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NEW GULF ROUTE FOR OMAHA

President Stillwell Promises Its Completion in About Four Months.

THREE SMALL GAPS YET TO BE FILLED

Work Progressing at a Rapid Rate-Means Ultimately Another Line to Atlantic Scaboard-Advantages to This City.

For more than a year past in Omaha there has been considerable talk and a general understanding, though somewhat vague, about important railway connections for Omaha over the Omaha & St. Louis railroad, which was purchased about a year ago by an article by a staff correspondent on one of these connections and what it means to Omaba.

Many futile attempts have been made within the past quarter of a century to construct a north and south line from this territory to the Gulf of Mexico. The time when this project shall finally be realized is now close at hand. The Kansas City, Pittsburg spring. It is a great railroad system composed in part of lines that have been in operation for several years and in part of officers. John A. Sargent, general freight operation for several years and in part of agent, is regarded as one of the most experience. Omaha; for its southern terminus, Port Ar-

You may say to the people of Omaha that we expect to be running trains in there in four months from now," said President Stillwell to a Bee reporter the other day. "We shall aim to give Omaha the very best service in both freight and passenger traffic. There will be through train service from your city to Port Arthur. The contract for building the road from Pattonsburg to Trenton, Mo., has already been given out and the men are at work. The contract for building the line from Kansas City to Pattonsburg, where we will connect with the Omaha & St. Louis for Omaha, will be awarded in a few days."

"How long will it take to build these lines, President Stillwell?" "Four months."

'How long will it be before the entire

line is opened for business?" "Four months. There remains but thirtyseven miles in the southern division that is not graded and track is fast being laid on the graded portions. It will be fast work, but that's the way we are working. During the past year we have graded a mile a day and have completed seven-eighths of a mile

'How long will it be before Port Arthur is a deep-water scapart capable of receiving oceanic steamships?"

Five months. Three of the largest and most improved dredges will be put to work on this within the next formight. We have been delayed somewhat in the work of dredging at Port Arthur by failure to secure all the necessary right of way there as soon as was desired. The work of deepen-ing the channel will now be begun at an early date, and I feel confident that it can be accomplished in five months." BENEFITS TO OMAHA.

"I have not the slightest doubt about the complete construction of this new north and south line from Omaha clear through to the Gulf," said Benjamin Smith of Boston in convergation with a Bee reporter the other Mr. Smith is one of the principal road, and it is this road which will form which the trains from the south will enter He spoke most enthusiastically of the prospects of the new road and pointed by its construction.

In substance Mr. Smith said: "The Omaha & St. Louis railroad, in which I am interis an integral part of this north and the whole system, and, I think, will be an important member. Our line operates from Council Biuffs to Pattonsburg, Mo., a distance of 144 miles. From there will be built a new road to connect with the Kauwas City, Pittsburg & Gulf at Kansas City. I understand the contract for this work has already been given out. In entering into this great system of railroads the owners of the Omaha & St. Louis have made the

braska grain to the ports on the Gulf. These ports have been steadily growing. nearer from here to these ports, and there is every good reason why we should ship points, almost an air line, so that it is plain to see what advantages for the shipment of to make this great road pay? Yes, sir, I do. The south has plenty of things we want: look at the sugar and the timber and other

I cannot say when the entire system will be completed and put in operation, but the day is not a great ways off. It is an assured fact that the whole thing will be pushed to completion. There has been some delay in the building of the road, it is true. This has been due to the difficulty in raising the necessary funds during panishes.

GETTING INTO THIS CITY. just what terminal facilities will be used

solved when we get to it. There is one thing sure, however; we will enter Omaha on better bridge arrangements than now exist with the company controlling the Union Pacific bridge. We have a choice of two bridges, we can use either the Union Pacific or the Omaha Terminal company's bridge. Competition will certainly give us one should ever ask me what I consider the biggest bonanza in the whole western counbetter for the city had there been a half dozen bridges across the river. You may depend upon it, if the new road comes into Omaha across the Union Pacific it will be upon much better terms than could have

Omaha terminals or the depot. going along rapidly, I understand, and se new road will soon be in here over one of the two bridges that now span the Mis-

been secured some time back.

