

Sterling City News-Record

ISSUED EVERY FRIDAY AT STERLING CITY, TEXAS.

The recent rains are the most timely of the year. The range will be put in the best possible condition to make winter grass, while cotton and late forage crops are put beyond damage by drought.

Texas will spend \$9,041,000 in reboiling her children this year. The man who willfully fails to see that his children get their part of this magnificent fund ought to be put to pounding rock on the public roads.

While the matter of election of officers was virtually settled by the primaries, yet it is of more importance for every voter to go to the polls in November than at the primaries. Our representation is based upon the number of votes we cast and it behooves every good citizen to see to it, that every available vote be polled.

RAILROAD PROPOSITION

A proposition is before the San Angelo Business Club to build a railroad from that city to Sterling. According to the Press-News, the promoters propose to put the road through to Carlsbad for a bonus of \$15,000 and \$10,000 more when completed to Sterling City.

THE CAMPAIGN IS ON IN ERNEST—WHO WILL BE PRESIDENT

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LUMPS FORMED

High Winds Have Made Navigation Difficult in Port Sterling City

Anxiety Felt For Safety of Independent Liner "Hold Up." Safe arrival Cause of Rejoicing.

Navigation has been somewhat retarded about Port Sterling City the past few days, except for the lighter draft vessels. The strong wind accompanying the rains, has served to change the course of the channels, and mud lumps have formed and the oldest navigators are experiencing great difficulty in bringing their vessels safely into port. The U. S. M. Steamer "High Pocket," Capt. Bob Gillispie, arrived Tuesday afternoon but notwithstanding the pleadings of a lady passenger, to continue the voyage, the veteran Skipper of the High Pocket, could not be swayed from his purpose to "lay to" in Tweedie Bay, and there the steamer rode safely at anchor, in its placid waters until the next day. Shortly after the arrival of the steamer, the man on the lookout at Port Sterling City reported a sail in sight and an hour later the U. S. M. hazy burning. Sloop Sterling flying the Commodore's pennant landed at the long pier, running parallel with the Seaside resort "Doran Inn." It was noticed as the sloop came into port, there was a heavy list to Starboard, but this was due to shifting of cargo while stuck on the Staggs bar at the entrance to Carlsbad harbor. The Savell brought the mail and also a female. The latter was a guest at the "Inn" overnight, but fearing to venture further in unknown waters, and especially with less skillful navigators, secured passage on the return trip of the sloop to San Angelo. There was considerable excitement felt for the safety of the Independent liner "Hold up" commanded by Capt. Watson. This Steamer was reported to have left Big Springs Tuesday morning and later advices reported her safe arrival at the port of Konobasset. After taking on fuel she left with a good passenger list at 2 p. m. From this time, nothing was heard from her. She was due here at 4 p. m. Then five, six and seven o'clock passed and from the lookout there was no sight of the "Hold up." Port Warden Andy Jones, who it is said conceived the waterway, known as the Concho and who put his conception into execution, and alone and unaided dug the mighty river which in song and poetry is known the world over, even he, who has lived in the Concho land, along the banks of his creation, for a longer time, than the memory of man runneth not, yea, the Port Warden wept as he thought of the dire disaster that had overtaken the "Hold up." The Port of Sterling City was all anxiety through Tuesday night. Something must be done. Admiral Bat Kellig, retired, was sought. The situation was placed before him. To think with the veteran was to act. "Go find Capt. Bob of the High Pocket and tell him to weigh anchor at once and come to the long pier, there a volunteer crew will wait him and with all speed he must proceed to the scene of the ill-fated "Hold Up." The U. S. M. Steamer was soon ready for the voyage of mercy, when from the lookout came the information, that a long rakish looking vessel, was observed northwest quarter north, but moving very slow. Hol the "Hold Up" and at once the crowd gathered to greet the storm tossed Hold Up as she came into port. Capt. Watson reports having experienced the heaviest weather in the forty years he has navigated these waters. He was driven on several lumps and had great difficulty in working his way off Reed Inlet and for a time he feared the good ship would go to

pieces. He got his passengers ashore safely where shelter was found under an old shed and there they remained during the night. At the break of day Wednesday morning, the storm having subsided, Capt. Watson, boarded the "Hold Up" and found that she had suffered no damage and he was soon under way, reaching port about 9 a. m. The passengers were good natured considering the fact they had not partaken of food since Tuesday morning. The "Hold Up" after filling its bunkers here, proceeded about 11 a. m. for San Angelo. There are several overline craft, but it is possible they are safely moored at some port, or possibly have never ventured out at all. Capt. A. T. Wilson and P. W. Mays of the big fraternal ship Praetorian, whose home port is Dallas have opened up a recruiting station here and already there have been many enlistments.

The Dallas News is printing an article on the losses by flood of the Trinity, Brazos and Colorado rivers and how they may be prevented. It is estimated that the annual loss from overflow in the valleys of these rivers is at least \$10,000,000. This enormous loss every year ought to appeal to the whole people, and if there is a remedy by which these great disasters can be averted, it ought to be done. We hope the News will stir the people to action in this matter and that proper steps will be taken to avert the frightful destruction that is annually visited on the people living in the valleys of these streams. The great Mississippi and other streams have, in a great measure been robbed of their fury by the cunning of the engineer and we fail to see why Texas rivers could not be made to stay in their places.

Sterling City, Texas. August 21st. 1908. List of letters remaining unclaimed at Sterling City, Texas, for the month of August. E. K. Atwood, A. L. Burns, F. W. Davis, C. W. Dickey, C. J. Hanne, A. M. Hollis, Hal the Knight, P. M.

TRESPASS NOTICE August 25th. 1908. Notice is hereby given that all parties hauling wood from Sec. 4, 35, in the T. D. Reed pasture without permission will be prosecuted to the full extent of the law. J. L. Latham, L. M. Pennock,

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LET US TAKE YOUR LIFE

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The Czar Heard Them.

Two jolly New York brokers, having finished their day's work, were discussing the latest news as they rode homeward on the "L." The car, as usual, was packed. One big man in particular made his presence felt, because he occupied not only his own seat, but projected a little over the partition arms designed to separate one passenger from another. "I see the czar is having a close call," one broker remarked, reading the dispatches from Livadia. "He won't be missed," replied the other. Raising his voice he added: "I don't go much of czars anyway. They are too dictatorial. We had ample experience of one, and were lucky to retire him to private life. He is a very decent fellow now." Glancing in the direction of the big man, who was half hidden behind his paper, a reporter detected a broad grin on the moor face of the Hon. Thomas B. Reed former speaker and czar. The broker noticed it also, and, with a wink at his companion, arose and left the car.

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