

RAILROADS.

Local Time Table

Table with columns: Route, Direction, Arrival, Departure. Includes Texas and Pacific, Missouri, Kansas and Texas.

Table with columns: Route, Direction, Arrival, Departure. Includes Missouri, Kansas and Texas, Transcontinental.

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Table with columns: Route, Direction, Arrival, Departure. Includes Houston and Texas Central, St. Louis, Arkansas and Texas.

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THE RAILROADS.

The Texas and Pacific Meets the \$15 Milwaukee Rate. Proceedings to be instituted against the Albuquerque Road-General and Local Railroad Items.

Sometimes since the Cotton Belt road announced a \$15 round trip rate from Fort Worth to Milwaukee on account of the biennial convalescence of the Knights of Pythias.

It looked for a time as if no other road would meet the cut. It was evident, however, if other roads did not put on the same rate that the Cotton Belt would haul the people, and as this did not

seem well with the Texas and Pacific, a road that was reaching for this business the matter was taken under consideration and at last it was decided to meet the rate. Yesterday it was announced by the Pacific that on July 5 and 6 a \$15 round trip rate from Fort Worth to Milwaukee would be put on, and on those dates tickets at the rate indicated will be sold.

It is undoubtedly the lowest rate ever made to points outside of Texas, and it will no doubt be taken advantage of by a large number of people who contemplate a summer sojourn in the Northwest.

More Bonning. J. B. Gilchrist, assistant superintendent of the Colorado lines of the Union Pacific, has resigned, and a circular has been issued abolishing that office after July 1. It is understood here that traveling Auditor William Anderson will succeed W. Griffith as auditor of disbursements.

After the Albuquerque. Yesterday the Fort Worth street railway company, the Hurley Bros., and others interested in the Arlington Heights tract instructed their attorneys to institute proceedings against the Fort Worth and Albuquerque railroad company to recover right of way granted on account of the said railroad failing to comply with certain contracts. The plaintiffs mean business and unless there is a change in the situation will press the matter to judgment.

The Pecos Valley Road. Track laying is now progressing on the Pecos Valley road and in a few months the line will be completed from Pecos City to Eddy, New Mexico. This road will open up a new territory, the trade of which will be directed by it to Texas. The remote benefits from the line can hardly be calculated at present, but that they will be great is a fact which has heretofore been isolated will be made accessible, and the trade of it will be worth thousands of dollars to the city that gets it. Fort Worth should be on the lookout.

A Stubborn Fight Looked For. The order recently issued by the Iowa railway commissioners requiring the roads in that state to make continuous rates over two or more roads in conformity with the joint-rate bill lately enacted by the legislature bids fair to make more trouble than anything that has taken place in the matter of granger legislation. The order is to become effective July 4, but the various lines in that state have agreed to ignore that order, and if the commission attempts to compel any of them to adopt the new tariff and brings suit against them, a stubborn fight is to be made in the courts, and the matter will be carried up to the United States supreme court.

Another Railroad for Athens. Athens, Tex., June 25.—The prospects for another railroad for Athens grow brighter. The locating party for the extension of "the Trunk" are at work in the suburbs of our little city and today will determine where the new road will cross the Cotton Belt. The contract for twelve miles, six south from the terminus of the Trunk and six north from Athens, has been let, and work is expected to begin within ten days. The citizens are quietly waiting and watching, fearing that it may result in nothing. They have had their expectations raised high and then abruptly let down so often that they have little confidence in railroad talk. The parties to the work, however, it is right to say, are not to be shaken.

Purify yourself and your complexion with the famous Saxe! It does it.

On account of the biennial convalescence of the Knights of Pythias, the Cotton Belt and Pacific will sell, on the 28th and 29th of July, round-trip tickets from Fort Worth to Milwaukee. For full particulars apply to J. B. ZIEGLER, Ticket Agent, Union Depot.

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THE COMMISSION.

The Objections that are Raised to the Enactment of a Commission Law.

One of the Reforms Sweeping the Country Shall We Reject It Now and Accept It Two or Three Years Later.

Del Rio Record. In the approaching election the question of "commission" or "no commission" will come before the people to be voted on.

The voter at the polls should act from the same high sense of honor and duty that controls the jurymen in the jury box. He should first understand the issue fully, and then make up his mind thereon clearly, calmly and conscientiously. To decide upon a great policy of state, and vote thereon without understanding it, is even less excusable than to decide upon an issue in court without hearing the evidence or considering the instructions of the judge.

