

ADDRESS OF MR. FRANK TRUMBULL

President of the Colorado & Southern Railway System, Before the Chamber of Commerce at Wichita Falls, Texas, Thursday, Oct. 31

Every business has its difficulties and anxieties; every business also has its pleasant side. Among the pleasures of being a railroad man is the pleasure of constantly making new friends, and the constant feeling that a man can be of service. But I want to talk to you, if I may, in a little larger way than in the interest of Wichita Falls, or even of Texas. I may say a few things to you about the railroad problem. I may overestimate it, but it seems to me to be the problem of this generation.

This country has settled its independence; I mean now the United States, not the Republic of Texas; it settled the slavery question; it settled the greenback question and it settled the silver question, and the country seems to have settled down to a protective policy, but the great question which confronts us, if we are to take care of the commerce of this country and take our place among the family of nations, is the transportation question. We have had an era of unparalleled prosperity, and prosperity has been unprecedented in other countries. I had the pleasure of being in Germany, Austria and in Great Britain and Holland this summer, and in all of these countries they have had wonderful prosperity, and in consequence a tremendous strain on the money markets of the world. London has never felt the strain as it has this year, and it is wonderful that they can keep their gold, because the demands upon them are so tremendous from all directions. Yet, in the face of the greatest prosperity we have ever had, we have a money market that is extremely deplorable; and yet the roads are overloaded with business, passenger trains are delayed, freight does not reach its destination, and so I say if we are to build up our commerce, we must settle this question and settle it wisely and not in an amateurish way.

A Look at the Railroads.

I would like to look at the railroads with you, if I may, as a whole, not as a segment of it, the segment with which you come in contact in traveling and in getting your goods to or from destination, but at the railroads as a whole. Let us start at the beginning if we may. The government has the right to take private property for public use. The government may do through corporations what it may do itself; therefore, it may confer upon corporations the right to take your property for public use; hence, we have not what we call the "right of eminent domain," which simply means that the railroad may condemn a right of way through your land in order to reach your neighbor's land to serve him, and bear in mind it is for public use and not for private gain. You all know how it works; if a railroad takes your land, they pay you for it, and they pay you what your neighbor says it is worth, unless they reach an agreement with you.

Now we are ready to organize the railroad, if you please. In the State of Texas, we go to Austin to get the charter; anybody can get such a charter by complying with some not very onerous requirements, but you get nothing from the State of Texas in the way of exclusive privileges. We build the railroad; anybody can parallel us from one end to the other; we get no guarantee from the State; they do not insure us that we will get four per cent on our money, or six or eight per cent, or any other figure. They simply give us a charter which has certain privileges and also certain burdens. We are now ready to go ahead with our railroad, but we cannot issue any capital on it in stocks or bonds; we must build the road. We must have it ready for presentation to the Railroad Commission of this State and the Commission Engineer, and having done that we are permitted to issue stocks and bonds according to their judgment, so you see that involves our finding the money first and delivering its securities afterward; that is to say, we have to arrange to get the money and tell the money lender afterward what he will get, unless the scheme is furthered by some corporation outside of the State. I realize that Texas is a large State and I realize the local pride, I may say the jealousy of outside control of local corporations, but the practical result of that sort of law has been that nearly all the railroad building in Texas is done by outside corporations.

Financing the Trinity & Brazos Valley.

I have just financed the Trinity and Brazos Valley railway within two years, which started with an obligation of about eight million dollars and is now to be increased to ten million, on account of terminals, and the Colorado and Southern Railway Company pledged not only the Trinity and Brazos Valley, but everything else it had in the world in order to get the eight million dollars; not only its property in Texas, but its property in Colorado, Wyoming and New Mexico. I was quite interested on my arrival in the State to read a telegram from Austin, giving the addition to the main track mileage in this State, which it stated was 517 miles, of which the company of which I have the honor to be president, financed 242 miles, that is to say nearly fifty per cent.

A Few Points About Watered Stock.

You hear a good deal about watered stock. A large part of the stock of the railroads of this State was issued before the stock and bond law was passed. I can illustrate it, although I don't want to seem to be localized in my remarks, by the situation on the Fort Worth and Denver City railway. That company issued \$8,176,000 bonds and \$9,375,000 stock, of which certain persons have claimed the stock is all watered. The same people are going up and down this State saying that the people are paying the taxes to put returns on the watered stock. Now that would be important, if true. But these people who make that sort of declaration in that loose sort of manner are like the old man in California who said that he had a heap of trouble in his life, but that most of it had never come. That is the situation with watered stock. The fact is that nobody has paid one cent of taxes to pay dividends on the Fort Worth and Denver, because it has never paid a dividend. In the twenty-five years since that company was born and in the twenty years since it was completed, it has never paid one cent of dividend to its stockholders, therefore, there has been no tax on its patrons. But even if it was watered stock, it would not be a very serious matter, because that stock represents the hopes of the people who put their money in the enterprise, who built up a large part of the Panhandle; those people are human beings, like all of us, and no law in the State of Texas or any other country can ever repeal human nature. They expect a reward some time. I know one of the stockholders who has had his stock a long time, and he thinks he should be getting a dividend; while he has been waiting lands have jumped from \$5 to \$20 per acre, and he does not see why he does not get some reward. Moreover, that stock, if it was watered, which is not true, is perfectly valid. It was issued before the stock and bond law went into effect and is just as valid as any note that any of you gentlemen hold. So much for watered stock; unless I may say there is a prejudice against it because certain people in New York have maneuvered and manipulated it, so it is said. Do you not think it is possible that if anybody has a claim for damage, it is the people who bought the stock, and not the people of Texas, unless the people of Texas have been injured? If somebody in New York manipulated that stock and worked it off on somebody else at a fancy figure, the second man is the man who is worked.

