flagged in the usual way. Cars will not stop unless properly flagged. Cars will not stop at sidings for the purpose of allowing passengers to board or alight.

## TICKETS

Passengers are urgently requested to purchase tickets before entering cars and by so doing money is frequently saved, as ticket fares are often less than cash fares on the cars. Round trip rates and tickets can only be obtained at regular ticket offices. Tickets are available for passage only in the direction in which they read. Stop overs are not allowed.

## LOST TICKETS

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

## REDEMPTIONS

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

## ADJUSTMENTS

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.

## TICKET OFFICES

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

### HOUSTON

Baggage Room, Texas and Smith, J. B. Farley, agent.  
Interurban Station, Main and Texas, A. L. Miller and H. D. Walls, agents.  
Houston Club, C. D. Erwin, agent.  
Bristol Hotel.  
Brazos Hotel, Max Davidson, agent.  
Bender Hotel, J. Mancini, agent.

Macatee Hotel, Frank Creighton, agent.  
 Rice Hotel Annex, J. A. Sparkman, agent.  
 St. Jean Hotel, C. A. McFarland, agent.  
 Lone Star Pharmacy, Texas and La-Branch (one block west of Union Station), Mrs. Gorsuch, agent.  
 Milby Hotel, Chas. F. Parker, agent.  
 Peacock Drug Store, McKinney and Jackson (open 7 a. m. to 9 p. m.), A. G. Peacock, agent.  
 Ineeda Drug Store, Jackson and Pierce (open 7 a. m. to 11 p. m.), Sol Feigelson, agent.

**SOUTH HOUSTON**

J. R. Herring and Ernest Dickens, agents.

**GENOA**

Mrs. F. Jones, agent.

**WEBSTER**

J. F. Allbritton, agent.

**LEAGUE CITY**

D. R. Dallas, agent.

**DICKINSON**

G. G. Hennison, agent.

**OLEANDER**

A. E. Koehler, agent.

**LAMARQUE**

J. G. Montgomery, agent.

**TEXAS CITY**

Goodson's Drug Store, J. R. Goodson, agent.  
 Terminal Depot, Robert Morse, agent.

**GALVESTON**

Interurban Station, 21st and Postoffice, J. J. LeFebure and W. Haines agents.  
 Galvez Hotel, J. Evans, agent.  
 Tremont Hotel (open 7:30 a. m. to 7:30 p. m.).  
 Drug Store, 37th and Broadway (open 7:30 a. m. to 10 p. m.), W. E. Davidge, agent.

**COURTESY**

It is the desire and the intention 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 cooperate 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.

**LOST ARTICLES**

A department is maintained in the Houston and Galveston Interurban Stations, where all articles found on the cars and in waiting rooms, by our employes, are turned in. Letters addressed to the company, at Houston, pertaining to lost articles 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 and carriages may be checked as baggage. For the protection of our patrons, passengers carrying guns on cars are required to break them, disengaging the gun barrel from the breech.

**BAGGAGE**

Regular baggage cars are operated on convenient schedules. One hundred and fifty pounds of baggage will be checked free with each adult's ticket and seventy-five pounds with each child's ticket. Excess baggage will be charged for at the usual rates. Baggage will be picked up and delivered to any address in either Houston or Galveston at regular transfer rates. In the leading hotels of both terminal cities where ticket offices are located, baggage can be checked direct to any address in the other city.