In this article I shall endeavor to outline what a commission is, what deficiencies in our system of state regulation of railroads it is designed to supply, and what benefits to the people and to the railroads themselves are expected to accrue from its adoption.

Before proceeding to this, however, let me say by way of introduction that the railroad commission idea is one of those great legislative reforms, like the common school system or the Australian ballot reform, which the experience of states has found to be necessary, and which, when once inaugurated, sweep over whole countries and become the universally accepted policy of governmental administration.

Originating in the older states a number of years ago, it is now to be seen in every state, and was therefore copied after in other and newer states, so that now it is in force in all the states of the Union except in about ten or fifteen. No state that has ever adopted it has at any time since shown any dissatisfaction with it, and there is not a man in the Union to-day of broad general acquaintance with public affairs who would for a moment question its success or wisdom, unless he is one who is seeking office and hoping to obtain it by misdirecting and abusing the honest conservatism of a large and intelligent class of people.

Enough by way of introduction. We have in this state, already, laws regulating railroads; that is, providing for their valuation for taxation, fixing maximum freight and passenger rates, prohibiting discriminations, etc., etc. But the trouble with the present system of giving the county commissioners official duties to perform, and the result is that the laws are not enforced; or, if enforced at all, are enforced only here and there, and in most cases only feebly and ineffectually.

The railroads of Texas constitute a vast complicated interest, requiring for their proper supervision by the state a strong central board of able, capable men vested with plenary powers to see that the laws are wisely, faithfully, and impartially executed. No one man can do this; much less can it be done efficiently and successfully under the present system of giving the county commissioners' courts a part of these powers, the state board of equalization a part, and the attorney-general and others certain duties to perform. As it now is, the main responsibility devolves upon the attorney-general; and he, by his expense and delay in attending to the able men of other states, soon find that a railroad commission is a necessity; otherwise that the laws cannot be fully and fairly enforced.

Take the matter of assessing railroad property for taxation, for instance, under the present system the county commissioners are supposed to assess the railroads in their own county for local purposes. The result is that there is no uniformity of valuation of the same road in different counties. If in one county the commissioners are especially friendly to a road it not infrequently happens that the road goes off with a very low valuation, whilst in other counties the valuation may sometimes be placed too high. This is all wrong. It forces the roads to interfere in local politics—to the shame and disgrace of the community—in order to protect themselves by electing friendly commissioners. The roads are thus kept busy with a very low valuation, whilst in other counties the valuation may sometimes be placed too high. This is all wrong. It forces the roads to interfere in local politics—to the shame and disgrace of the community—in order to protect themselves by electing friendly commissioners.

It is urged that the election of the members of the state commission could also be controlled by the roads, it may be answered that the railroads have never been able to control a single state election; whilst, on the other hand, it is often a very easy matter for a road to control the election of the county commissioners only, in the few counties of the state through which it passes. The members of state railroad commissions are almost invariably men of state prominence—men of high character, large experience in business affairs, and established reputations. Such men are not easily purchased; and even if they were, their work is of so vast importance and of so public a character that if they should betray their trust their perjury would be at once detected and denounced, and the very object for which they sold themselves would thus be defeated. But there is not a shadow of danger of corrupting the commission even if the railroads were so disposed, which I do not believe they are.

Under the commission law the railroads are usually divided into three classes—first, second and third. Grand trunk lines, like the Southern Pacific, are placed in the first class; connecting roads are placed in the second class, and tap roads, or feeders, the third class.

The considerations, among others, which control in fixing the valuation of all roads for taxing purposes are: (a) the probable present cost of building such a road, (b) its present earning capacity, (c) the amount of capital invested. These and other matters are inquired into by the board annually, persons and papers being sent for, and the valuation of each road is fixed fairly and uniformly in all the counties of the state through which it passes. Road-bed, rolling-

stock, important bridges, etc., are valued separately.

It goes without saying that a state commission could do this much more satisfactorily and justly to all concerned than a great number of county boards of commissioners can, each acting independently of the others. Railroads themselves prefer it after they have once tried it. Whereas under the old system they have to go before a greater number of county boards each year, under the new they should have to go before but one, a state board.

In the matter of freight discriminations and maximum freight rates, however, the state commission law has proved of the greatest usefulness. The board is vested with plenary powers to see to it that the laws are fully complied with. On complaint of any shipper or other person, the board is required to make special and thorough investigation; to take all necessary testimony, and to institute proceedings through the proper law officers for the violation of the law.

So, also, are "stock watering" and "pooling" prevented.