Railroads Unjustly Taxed.

Now as to the taxation feature: In 1884 there were six thousand miles of railroad in this State; in 1906 we had twelve thousand miles. In 1884 the assessment of railroads was about forty-three million dollars; in 1906 it was one hundred and thirty-one millions. It was three times as much in 1906 as it was twenty-two years ago. In the same period the assessment of all other property outside of railroads, was increased from five hundred and fifty millions to about one billion dollars; that is to say, railroad property was multiplied by three and other property was multiplied by two, and the Dallas News in its anniversary edition published the statement that the farms and farm products of Texas land were worth fourteen million, seven hundred thousand dollars, so you see you have a situation by which railroad stock is taxed 100 cents on the dollar and other property is not; and further you see that from 1906 to 1907 the railroad as-

essments were increased under this new law from one hundred and thirty-one to two hundred and seventy-three million dollars; that is to say, in twenty-two years the railroad assessments were multiplied by three and in one year that three was more than doubled. Now we do not object to paying our share of the taxes; we get the benefit of government and we ought to help support it. That ought to be everybody's view of taxation. But we don't like to pay other people's taxes, and that is what it means if our property is assessed one hundred cents on the dollar and other people's property is assessed forty cents. Another feature of the dividend situation is that with one hundred and thirty-one million dollars of stock of Texas railroads in 1906, the amount of dividends paid out was only four hundred and seventy thousand dollars; that is, on the total capital stock of the railroads of this State, the dividends were only a little over one-third of one per cent, and a large part of that four hundred and seventy thousand came from two of the smaller railroads, one of them the Texas Central, which paid two hundred thousand dividends out of the four hundred and seventy thousand; so much for capital and taxes.

The Rate Situation.

Let us look for a moment at the rate situation. I think if I were to be perfectly frank with you I would have to say that the railroads have a good many misdeeds to answer for, among others a great deal of rebating. I was in the railroad business myself twenty years ago in Texas, and I know something of what was done at that time and of the practices of that period. I do not know whether any of you gentlemen were doing business with the railroads at that time, but if you were you know that there never was a rebate paid that was not also received; you know, if you stop to think, that where one railroad paid rebates a thousand shippers collected them. So the misdeeds ought to be acknowledged for the railroads and ought to be acknowledged for the shippers, and both ought to feel glad that rebating has been exterminated, and the laws of Texas and the laws of the United States are largely responsible for what has been done. Of course, we have

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gotten into a different period. In the early days, a railroad was regarded as a private business and were governed by a different standard in that period from the standard which governs now; just as at one time it was thought right to burn witches and at another time to hold slaves, and now it is thought wrong to do both. It should be a source of satisfaction to all interested that the public conscience is being elevated, and nobody rejoices more than the railroad men do that rebates are prohibited, we hope, forever. It should go without saying that the railroads and individuals should be on a parity in the matter of shipping freight and in the matter of paying fares. You have still discrimination between places, and I do not see any solution for that myself, so long as there is rivalry between places, and so long as the people are active and energetic and want to go ahead. You have the same rates in Wichita Falls and Corpus Christi that you have in Fort Worth. Now that is a discrimination against somebody, and we are taught to believe that discrimination ought not to exist, but even if the government owned the railroads, could you solve it by government ownership?

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You don't solve it in your postal service. If I want a letter mailed here today to my office in New York, I pay two cents on it; if I mail a letter from here to Abilene, I pay two cents on it. Why should you pay for sending my letter to New York? In Australia they tried to settle that question of discrimination by making rates per mile, so much per ton mile, but of course they found that it would not work, as everybody can see. They then made graduated rates, so much per 100 pounds, a little more for 150 pounds, a little more for 200 pounds and so on, and the result has been that in Australia there are no interior cities. The cities are all on the sea coast, and that would be the situation in the United States today. It would not be possible to build up Wichita Falls, Fort Worth or Denver if rates were made on any such theory as that; in other words, the people of Fort Worth and Dallas must submit to a discrimination against them and permit the hauling of freight right past their doors to Wichita Falls at the same rate. It is for the general welfare and it is to the interest of this country that there should be interior cities, and it is to the interest of the railroads, because if all the business had to be done in one large city or five large cities, it would be very expensive, and it is to our interest to have cities like Wichita Falls, Stamford and Abilene, and the people of Fort Worth and Dallas ought to do their share to make it possible, and they are doing it.