**Baggage & Express Schedule**

**READ DOWN**

P. M.	P. M.	A. M.		A. M.	P. M.	P. M.
8.00	1.00	9.00	..... Houston.....	11.40	3.40	8.55
8.35	1.35	9.35	..... South Houston.....	10.58	2.58	8.05
8.38	1.38	9.38	..... Genoa.....	10.52	2.52	8.02
9.00	2.00	10.00	..... Webster.....	10.45	2.45	7.45
9.05	2.05	10.05	..... League City.....	10.20	2.20	7.20
9.43	2.43	10.43	..... Dickinson.....	10.16	2.16	7.16
9.50	2.50	10.50	..... La Marque.....	9.37	1.37	6.57
9.52	2.52	10.52	..... Texas City Junction.....	9.35	1.35	6.55
10.15	3.15	11.15	..... Virginia Point.....	9.40	1.20	6.50
10.40	3.40	11.40	..... Galveston.....	9.00	1.00	6.30
P. M.	P. M.	A. M.		A. M.	P. M.	P. M.

**READ UP**

# GALVESTON-HOUSTON ELECTRIC RAILWAY COMPANY

## DAILY TIME TABLE

EFFECTIVE FEB., 1913

### SOUTH BOUND—HOUSTON TO GALVESTON

Subject to Change Without Notice

STATION	SOUTH BOUND—HOUSTON TO GALVESTON																	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	Noon	P. M.									
Houston.....	5 30	7 00	8 00	9 00	10 00	11 00	12 00	1 00	2 00	3 00	4 00	5 00	6 00	7 00	8 00	9 00	10 00	11 00
Belt Junction.....	5 43	7 13	8 13	9 13	10 13	11 13	12 13	1 13	2 13	3 13	4 13	5 13	6 13	7 13	8 13	9 13	10 13	11 13
Kensington.....	5 44	7 14	8 14	9 14	10 14	11 14	12 14	1 14	2 14	3 14	4 14	5 14	6 14	7 14	8 14	9 14	10 14	11 14
Brookline.....	5 48	7 18	8 18	9 18	10 18	11 18	12 18	1 18	2 18	3 18	4 18	5 18	6 18	7 18	8 18	9 18	10 18	11 18
Park Place.....	5 52	7 22	8 22	9 22	10 22	11 22	12 22	1 22	2 22	3 22	4 22	5 22	6 22	7 22	8 22	9 22	10 22	11 22
South Houston.....	5 56	7 26	8 26	9 26	10 26	11 26	12 26	1 26	2 26	3 26	4 26	5 26	6 26	7 26	8 26	9 26	10 26	11 26
Genoa.....	6 28	7 28	8 28	9 28	10 28	11 28	12 28	1 28	2 28	3 28	4 28	5 28	6 28	7 28	8 28	9 28	10 28	11 28
Webster.....	6 40	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40	11 40
Power Plant.....	6 45	7 45	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	10 45	11 45
League City.....	6 46	7 46	8 46	9 46	10 46	11 46	12 46	1 46	2 46	3 46	4 46	5 46	6 46	7 46	8 46	9 46	10 46	11 46
Dickinson.....	6 52	7 52	8 52	9 52	10 52	11 52	12 52	1 52	2 52	3 52	4 52	5 52	6 52	7 52	8 52	9 52	10 52	11 52
Olander.....	6 53	7 53	8 53	9 53	10 53	11 53	12 53	1 53	2 53	3 53	4 53	5 53	6 53	7 53	8 53	9 53	10 53	11 53
La Marque.....	7 06	8 06	9 06	10 06	11 06	12 06	1 06	2 06	3 06	4 06	5 06	6 06	7 06	8 06	9 06	10 06	11 06	12 06
Texas City Junction.....	7 08	8 08	9 08	10 08	11 08	12 08	1 08	2 08	3 08	4 08	5 08	6 08	7 08	8 08	9 08	10 08	11 08	12 08
Virginia Point.....	7 16	8 16	9 16	10 16	11 16	12 16	1 16	2 16	3 16	4 16	5 16	6 16	7 16	8 16	9 16	10 16	11 16	12 16
Oyster.....	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23	5 23	6 23	7 23	8 23	9 23	10 23	11 23	12 23
Galveston.....	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40	11 40	12 40