In a word, the railroad laws of a state, in the hands of a commission, are wisely and faithfully enforced; the rights of the people are protected, and the best interests of the state themselves are not imperiled with respect to the railroads. On the other hand, as it now is, these laws are dead letters on the statute books—they are a failure and farce, as every intelligent citizen of the state knows.

Now, for the objections to the commission:

It is urged that the legislature can regulate the railroads.

In answer to this it is only necessary to say that the legislature can enact laws, but cannot enforce them; there has to be some man or set of men properly authorized to enforce the laws. Before, the legislature is in session only ninety days in every two years, or three in every thirty-six months.

It is objected that we are not yet ready for a state railroad commission; that it would discourage and retard railroad building; and that, therefore, we would better wait until we get more roads.

Kansas and Nebraska furnish an answer to this. Both are newer states than Texas, both have had railroad commissions for years, and both have increased their railroad mileage much faster than we have. So will Colorado and several other new Western states.

But railroad commissions have nothing in the world to do with crippling or retarding railroads. They simply see to it that the law governing railroads is enforced. If there is anything in Texas that is hurtful to railroads—which there is not now nor is likely to be—it is the law; and the legislature, not the commission, makes the law. As well oppose a judge on the bench as to oppose a commission. Both are equally and simply officers of the law, sworn to see that it is faithfully observed. If it is thought that the law should be repealed, or amended, or changed, the judge on the bench or the commission for enforcing it. Verily, however, no one will accuse the legislatures of Texas with having been ungenerous or unjust to railroads, seeing that they have given them an empire of the people, and the legislature, not the commission, would have no more effect on railway building in Texas than would the discovery of a stele of the moon.

Then let us all unite for a commission, thus putting Texas in line with the other great, prosperous states of the Union, of the great reforms that are now sweeping over the country. We are advised our own way of progressiveness to the world by rejecting it now, and accepting it two or four years later? Respectfully, W. W. GATEWOOD.

AT IT AGAIN. The Warring Factions of Hidalgo County Up In Arms—Flooded Threatened. Great Excitement.

Special to the Gazette. SAN ANTONIO, TEX., June 27.—Trouble has again broken out in the turbulent and lawless county of Hidalgo. The country is very sparsely settled, but it is split up into political factions, fierce and blood-thirsty. Every few months the governor is appealed to to suppress disorder and restore order, or the other way around. On last Saturday the regular term of the district court expired and the last official act of Judge J. C. Russell was the disposition of County Judge McCabe, S. R. Hilliard and others of their faction holding office. A man by the name of Dougherty, brave, intrepid and desperate, was appointed Sheriff by Judge Russell. The latter immediately declared his court closed and hid himself with great haste from Hidalgo to Brownsville. Sheriff Hilliard refused absolutely to surrender his office, immediately called to his aid a number of his men, well armed, and took possession of the courthouse and all the county records. At last reports Dougherty was mustering a band of 100 men to assist him in routing the Hilliard party from the courthouse. The whole county around Hidalgo is in a state of feverish excitement over the threatening situation, expecting bloodshed momentarily. The county is entirely cut off from telegraphic communication, and the means of getting news from the seat of war are very poor and slow.

Chair Car from Texas to St. Paul. For the annual meeting of the National Educational Association to be held at St. Paul, Minn., the Missouri, Kansas and Texas railway will furnish a special train to St. Paul, and will charge 50 cents for the fare of each fare for the round trip. Tickets will be sold June 29 to July 4 inclusive, good for return until October 1. J. E. SMITH, City Ticket Agent, corner Fourth and Houston streets. C. D. LUSK, Ticket Agent, Union Depot.

Fourth of July Excursion to Dublin. The citizens of Dublin have made preparations to entertain a large party of the most hospitable nature. There will be a grand parade, addresses by Hon. C. A. Johnson, Hon. E. M. Hall and other noted speakers, race, and an immense display of fireworks.

An excursion train on the Fort Worth and Rio Grande railway will leave Fort Worth at 7 p. m., and returning leave Dublin at 7 a. m. Fare for the round trip \$1.50. Tickets good to return on July 5, also.

Milwaukee Excursion. On account of the biennial convalescence of the Knights of Pythias, the Cotton Belt and Pacific will sell, on the 28th and 29th of July, round-trip tickets from Fort Worth to Milwaukee. For full particulars apply to J. B. ZIEGLER, Ticket Agent, Union Depot.

TEXAS IN TYPE.

TEXAS CROPS AND WEATHER.

Brownwood, Tex., June 25.—[Correspondence.]—Crops through the county are fine, though they need rain.