The Railroads and Service.

Let us come, then, to the matter of service. Competition in rates has been abolished; it is a thing of the past. The laws of Texas make competition in rates impossible, because you can neither raise nor lower a rate without the consent of the Railroad Commission of Texas. The management of railroads in Texas by a bureau is not restrictive of trade, because if there were no bureau, the managers of railroads would do as they pleased, and would compete with each other, but it is impossible for them to compete with each other in the matter of rates, under these conditions. You can neither raise nor lower them. There is no possible way to do it without consent of the bureau. We are then relegated simply to competition in the matter of service. Fortunately that is left and that is for the public good. There should be competition in the matter of service, so that continually the patrons of the railroads may get better and better treatment, better passenger cars to ride in, better track to ride over and more immunity from accident and death, a speedier delivery of freight at its destination, but the railroads of Texas find themselves in the position of being asked to make bricks out of straw. Take the Fort Worth and Denver again for illustration: The business then was exceedingly poor. The first thing I did was to build a fence along the line in order to avoid killing cattle. You gentlemen all know how death increases the value of cattle, but that was about all I could afford to do at that time. I sold the telegraph line to the Western Union Telegraph Company and entered into an agreement with them to rebuild the telegraph line. Mr. Morgan Jones spoke to me about the bridge; he said they were in bad condition. We went to work immediately to strengthen them, and a little later we went to work on a permanent bridge program, under which all the wooden bridges will be eliminated except three by 1909; these three are over the principal streams—Red, Pease and Canadian rivers; three-quarters of them are gone now. This is in the interest of safety and in the interest of speedy movement of traffic. If we had not put in steel bridges and concrete culverts as we have, no doubt, we would have had fires, washouts, etc., and passengers and freight would have been delayed.

Entire Road Rebuilt.

In two weeks the last old rail will be put out of the road and it will have been rerailled from end to end. But we have had to feel our way; we could not afford to do all at once, because we had to do all this out of our earnings. There were only two alternatives—either to have the company which is outside of the State, against which some of the orators of the State seem to have great prejudice, loan the Fort Worth and Denver the money to put itself immediately in shape to take care of its business, or pay for these improvements out of the earnings; we chose the latter.

Now we come to the year 1907. The business is just six times as large as it was eleven years ago, a thing that

(Continued on Page 4.)

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Ed Howard.....General Manager
B. D. Donnell.....City Editor.

Wichita Falls, Texas, Nov. 12th, 1907.

In this issue the Times publishes a full report of the talk recently made before the Chamber of Commerce by President Frank Trumbull of the Colorado and Southern Railway when he visited this city on a trip of inspection of the Fort Worth and Denver and other lines operated by that road. Mr. Trumbull makes no pretensions as an orator and his talk was delivered in a very informal manner. President Trumbull spoke at many places on the road, among them being Fort Worth, Abilene, Stamford and Amarillo, and while the press generally at these places is not in full accord with all of Mr. Trumbull's views, they have given him credit for his fairness and sincerity. Mr. Trumbull's tour and his informal meetings with the business men of the cities along the road of which he is the head will, it is believed, contribute much toward a better and fairer understanding between the railroads and the public.

In Kentucky the Republicans are claiming a tie vote on joint ballot in the general assembly, while the Democrats are claiming a majority of twelve. The political enemies of Governor Beckham, while admitting that the Democrats have a majority in the legislature, say that Beckham will not be elected to the United States senate, and that the dozen or more Democrats who will refuse to vote for Beckham will force the other Democratic members to hold a caucus and place in nomination another man.

"Why Tom Johnson won" is perhaps better explained in the following few words given to the press right after the mayoralty election in Cleveland:

"Through all the confusion and slander the people kept their minds fixed upon the real issue, so that today Cleveland is a free city. It was the people's fight; it is the people's victory. The right may lose a battle, but it never lost a war. Our seven years' war is won. Cleveland will go on with its great work. It will recognize all the lawful and equitable rights of the defeated monopoly, but it will reserve and preserve all the rights of the people."

The lumber interests of the State have adopted the policy of retrenchment, and the press dispatches tell that many lumber mills are closing down and that the price of lumber is steadily falling. Of course, it is to be regretted that any mills should be forced to close down, but the news that the price of lumber has dropped will doubtless be welcome to those contemplating the building of homes.

Galveston boasts that she is prepared to move the entire Texas cotton crop without the aid of outside assistance.

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ADDRESS OF MR. FRANK TRUMBULL

(Continued From Page 3.)

we could not possibly have foreseen. We needed one million, five hundred thousand dollars worth of new equipment; we needed new terminals and new shops and we needed one hundred thousand dollars worth of new buildings; the road ought to be ballasted from one end to the other; there was about \$5,000,000 that the road needed. You see it is not possible to ballast the road, buy this new equipment and get these additional terminals at Fort Worth, shops at Childress, station buildings and additional side tracks and all that sort of thing; it is not possible to pay three million dollars out of seven hundred and eighteen thousand dollars net earnings and have anything left. In consequence we have had to feel our way in the matter of laying side tracks, etc., trains have been delayed, passengers annoyed, commerce has suffered. We could have borrowed the money for the Fort Worth and Denver if it had not been for this stock and bond law of the State. We cannot issue any more bonds on the Fort Worth and Denver; it would not be a lien on the property and nobody wants to buy a bond that is not a lien on the railroad.