### NORTH BOUND—GALVESTON TO HOUSTON

STATION	NORTH BOUND—GALVESTON TO HOUSTON																	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	Noon	P. M.									
Galveston.....	6 00	7 00	8 00	9 00	10 00	11 00	12 00	1 00	2 00	3 00	4 00	5 00	6 00	7 00	8 00	9 00	10 00	11 00
Oyster.....	6 12	7 12	8 12	9 12	10 12	11 12	12 12	1 12	2 12	3 12	4 12	5 12	6 12	7 12	8 12	9 12	10 12	11 12
Virginia Point.....	6 20	7 20	8 20	9 20	10 20	11 20	12 20	1 20	2 20	3 20	4 20	5 20	6 20	7 20	8 20	9 20	10 20	11 20
Texas City Junction.....	6 26	7 26	8 26	9 26	10 26	11 26	12 26	1 26	2 26	3 26	4 26	5 26	6 26	7 26	8 26	9 26	10 26	11 26
La Marque.....	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30
Olander.....	6 40	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40	11 40
Dickinson.....	6 43	7 43	8 43	9 43	10 43	11 43	12 43	1 43	2 43	3 43	4 43	5 43	6 43	7 43	8 43	9 43	10 43	11 43
League City.....	6 50	7 50	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50	9 50	10 50	11 50
Power Plant.....	6 51	7 51	8 51	9 51	10 51	11 51	12 51	1 51	2 51	3 51	4 51	5 51	6 51	7 51	8 51	9 51	10 51	11 51
Webster.....	6 54	7 54	8 54	9 54	10 54	11 54	12 54	1 54	2 54	3 54	4 54	5 54	6 54	7 54	8 54	9 54	10 54	11 54
Genoa.....	7 05	8 05	9 05	10 05	11 05	12 05	1 05	2 05	3 05	4 05	5 05	6 05	7 05	8 05	9 05	10 05	11 05	12 05
South Houston.....	7 09	8 09	9 09	10 09	11 09	12 09	1 09	2 09	3 09	4 09	5 09	6 09	7 09	8 09	9 09	10 09	11 09	12 09
Park Place.....	7 14	8 14	9 14	10 14	11 14	12 14	1 14	2 14	3 14	4 14	5 14	6 14	7 14	8 14	9 14	10 14	11 14	12 14
Brookline.....	7 18	8 18	9 18	10 18	11 18	12 18	1 18	2 18	3 18	4 18	5 18	6 18	7 18	8 18	9 18	10 18	11 18	12 18
Kensington.....	7 21	8 21	9 21	10 21	11 21	12 21	1 21	2 21	3 21	4 21	5 21	6 21	7 21	8 21	9 21	10 21	11 21	12 21
Belt Junction.....	7 22	8 22	9 22	10 22	11 22	12 22	1 22	2 22	3 22	4 22	5 22	6 22	7 22	8 22	9 22	10 22	11 22	12 22
Houston.....	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40	11 40	12 40

Daily Except Sunday. † These Trains Connect With Motor Car of Texas City Terminal Company.

# HOUSTON RAILWAY CONNECTIONS AND DEPOTS

FOR POINTS IN NORTH, EAST AND WEST

## How Reached From Interurban Cars

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

### FRISCO LINES

Beaumont, Baton Rouge & New Orleans  
 Depart. Arrive.  
 No. 2...11:05 p.m. No. 1...1:55 p.m.

#### Motor Car.

8:10 a.m. ....7:15 p.m.

Bay City, Victoria, Corpus Christi and Brownsville.

No. 101... 8:00 a.m. No. 102... 7:20 p.m.  
 No. 103... 9:00 p.m. No. 104... 8:10 a.m.

St. Louis, Chicago, North and East.

No. 15...12:05 p.m. No. 16... 7:15 p.m.  
 No. 5... 8:40 p.m. No. 6... 6:10 a.m.  
 No. 17...11:45 p.m. No. 18... 7:05 a.m.

City Ticket Office 1010 Texas Avenue.