Smyth, Tex., June 24.—[Correspondence.]—Harvesting is over and it is estimated there will be 25,000 bushels of wheat marketed at this place this season.

Athens, Tex., June 25.—[Correspondence.]—The crop prospects are very fine, and with a good rain inside of ten days there will be plenty of hog and poultry the coming year in old Henderson county. Cotton, too, though rather small, and farmers very generally well abreast of their work.

Plenty of rain fell in Swisher county in the Panhandle, during last week. Wheat harvesting is going on rapidly.

The crops in Swisher county are said to be excellent. This year is the first in farming and stock raising that wheat in ground broken last year has yielded a crop of 100 bushels per acre. The yield is estimated to be from 100 to 150 bushels to the acre.

Crops in Coryell county are reported exceptionally fine, although, owing to wet weather in some places, the farmers are behind with their wheat, and it is in blossom. The fruit crop is a failure.

Sheep shearing has begun in Coryell county, and the yield of wool is good. A piece of ground near Weatherford, 50x65 feet, has yielded a crop of Irish potatoes that sold for \$17. The ground is now sown in millet.

Crops in all parts of Hill county are said to be excellent. The oat crop in some places is injured by the rust.

In Caldwell county cotton is reported a little behind, but it is said to be better than last year; a small acreage of oats, yet a good yield, and the watermelon crop abundant.

In Donley county the farmers report the wheat crop to be very good. The wheat is at present put at from twenty-five to thirty bushels per acre and oats from sixty to eighty. Vegetables are exceptionally fine and all crops doing well.

Mr. George Cox of Coryell county has been successful in growing a crop of thirty-two inches high and having thirty bushels. New wheat has been brought to market at Abilene Falls. It sold for \$1 per bushel.

The cotton crop in Garson county raised this year in Hardeman county that averaged fifty bushels to the acre, and barley that averaged thirty bushels.

A. H. Ward, a prosperous farmer near Forney, had an exhibition at that place an open cotton boll last week. The cotton is of fine quality and well developed forms and some blooms.

The farmers are reaping a fine crop of vegetables in Ramon county. Rain is needed in Limone county.

Crop prospects in Johnson county are reported good, but there is some want of rain. Hay making is going on and the grass fine. Corn and cotton crops generally are reported good in all parts of Bosque county.

Cotton is in bloom in Bock county. The corn crop of Wise county will be assured if a rain falls soon.

It is thought another rain in Garson county will insure good corn and cotton crops. The oat crop is harvested and is said to be satisfactory in performance.

TEXARKANA, TEX., June 27.—[Special.]—A splendid rain fell here to-day and the reports are that it was general throughout the county.

TEXAS SCHOOLS AND CHURCHES. The mayor of Willis point is advertising for bids on a \$300 school house.

The Episcopal church of Taylor expect to erect soon a church building. The other denominations have houses of worship.

The new high school at Belton is completed, and the first class of pupils with Professor Wedemeyer as principal.

The Tulla public school, Swisher county, closed its term on Friday. The Tulla Chatauque normal institute will be organized at Georgetown on Monday next.

The annual commencement exercises of St. Mary's college, San Antonio, were held at that place on Friday. The exercises were very successful.

At a meeting of the trustees of schools in Kaufman county a resolution was passed recommending the adoption of uniform text books.

TEXAS JOURNALISM. The first national bank and the American national have consolidated, and the reorganization is at this time, a reorganized capital of \$500,000, and a surplus of \$50,000.

A stock company has purchased a body of land near Waco known as Mount Lynn, and the bank has a desirable suburban addition to the city.

Four new iron bridges are in course of erection in the vicinity of Beville. The bridge at Beville is the best method of properly advertising the agricultural resources of Hardeman county.

TEXAS IMMIGRATION. A citizen's mass meeting was held at Quanah last Friday night to devise the best method of properly advertising the agricultural resources of Hardeman county.

ALTAR AND TOMB. Mr. Lee Strong and Miss Ada Dougherty, Fort Worth, June 24. Mr. C. B. Plot and Miss Mollie Robinson, Texas, June 24. Mr. G. S. Lattimore and Miss Emma Buck, Waco, June 24.

Mr. Charles Kushner and Miss Amy Louisa Braun, San Antonio, June 24. Mr. William Wernicke and Miss Theresa Stahl, San Antonio, June 24. Mr. Charles P. Beasment and Miss Mattie Evans, San Antonio, June 24.

Mr. Ed Knox and Miss Jessie W. Bailey, San Antonio, June 24. Mr. W. J. Palmer and Miss Della Wase, near Decatur, June 24. Mr. William Miller and Miss Belle Bennels, Cotulla, June 24.