Like a Dog Chasing His Tail.

So then we are in the position of being required to furnish facilities and produce more transportation, but we have to produce the transportation first. You see it is like a dog chasing his tail around; we don't arrive anywhere under that sort of a policy. I would just like to suggest to you that perhaps these delays to freight traffic and delays to passenger trains may be due to the stock and bond law. It is not pleasant for a railroad man to be waked up in the middle of the night with a telegram that a passenger train has gone in the ditch and injured twenty or thirty people. If we were permitted to issue more capital these roads might be fixed up in better shape all at once, instead of by piece meal. I think I can give you a simple illustration: You would not think of building your court house out of one year's receipts of the treasurer's office. In England they have 22,000 miles of railroads, about one-tenth of that of the whole United States; there capital in bonds and stocks is about \$300,000 per mile as against \$60,000 per mile in the United States. We think of Texas as a great State. It is five times as large as England and Wales, but in England and Wales they carry eight million passengers a year against thirteen million in Texas. They charge those passengers 2 cents per mile for third class fare, and the people seem perfectly willing to pay two cents. That is not all. In the matter of wages, the locomotive engineers there will get from fifty to seventy-five dollars per month; in America they get from \$150 to \$200 per month.

The Problem of the Railroads.

So you see the railroads in the United States are confronted with the biggest business they have ever had, with the tightest money market we have had for some time, because money is in demand all over the world, and money will always go where it can get the best reward, and we are confronted with reduced rates and increased expenses; our trainmen are getting 25 1/2 per cent more than they were getting ten years ago. All of our employees have been raised from top to bottom. I read in a paper just before leaving New York that they were going to raise the price of pie in New Jersey and other places, and of course you know railroad men cannot get along without pie; it is an important item of their diet.

A Constructive, Not Restrictive Policy.

Now in England they have regulations for railroads, and everybody has settled down to it, and they believe in it. Their policy is what I call a constructive one, not restrictive. They look more at the physical conditions and service, and you get better service

in England than you do in America and Texas. What you need is better railroads and more of them. Texas ought to have twenty instead of twelve thousand miles of railroads. We are doing our best because we think it is the first duty of a railroad man to serve the public as well as he can. Mr. Spencer, who was president of the Southern railway, and who lost his life Thanksgiving evening last in an accident on his own road, said in his last address made to the South: "Railroads have public functions to perform; they are trying to perform them, but having performed them, the residuum is private property." I think nobody ever made a more conservative statement of the railroad situation than this.



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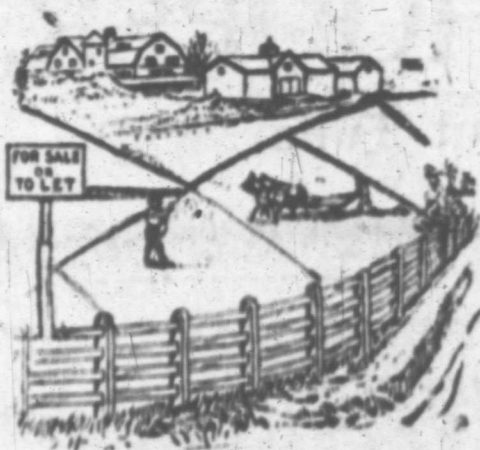
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Notice.

I have purchased an interest in the tin and sheet metal shop of Moore & Richolt, and wish to say to my friends and the public in general that we are well prepared to do tin and sheet metal work of every kind in a first class workmanship manner and at reasonable prices. All work given us will receive our prompt attention. We will appreciate a share of your patronage. Respectfully,
156-6t R. L. BURGESS & CO.

TRIALS OF THE RICH.

Financial Prosperity and Its Worries and Perplexities.

Once upon a time a young man and a girl loved each other fondly. He was poor, but bright, energetic and persevering. She was pretty, cheerful and amiable. They married. Their friends thought they might have waited until their prospects were better, but they laughed prudence to scorn. Two years after the marriage the wife met one of her friends.

"How are you getting along?" asked the friend.
"Very nicely," said the wife, beaming. "My husband is so good, and I have such a lovely baby. And, just think, we have \$1,000 in the bank, and we don't owe a cent to anybody!"

Five years later the friend met her again.
"I hear you are doing very well," she said. "Some one told me your husband had \$10,000 invested in real estate."

"Why, yes," said the wife, "but it's such a worry. There are repairs and taxes and interest on mortgages, and one of the tenants has just moved out owing us a whole month's rent. Isn't it a shame?"

Five years more elapsed, and again the friend met her.
"They tell me you're growing rich," she said.