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

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

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

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

Leave. Arrive.  
 No. 12...11:20 p.m. No. 11... 7:10 a.m.  
 No. 20... 6:10 a.m. No. 19...11:20 p.m.  
 No. 6... 7:45 p.m. No. 5... 9:05 a.m.

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

### SANTA FE.

Union Station (Crawford Street)

Santa Fe Limited.

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

Kansas City Express.

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

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

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

Leave. Arrive.  
 No. 3... 9:05 a.m. No. 2... 6:00 p.m.  
 No. 15...12:05 a.m. No. 16... 6:30 p.m.  
 No. 5... 8:40 p.m. No. 6... 6:10 a.m.  
 No. 17...11:45 p.m. No. 18... 7:05 a.m.

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

Leave. Arrive.  
 No. 10... 6:30 a.m. No. 9...11:35 p.m.  
 No. 8... 7:55 p.m. No. 7...11:55 a.m.  
 No. 6... 3:00 p.m. No. 5... 9:30 p.m.  
 No. 4... 9:10 a.m. No. 3... 4:45 p.m.  
 No. 12... 6:10 p.m. No. 11... 9:00 a.m.

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

Leave. Arrive  
 No. 7...12:10 a.m. No. 8... 7:30 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.

### VICTORIA DIVISION.

No. 301.. 9:30 a.m. No. 302.. 5:45 p.m.  
 No. 307.. 4:50 p.m. No. 303.. 2:00 p.m.

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

Leave. Arrive  
 No. 301.. 9:40 a.m. No. 302.. 5:45 p.m.  
 No. 303.. 4:50 p.m. No. 304.. 2:00 a.m.

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

(San Antonio, Corpus Christi and Kerrville.)

Leave. Arrive  
 No. 1... 9:10 a.m. No. 2... 6:40 p.m.  
 No. 3... 8:45 p.m. No. 4... 7:45 a.m.

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

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

Leave. Arrive  
 No. 4.. 4:25 p.m. No. 5.. 3:30 a.m.  
 No. 2.. 6:40 a.m. No. 3.. 3:00 p.m.  
 No. 14.. 9:05 a.m. No. 15.. 8:50 p.m.

### COLUMBIA BRANCH.

Passengers Daily.

Lv..... 6:00 a.m. Ar.....11:55 p.m.  
 Lv..... 6:35 p.m. Ar..... 6:10 p.m.

### TEXAS CITY TERMINAL RY. CO.

New Motor Car Service.

Leave Texas City Junction.

6:35 a.m.; 9:10 a.m.; 10:28 a.m.; 11:28 a.m.; 1:28 p.m.; 3:28 p.m.; 4:28 p.m.; 6:28 p.m.

Leave Texas City.

6:15 a.m.; 8:30 a.m.; 9:50 a.m.; 10:50 a.m.; 12:50 p.m.; 2:40 p.m.; 3:50 p.m.; 5:25 p.m. Docks—5:45 p.m.

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



## THE ANGLERS' CLUB

INTEREST lagged somewhat among the members of the Angler's Club during the past month. There were one or two real live fishing parties, and one new member—F. R. Schneider—was added to the fold. However, such deplorable luck had been met on former trips that most of the members preferred purchasing their fish in an honest, straightforward manner. The weather, too, had quite a bit to do with it. Once, about a month ago, several members of the club went to Clay Bank on Dickinson. All day they fished in a driving rain and not one bite was recorded.

H. L. Harding is the only member who has remained faithful as a follower of Isaac Walton. Several times he has hied himself to High Island, the Devil's Elbow, or some other equally famous fishing spot, on a Saturday afternoon, there to cast and cast and return with the setting sun.