Mr. W. L. Bryan and Miss Carrie South, Decatur, June 24. Mr. W. J. Boaz and Mrs. Lou Darlington, Decatur, June 24. Mr. E. M. Evans and Miss Mary Scagg, Decatur, June 24.

Mr. R. M. Ramey and Miss Emily E. Byars, Decatur, June 24. Mr. T. G. Langley and Miss M. J. Youkam, Decatur, June 24.

EUREKA SPRINGS, ARK.

Famous Summer Resort.

Greatly Reduced Rates.

Delicious food and pleasure resort on the banks of the Arkansas river. Elevation 1,500 feet above sea level. Balmey air, pure medicinal water, grand scenery, positively no malaria. In addition to the magnificent Eureka Hotel, there are numerous other good hotels, boarding houses, colleges, etc. Round trip tickets via Paris and Frisco Line, good for ninety days.

FROM FORT WORTH, \$16.50. For further information address Manager Eureka Hotel, Eureka Springs, Ark., or nearest railroad ticket agent, and illustrated pamphlet will be mailed.

MAILED FREE OF CHARGE. SANTA FE ROUTE.

Table with columns: No. 1, No. 2, STATIONS, No. 1, No. 2. Includes Fort Worth, Dallas, Houston, San Antonio, El Paso, Los Angeles, Chicago, St. Louis, New York, Boston, Montreal and St. Pitt.

Close connections in all of the above cities with fast lines of Eastern and Northern lines, make the M., K. & T. Ry's hostiles.

New York, Boston, Montreal and St. Pitt. J. E. SMITH, City Ticket Agent, corner Fourth and Houston streets.

C. D. LUSK, Ticket Agent, Union Depot. W. D. LAWSON, Texas Traveling Passenger Agent.

G. P. & T. A., Galveston. W. M. DOHERTY, City P. & T. A., corner Third and Houston streets, Fort Worth, Tex.

ing was held Friday to elect officers and forward a charter to Austin. The ice factory at Cameron is a pronounced success. The ice factory at Decatur is in full operation.

IMPROVEMENTS. SEYMOUR, TEX., June 24.—[Correspondence.]—Eddie Manie of Missouri is putting in a large stock of groceries, and J. M. & M. D. Lanfinks of Winsboro will open a large stock in July.

Brownwood, Tex., June 25.—[Correspondence.]—The ladies of the Baptist church of this place formed a temporary organization this evening, electing Mrs. H. H. Moore president and Mrs. J. W. Moore secretary. They will be organized to meet July 1 at 6 o'clock p. m. for the purpose of permanent organization.

WACO, TEX., June 27.—[Special.]—In accordance with a proposition made by the Boston capitalists, the live citizens of Waco went to work yesterday, and by the aid of the city council was subscribed for the building of a cotton mill in Waco. There is not a shadow of a doubt but that \$50,000 will be subscribed here and it may reach \$100,000. At any rate the amount of stock taken will be duplicated by the Eastern capitalists and a mammoth cotton mill for Waco is an assured fact.

GRANDVIEW, TEX., June 27.—[Special.]—The first national bank of Grandview was organized yesterday to begin business August 1, 1897, with a capital stock of \$50,000. W. G. Davis, president; F. M. Weatherford, vice-president; Thomas F. Mastin, cashier.

JOHNSA, TEX., June 27.—[Special.]—Mr. S. Hackney has this day purchased G. W. Harkney's interest in the grocery store of Blair & Harkney. Mr. Hackney will continue business as before.

SHERMAN, TEX., June 27.—[Special.]—The city has closed a contract for an artesian well, to be dug at the waterworks station, to cost about \$10,000.

TEMPLE, TEX., June 27.—[Special.]—Answering a call of President W. Goodrich Jones of Temple, a convention of the bankers of the bankers' club, viz: H. C. Denny of 200 Broadway, New York; H. C. Denny of 200 Broadway, New York; H. C. Denny of 200 Broadway, New York; H. C. Denny of 200 Broadway, New York.

GRANDVIEW, TEX., June 27.—[Special.]—Professor T. G. Harris of Dallas spent Monday afternoon in Grandview, in connection with the interest of the normal, which opens July 2.

COMANCHE, TEX., June 27.—[Correspondence.]—The delegates to the district conference are coming from all over the district. The opening sermon will be preached to-night by the Rev. J. B. Brownwood. While the same disappointment expressed on account of Bishop Key's inability to attend, yet a prominent minister from a distant part of the district, besides there is no scarcity of home talent.

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