"Ye-es, but I'm anxious about the stock market. My husband has \$50,000 in stocks, and he thinks they're going up, but I'm not so sure about it. Indeed, I didn't sleep a wink last night." Five years later—another meeting.
"From what I hear your husband will soon be a millionaire."

"Oh, I don't know," said the wife. "He hasn't more than half a million yet. And it is so tied up in all sorts of investments—one never knows how they will turn out. I just wish we had enough to put the money in government bonds so that we wouldn't have to worry. But of course the income from half a million in government bonds wouldn't be enough to make both ends meet. And yet, do you know, some people have such absurd notions about the amount of money we have! One crank has even sent a letter to my husband threatening to shoot him just because he is rich. I declare, sometimes I'm so worried I don't know what to do."

It would be pleasant to give this story a happy ending, but that isn't the kind it had. This lady's wealth continued to increase as long as she lived, and she never ceased to be uneasy except in those brief intervals when she forgot all about it.—Bohemian.

Old age is, as it were, the altar of ills. We may see them all taking refuge in it.—Mazecus Aurelius.

Farmers Bank & Trust Co.
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You are entitled to absolute safety and efficient service in the transaction of your banking business.

NO BANK can offer greater safety or better service than this bank. Your business will be appreciated and will receive our very best attention.

FARMERS BANK & TRUST COMPANY
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Plumbing Work

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A. L. TOMPKINS,
The Plumber.

He also carries a nice line of water supply goods, bath-tubs, rubber and cotton water hose, etc. Office one door south of Robertson's drug store. Estimates and information on the cost of steam heating furnished on application. Phone 61.
WICHITA FALLS, TEXAS.

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Estimates and Sketches furnished.
Corner Scott and 14th Streets,
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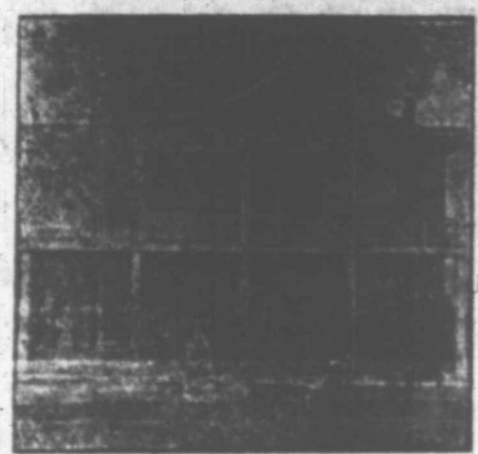
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A modern, up-to-date institution for treatment of Medical and Surgical Diseases. Trained nurses in attendance.

Plumbing

Steam and Hot Water Heating estimates made free. All kinds of Plumbing repairing done by practical plumbers. We also carry in stock the Eclipse and the Roberts natural stone germ proof Filters. Located at city hall building Phone 306.

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**J. H.
PELLITT**
The Old Reliable Tailor

Has opened his tailor shop in the rooms up stairs over Tullis' paint shop and solicits your orders. If you like to be dressy, they have him make you a suit. All work guaranteed. Call and see my New Fall Samples. Cleaning and repairing a Specialty. *Suits Pressed While You Wait*

—BRITTON'S—

Barber Shop!

Everything New but the Barbers

Come around, look at us and be happy. We will hand you the happy go go and offer up a fresh bunch of broad grins. Don't make any difference how ugly you are, we have got a shave that fits your face.

Located in the Stonecipher Old Office.

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Phone W. A. McClellan's residence if you want to

BUY or RENT a MACHINE
Machine Needles, or oil.
REPAIRS ON HAND.
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WEDDING BELLS A-PLENTY.

Marry Young and Often Seems to Be the Rule in Egypt.

According to information given from authentic sources to a correspondent of Leslie's Weekly while in Egypt, "there are few men in Cairo past the age of twenty years who have not been married at least twice, and the majority of women over sixteen have made a half dozen or so matrimonial experiments." There is no disgrace attached to divorce in Egypt. If mutual adaptation wanes with the honeymoon, there is nothing more natural to the Egyptian mind than that the dissatisfied party takes steps toward another trial. Marriage is universal in Egypt. There are no old maids. Widows remain widows but a short time, and, as a rule, no young man is considered fitted for business or entitled to the confidence of the community until he is married. These numerous marriages and their attendant celebrations make it extremely interesting for the stranger from the west who journeys through Egypt. Toward the end of the tourist season, when money is considerably more plentiful than it is just before the travelers invade the country and begin to scatter plasters along the Nile, there are hundreds of marriages. In Cairo they average during the month of April from ten to twenty a day of the elaborate ones—with brass bands, processions and feasting—and any number of less showy ones.

A LONG DRIVE.

The Expert Lumbermen of the Canadian Rivers.

One of the most interesting sights the new arrival in Canada can strike is to witness a log drive on one of the rivers there, especially should there be several rapids to navigate.

The expert river man is a clever athlete—clever and nifty as any circus rider, his steeds probably cutting more antics than any horse could think of. He will jump from one log to another quickly as they swirl around until he reaches the one he wants; then he will make for the center and stand perfectly upright and still, balancing himself with a long pike or peavy, sometimes running down stream miles without landing.