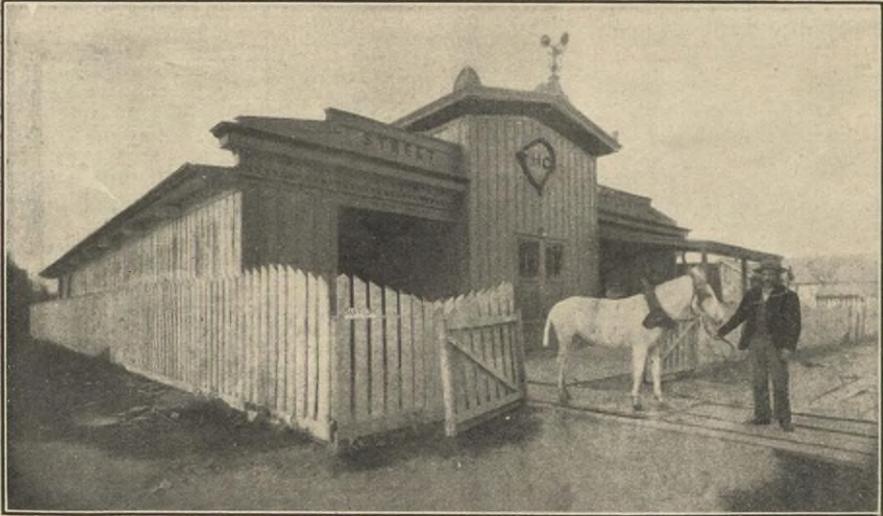
They tell a story about him in Dickinson: While fishing from the bank one afternoon he was accosted by a stranger. "Howdy," said the stranger. All he received was a look. "Howdy," said the stranger, working up closer. Still nothing doing. "Say," remarked the stranger, "how many have you caught?" "Well," replied Harding, with a Maine drawl, "when I catch another I will have one."

## WHEN HOUSTON WAS YOUNG.

(Continued from page 17.)

the cards the exact size and color of car tickets printed. Instead of the picture of a car and the usual inscription his tickets bore the picture of his

Once on the San Felipe line, while Frank Wisnoskie was driving, his only passenger was a negro policeman. Out at a lonesome point on the line a man boarded the car as any passenger would, drew a pistol something smaller than a 14-pounder, turned his back to the policeman, who promptly



OLD BARN ON SAN FELIPE STREET OPPOSITE CITY CEMETERY AND EAST OF THE JEWISH CEMETERY.

hotel and an advertisement. They so resembled car tickets that they passed current in Houston much as an excellent counterfeit coin would. The company immediately called in its tickets and accepted nothing but cash as fare thereafter.

jumped out of a window, and ordered Wisnoskie to hold up his hands. Deserted by the duly constituted minion of the law created for the protection of citizens, there was nothing for Wisnoskie to do but fork over, and the highwayman relieved him of \$17 hard-

## Notice to the Public

The public is respectfully informed that the facilities of the various Departments of this Bank are not reserved exclusively for our Depositors. This Institution was established to serve the people of this community.

### City National Bank

Galveston, Texas

#### Officers

W. L. Moody, Jr., President  
F. G. Pettibone, Vice Pres.

J. W. Hoopes, Vice Pres. and Cashier  
C. W. Gary, Asst. Cashier

A. T. Schwarzbach, Asst. Cashier  
Hoskins Foster, Asst. Cashier

PATRONIZE TANGENT ADVERTISERS

earned cash he had been paid that day as salary.

There were no conductors then, and people accustomed to metropolitan methods used to make mistakes. Once a stranger boarded a car, looked around for the conductor, then offered



TUAM AND FAIRVIEW SHUTTLE ELECTRIFIED IN 1898. BUILDING AT LEFT, THROUGH TREES, FANNIN SCHOOL.

his fare to the mayor of a city who happened to be seated near the door.

Drivers of mule cars used to suffer from cold, as the little cars had no vestibules. The drivers were exposed to whatever sort of weather prevailed. They used to have a heap of hay on the front platform behind the dashboard, and to some extent kept their

feet warm. On each trip past the office at Prairie and Travis during cold weather the drivers would come in and get warm before starting on the next trip. They were likewise allowed to stop and build fires at convenient points on the long routes, getting off and warming up when they passed.