He also guides other logs into the channel in passing, at times jumping from one to another in marvelous fashion, although the logs are twisting and turning in every direction.

Probably the cleverest piece of work one could observe out here is when the logs get jammed in passing the rapids. Then you see the expert at his best. He is here, there and everywhere until he gets things as he wants them, when he will calmly stand and ride down among the heaving, grinding mass as though there were no danger at hand. This scene, so full of excitement, once witnessed could never be forgotten.—London Tit-Bits.

A Royal Martyr to Etiquette.

In Spain the etiquette to be observed in the royal palaces was carried to such length as to make martyrs of their kings. There is a historic instance. Philip III. was gravely seated by the fire. The firemaker of the court had kindled so great a quantity of wood that the monarch was nearly suffocated with heat, and his grandeur would not suffer him to rise from the chair. The domestics could not presume to enter the apartment because it was against the etiquette. At length the Marquis de Totat appeared, and the king ordered him to damp the fire, but he excused himself, alleging that he was forbidden by the etiquette to perform such a function, for which the Duc d'Usseda ought to be called upon, as it was his business. The duke was gone out. The fire burned fiercer, and the king endured it rather than derogate from his dignity. But his blood was heated to such a degree that he was seriously ill the next day. A violent fever succeeded, which carried him off in the twenty-fourth year of his age.—London Standard.

New to Stirrups.

An eight-year-old, who has spent all his short life in the city and numbered roller skates, tricycles and toy autos among his accustomed playthings, passed a Sunday on a farm a short distance away. During the afternoon a small saddle was hunted up and one of the horses pressed into service. The boy was enjoying his first horseback ride, and after he had been walked up and down the barnyard a few times he asked his father, who was leading the horse, to make him run a bit. The father complied. Suddenly the boy called out: "Oh, stop, papa, stop! I've lost one of my pedals!"—New York Sun.

A Delicate Hint.

Two very cadaverous looking tramps looked in at the window of a railway station where a telegraph operator sat at his key.

"Say, partner," one of them said in a very husky voice, "report a couple o' empties goin' east."—Harper's Weekly.

The surest proof of one's endowment of noble qualities is being free from envy.—La Rochefoucauld.

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Furniture Co.**

BEST PLACE ON THE DENVER ROAD TO

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BLUE STEEL

SIX EYE RANGE with high closet only
\$30.00

Everything in **HARDWARE**
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Notice! Fair Warning!

All persons are hereby warned not to buy or trade for the Argyle hotel property, situated in Wichita Falls, Wichita county, Texas. The property consists of furniture, mattresses, blankets, pillow cases, sheets, water pitchers and crockeryware. The above property is mine and I forbid the sale of the same.
W. H. H. RAY,
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You can do this to the best advantage by having your Fall and Winter Suits tailored at home. We do this and guarantee a fit. Have all the late styles of cloth to select from, and have in our employ a large force, therefore can do your work promptly. :: :: ::

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You'll find in dealing with this Store that Honest Goods at Honest Prices is the basis upon which we do business.



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No exaggerated advertising, no "brag" in any of our claims. We are here to serve our customers in any way that will hold their confidence and their custom. We'd like to show you the New Fall Suits and Overcoats made by

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These garments are made from exclusive patterns, which you won't find in anything but such high-class clothes as these.

Prices range
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Our "FIT WELL" BRAND

Clothing is a medium and high grade clothing, made from honest material and workmanship—stylish and serviceable. We can fit you in one of these suits from

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Represent 36 of the best, the strongest and the most reliable and liberal Fire Insurance Companies in the world.
We Write all Kinds of Insurance
Fire, Life, Tornado, Health, Accident, etc. Fire Insurance policies taken out with us cover loss by lightning. We respectfully solicit your business.
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Phone 87. 7th Street, Wichita Falls, Texas.

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Regardless of the amount of your banking business we want it. We have facilities for handling real estate paper

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Dealers in LUMBER, LIME and CEMENT
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WICHITA FALLS, TEXAS

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We keep a house full of
Fresh Groceries.
Give us your trade and we'll give you PROMPT SERVICE.
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T. P. CLONTS,
Civil Engineer
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Surveys Townsites, Maps and Reports,
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Office—Room 2, Kemp & Kell Bld'g.

TOLD HIS WIFE ABOUT IT.

And Then Accused Her of Having No Sense of Humor.

Englishmen are often accused of being unable to grasp the point of the American pun, and sometimes they may think they see the point of a joke when perhaps they do not. An Englishman named Morley was walking along the sidewalk one day with an American friend when the latter inadvertently slipped and fell down.

"Ah, my dear boy, I hope you are not hurt! How did it happen?"

To which the friend replied:

"It happened notwithstanding."

They both laughed over the pun, and Morley said it was so good he was going to tell his wife about it. At dinner that evening he remarked that he had such a good joke on his friend Brown, and by way of preliminary, leading up to the point of his story, he proceeded to tell all about who Brown was, his associations and business connections, how he came to get acquainted with him, commercial relations he had had with him, etc., until he forgot about the story, but was reminded of it by the wife, who said impatiently:

"But what about the story?"