#### IN LUCK.

"The codfish," said the professor, "lays more than a million eggs."

"It is mighty lucky for the codfish that she doesn't have to cackle over every egg," said a student who came from a farm.

#### WHY HE IS MASKED.

"George, dear, just one more question, and I promise not to bother you any more during the game," she pleaded.

"Well, what is it now?" said George, impatiently.

"Tell me why the catcher wears that funny wire thing on his face."

"Oh, sometimes the catcher gets mad at the umpire's decisions."

"What has that to do with it?"

"Some day he might get too mad, and bite the umpire, and as they don't want that to happen, they muzzle him."

**Our Collection Department is efficient and makes collections promptly on all points. We also maintain a special Escrow Department which facilitates sales and purchases of land.**

**We have correspondents at all banking points near Houston and shall be glad to direct prospective investors and settlers to them.**

**The courtesies of our Bank are cheerfully extended to Tourists.**

**Traveler's Checks. Letters of Credit.**

**The Lumbermans National Bank**

MAIN STREET AND PRAIRIE AVENUE, HOUSTON, TEXAS  
BUY HOME GOODS OF TANGENT ADVERTISERS

# BELLAIRE

## South End's Beautiful Suburb

Most accessible residential district to the Rice Institute. All conveniences of the City: Street cars, telephones, electric lights, pure artesian water and shelled streets throughout. Let us show you those beautiful bungalows for sale on easy payments.

CALL AT OUR OFFICE, OUR CAR AWAITS YOU  
PHONE, PRESTON 4223

**C. A. ELMEN & CO.**  
EXCLUSIVE AGENTS

Ground Floor Stewart Building

HOUSTON, TEXAS

Departing Passenger—"Oh, conductor, won't you please give me a transfer of some other color? This one doesn't match my gown at all!"

Binks—"I hope this Balkan war will cut out those Turkish atrocities."

Jinks—"Ditto here. I never could smoke the blamed things."

Many a fellow has gone to the bad because he has overtrained himself to be a good fellow.

**Do Not Order  
a Monument**  
until you have seen



**2109-2111  
Avenue I**

**JOHN C. OTT GALVESTON  
TEXAS**

## ROGERS' OYSTER FARM

DOLPH ROGERS, Proprietor

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

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

Skillful Chefs—All Kinds of Cold Drinks

PRIVATE DINING ROOMS  
NEW DANCE PAVILION  
And Special Provisions Made for  
the Care of Parties

PHONE 368-2 RINGS, GALVESTON

**OYSTER STATION**  
GALVESTON ISLAND

# The Basis of Your Fortune

Would you like to get in on the Ground Floor of the Best Proposition in the Southwest? If so, then investigate

## TEXAS CITY

### The Port Built to Order

TEXAS CITY has increased her commerce over 6000 per cent in the last eight years.

TEXAS CITY did a commerce valued at \$63,100,635 in 1912, exports of cotton alone reaching 728,136 bales.

TEXAS CITY ranks second among Texas ports and third among Gulf ports.

TEXAS CITY has spent \$5,000,000 in ocean freight terminals, conceded to be the best south of New York.

TEXAS CITY will have 35 feet of water to the Gulf with the opening of the Panama Canal.

TEXAS CITY has enjoyed a growth of population of 2000 per cent during the past three years.

TEXAS CITY has electric lighting facilities, waterworks and sewerage, nine miles of paved streets and many miles of cement sidewalks and curbs, representing an expenditure of \$500,000.

TEXAS CITY has, in course of construction, an up-to-date street railway system.

TEXAS CITY is the distributing point of the Davis Coal & Coke Co., Tufts & Osborne, Crane & Co., Travis Glass Co., and many others.

TEXAS CITY has the largest cotton compress in Texas.

TEXAS CITY has the only oil refinery in Texas manufacturing paraffin wax.

TEXAS CITY has three public schools, offering exceptional educational facilities, and most religious denominations are represented.

### Opportunities for Investment

The greatest problem confronting Texas City is the housing of its rapidly increasing population. The builder of rent houses finds here the best field for activity. Texas City wants enterprises of all kinds, and special inducements are offered legitimate propositions. If you are interested communicate with

## TEXAS CITY COMPANY

MAIN OFFICE, TEXAS CITY, TEXAS

**HOUSTON OFFICE:**

201 Houston Land & Trust Co. Building

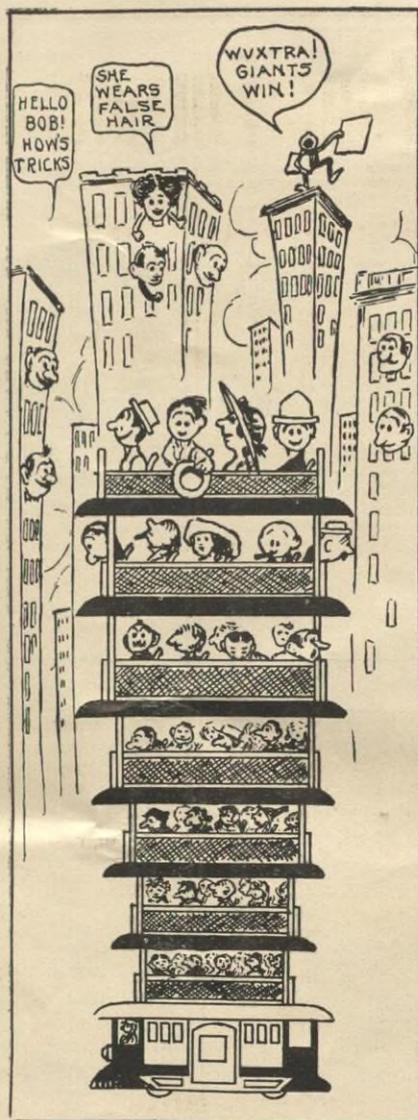
**SAN ANTONIO OFFICE:** 308 Gunter Building

**GALVESTON OFFICE:**

Sam Fridner, 2120 Security Building

**DALLAS OFFICE:** 204 Scollard Building

PATRONIZE TANGENT ADVERTISERS



New York has adopted double-deck cars. An artist, in the "Keystone Traveler," planned this car. Why not? Skyscrapers started at two stories.

Wife (on auto tour)—That fellow back there said there is a roadhouse a few miles down the road. Shall we stop there?

Husband—Did he whisper it or say it out loud?

# LIVE IN Kensington

FIRST STOP ON  
INTERURBAN

13 Minutes  
5 Cent Fare  
Artesian Water  
Schools  
Phones  
Electricity  
Perfectly Drained  
No City Taxes

LOTS at LOW PRICES  
\$10 Down—\$10 Monthly

SEE

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REALTY  
COMPANY**

5th FLOOR BINZ BUILDING  
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KENSINGTON  
SOUTHLAND

SOUTHLAND TERRACE

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*Electric and Steam Railroads*

**BOSTON, MASSACHUSETTS**

*South Western Office: Dallas, Texas*

---

DESIGNERS AND BUILDERS OF

**Galveston Houston Electric Railway**

# “Down the Island”

TO THE

## Oyster Farms

is the popular  
slogan at this  
season.

Get the habit—  
become an Oyster  
Fan.

ALL  
Interurban  
CARS

Stop at Oyster

Call at the Houston or Galveston Ticket  
Offices for Chartered Car Rates

In Houston—the Foremost Drug Store is

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Nunnally's and  
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All Prescriptions  
Double-Checked  
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and Caroline  
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European Plan. Moderate Rates. Splendid Sample Rooms.  
Finest Surf Bathing in the World.