"Oh, yes!" laughing immoderately at the recollection of it struck him "Why, you see, Brown and I were walking down the street together, and he slipped on a banana, peeling and fell down, and when I asked him how it happened he said, 'Notwithstanding.'"

And he was sore at her all evening and declared she had no sense of humor because she said she didn't see anything funny to that.—Judge's Library.

WEIGHTS AND MEASURES.

The Metal of the Standards That Are in Use Today.

There are no products of human skill on which a greater degree of care is expended than the standards of weight and measure in use among the civilized nations of the globe. Two things in particular have to be considered, accuracy and durability. Nature does not furnish any single metal or mineral which exactly answers the requirements for a standard of measure or weight that shall be as nearly as possible unalterable.

The best substance yet produced for this purpose is an alloy of 90 per cent of platinum with 10 per cent of iridium. This is called iridio platinum and is the substance of which the metric standards prepared by the International committee on weights and measures is composed. It is hard, is less affected by heat than any pure metal, is practically nonoxidizable and can be finely engraved. In fact, the lines on the standard meters are hardly visible to the naked eye, yet they are smooth, sharp and accurate.

If our civilization should ever be lost and relics of it should be discovered in some brighter age in the remote future there is nothing that would bear higher testimony to its character than these standard measures of iridio platinum, for the protection and preservation of which the science of this day has done its very best.—St. Louis Republic.

THE WEASEL.

His Ferocity Unbounded and His Courage Invincible.

The weasel is the most bloodthirsty of all our native carnivores. His ferocity is unbounded, his courage invincible. He is one of the few British wild animals from whom man has to fear attack.

If you meet a group of weasels you will do well not to interfere with them, for those who have done so have occasionally suffered for their temerity. His cowardish side rather counteracts than diminishes the devastation in which he is held, for there is something uncanny in the idea of so much relentlessness and cruelty being compressed into so small a frame.

The rabbit, who will fight a fierce and bitter battle with one of his own kind, is paralyzed with fear at the mere sight of this puny-foe, whom he could probably pulverize could he brace his heart to the attempt. Squealing with fear, he hops stupidly about until the little vampire springs upon his neck and buries his fangs in an artery.

Then the victim either sinks to the ground and submits to his fate or, suddenly acquiring the use of his muscles, he speeds aimlessly along, the weasel clinging to his neck till his work is done. There are few more pitiful sounds in nature than the panic stricken cry of a rabbit when he finds that he is being stalked by a weasel.—London Answers.

No Decoration Required.

It was Mr. Hobart's first experience with waffles, and he liked the taste of them. When he had been served twice he called the waiter to him and spoke confidentially.

"I'm from Pokeville," he said, "and we're plain folks there. Don't care much for style, but we know good food when we get it. I want another plateful o' those cakes, but you tell the cook she needn't stop to put that fancy printing on 'em; just send 'em along plain."—Youth's Companion.

Do you want \$2.70 worth of **SANTOL** for \$1.00?

Call at our store and learn the particulars of the Sanitol Chemical Company's great introductory offer, the greatest offer ever made in toilet preparations.
Ten articles for the price of 4.

DON'T FORGET THE PLACE ROBERTSON'S DRUG STORE.

Lowney's Candies ARE THE BEST

and I am sole agent for these goods in Wichita Falls.

Cut Glass and Hand Painted China.

appeals to every lady, and our stock of these goods is the most complete you will find in Wichita Falls. The prices, too, are right.

MUSICAL INSTRUMENTS

Anything you want in this line can be had at our store. Call and examine and ask for prices.

T. B. NOBLE'S Book Store and Confectionery.
OHIO AVENUE

CUT GLASS

I now have on display a beautiful line of cut glass in

All the New Creations.

You don't have to go a way from home to get what you want in cut glass. Take a look at my show window

A. S. Fonville, Jeweler and Optician.

W. H. H. THATCHER STOVES, SHELF HARDWARE AND TINWARE

If one gets worsted the other does. The rich and the poor along the same at Thatcher's Hardware Store. You will find at my place a well assorted stock of Hardware goods at fair prices. Please come and see me, examine my goods, investigate my methods of business and if you are pleased you will buy.

PERSONAL MENTION

J. A. Lowry of Holliday was transacting business here today.

Mr. and Mrs. T. H. Barwise of Electra are visiting relatives in the city.

Mrs. P. Orr of Bellevue is visiting Mrs. T. W. Scott at 1402 Scott avenue.

Mrs. J. E. Stratton has returned from a two weeks visit to friends in Dallas.

Mr. J. H. Stipes returned yesterday from Mena Ark., where he had been on a two months visit.

Claude Woods has resigned his position with the Coleman-Lysaght-Blair wholesale grocery.

Rev. F. J. Schaefer of the Bowman neighborhood left today for San Antonio to attend the Evangelical Association.

L. H. Lawler, J. J. Lory and Rev. T. R. Bowles have returned from San Antonio, where they attended the Baptist convention.

THE NEW GAME LAW.

(Continued from Page 1.)

on the same train, after first making affidavit that it is for his own use and not for sale.

Expect Increase in Game.

The new game law, supplemented by the law creating the game warden system, are expected to have the effect of causing a wonderful increase in the wild game of the State. The old game law which is now repealed was more liberal in several respects, particularly as to the amount of game a hunter might kill in a season, than is the new act. Under the operation of the old law there had been a great increase in number of deer and wild turkey throughout the more sparsely settled portions of the State. It is claimed by legitimate sportsmen that there has been a woeful violation of the law in some localities and that deer have been slaughtered most ruthlessly both in and out of season.

It is in order that absolute protection may be afforded the wild game that the game warden system was created by the last legislature. R. H. Woods is the game warden commissioner and R. W. Lorraine is chief deputy warden.

The work of organizing for an effective campaign during the hunting season has been in charge of Mr. Lorraine. He has appointed deputies in every county of the State and in making these appointments he has been careful to select men who are interested in protecting the wild game and in seeing that the law is properly enforced.

About the Game Wardens.

Non-resident hunters, or hunters who live outside of the State must pay \$15 for a season's hunting license.

It is expected that the revenue from this source will be sufficient to pay the deputies in the several counties who are authorized under the law to charge \$3 per day for each day actually spent in the discharge of their duties. In a letter of instruction to the deputy wardens, Chief Deputy Warden Lorraine says:

"The duties of the game warden are those usually performed by a sheriff, but they differ in one important particular. A sheriff ordinarily acts only in pursuance of preliminary proceedings by private persons or by a court officer and usually under a warrant of arrest. But a deputy warden cannot await the detection of a violation by others. He must search out violations himself, uncover the evidence and institute proceedings. Wardens are not expected to travel over their territory and give warning, but they are supposed to work secretly. The attorney general has ruled that a warden is not allowed to carry a pistol, but that he can provide himself with a rifle which is better than a sixshooter."

The new game law makes no provision for shipping deer, either wild or tame, for park purposes. In the absence of any provision on this subject it is held to be unlawful to make such shipments. It is stated that the past season was unusually good for the propagation of deer and that their numbers upon the ranches of Southwest Texas have vastly increased. In some localities where farming is attempted the deer have become nuisances. Complaints have been made by alfalfa growers along the Nueces and Rio Grande rivers that the deer show such a fondness for the succulent forage crop that they bound over the wire fences at their will and feed to their fill upon this pasturage.

Most of the deer hunting in Texas is done upon the ranches south and west of San Antonio. Permission to hunt upon these ranches must first be obtained from the owners or managers, but in the past this has been a comparatively easy formality. The new law makes no mention of bears. They are not protected and may be killed at any season of the year. Some of the best bear hunting grounds in the country are located in this State. In the "Big Thicket" of East Texas, in the Caney bottoms of South Texas and the Chanati and Davis mountains of West Texas bears in great abundance are found. In the Chanati and Davis mountains many grizzly bears have been killed, while in the "Big Thicket" and the Caney bottoms only black bears are found. It was stated by Henry Langman, a ranchman of Reeves county, who was here the other day, that he counted eleven big bears in plain sight one morning recently while in the Davis mountains round-

ing up a bunch of cattle. These animals, he said, were lumbering up a narrow trail which circled around an elevation in plain sight of their cow camp, although some distance off.

Mr. Wood has an able assistant in his work of enforcing the game law in the person of his wife, who is greatly interested in seeing that the wild game of the State is protected.



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YOU WILL NOT KICK AT THE CLOTHES YOU BUY FROM US BECAUSE THEY WILL FIRST PLEASE YOUR EYE, AND BECAUSE OUR PATTERNS AND STYLES ARE UP TO THE LAST TICK OF THE WATCH.
NEXT: OUR CLOTHES WILL PLEASE YOU BECAUSE THEY FIT.
OUR CLOTHES ARE NOT SLUNG TOGETHER BUT ARE HAND SCISSORED AND HAND TAILORED. LET US SHOW YOU A STEIN BLOCH SUIT.

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Come to our store and let us show you the many inducements we have to offer for your trade. We can interest you.

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Replant your flowers before they freeze. The Nickel Store has all kinds of pots. 155-3t

If it is flower pots you are looking for, phone the Nickel Store. 155-3t

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Best Corsican Glace Citron, Orange Peel, Lemon Peel, Fruit Cake Sugar, Cooking Molasses, Seeded Raisins, Cleaned Currants, I. X. L., Languedoc and Tarragona Almonds, No. 1 California Walnuts, Washed Brazil Nuts, extra long Naples Filberts, Best Smyrna Figs, Hollowed Dates. Pure Michigan Boiled Cider, Welch's Grape Juice—Everything for your Thanksgiving Cooking. Fruit Cake, Mince Meat (both wet and condensed) Plum Pudding, Plum Pudding Sauce. :: :: :: :: :: :: :: ::

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Good to Eat
WE HAVE IT.

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