In addition to the great good that will come to Omaha from the entrance of this line—and it is my candid opinion that it will prove the greatest boon to the city of cago, Baltimore and the entire east, better than any Omaha now enjoys. A connection will be made with the Santa Fe line that will give Omaha another line to Chicago. It will be but forty miles longer than the test of the present Omaha-Chicago is, and such a short distance cuts no re in the handling of freight. I think elsion will soon be made for the build-of a road to fill in the gap between ney and Beardstown, Ill., where consider will be made with the Baltimore & building and Omaha put in closer touch of the necessary money was raised and the actual work of construction accomplished during a period of great function. shortest of the present Omaha-Chicago lines, and such a short distance cuts no figure in the handling of freight. I think Quincy and Beardstown.

not for a form of railway etiquette that rails and other supplies were at a low figure, prevents an official of one road from commenting on the affairs of another. The road built during the hard times was con-construction of the Kansas City, Pittsburg structed for one-third less than it could have been at any other time.

an eastern syndicate. The Bee today prints lines. The extent of this railway system dam. to be fully comprehended. Its importance to Omaha is apparently of the greatest mo-ment. Philadelphia capital is also interested, four of the eleven directors builing from the It is no small, "jerkwater" line, running

operation for several years and in part of omcers. Some operation for several years and in part of omcers. The whole system may be agent, is regarded as one of the most excelled new, for the old portions of the road perienced and probably the ablest freight have been rebuilt and the equipment throughment in the southwest. His long service with the freight department of the Member of the most except that the first varnish still the freight department of the Member of the most except the property of the most except the first varnish still the freight department of the Member of the most except the first varnish still the freight department of the most except the first varnish still the first var glistens on it. This system will when completed operate over 1,000 and a few odd of freight conditions in the south that would miles from Omaha on the north to Port Arthur on the south. It will operate through the states of Nebraska, Iowa, Missouri, freight rates, and it is openly predicted Althur on the south. It will operate through the states of Nebraska, Iowa, Missouri, Kansas, Arkansas, Louisiana and Texas, and Indian Territory. From Omaha to Pattons burg, Mo., it will run over the Omaha & St. Louis road, which it has practically absorbed as a part of its system. From sorbed as a part of its system. From Pattonsburg to Karsas City there is a gap of seventy-two miles and the contract for building a road to fill in this gap is to be Karsas City and the Robert State of the Burlington's interests in Karsas City and the Robert State of State of the Burlington's interests in Karsas City and the Robert State of the Robert State of the Robert State of the Burlington's interests in Karsas City and the Robert State of the Robert State

vast extent of the system, therefore, there remains but comparatively little work to be done to complete the line from Omaha to the cult The little work to be trains.

The headquarters of the railroad company. done to complete the line from Omaha to the gulf. The line will not only be a short one; it will be a north and south line alcompanies are all located under one roof in most as straight as the line in which the proverbial crow files. It deviates a few times to avoid some big hills, but it doesn't are the subject of conversation among the run all over the country hunting for promi-nent towns and county seats. Its business from the city circuit connects all the offices, is to get from Omaha to a southern sea. The headquarters contain an unusual deport, and it does this in the briefest pos- partment-a handsomely furnished dining The feature of the new railroad that ap- their noonday luncheons.

pears to be of most consequence to Omaha will be its entrance among the roads RESOURCES OF THE COUNTRY. clamoring for the privilege of carrying Ne-braska grain to its final destination. There are those who are so sanguine of the ulti-mate triumph of the gulf ports over the older ports of the Atlantic seaboard in the port movement, however, cannot be denied, and it is reasonable to suppose that the new nothing more, prove a formidable competi-tor of the Iowa lines for the grain business. Even should it not succeed in capturing the bulk of the grain shipments its presence will undoubtedly have the effect of keeping freight rates down to the lowest profitable

OUTLET FOR PACKING HOUSES. Omaha will also welcome a short line to the south for the purpose of shipping no inconsiderable quantity of its packing house products southward. So far as the importance of the Pittsburg & Gulf railroad to Omaha is concerned the shipment of grain and of packing house products would seem to be sufficient to make that importance to be sufficient to make that importance real. In return the new road offers to bring of the Omaha & St. Louis had best possible terms for Omaha.

"I think the building of this new road in about all the products of the south that in the utmost importance to Omaha. It are wanted here. Sugar, rice, southern are the utmost importance to Omaha. It are wanted here. fruits, coal, marble and zine may be men-tioned as commodities easily placed on the It is cars of the new road. But above everything else that the south, or that particular por-tion of it through which the new road runs, our grain through them. We have what the has to offer to Omaha is its almost boundless rest of the world wants. Now we are supply of lumber. The road runs through rest of the world wants. Now we are supply of lumber. The road runs through going to have a short line to the southern whole forests of pine-both long leaf and short leaf-that have scarcely been entered by white men heretofore. All that is necesgrain are offered. Do I believe there will sary before loading this lumber on the cars be sufficient northern movement of freight is to clear a place beside the tracks for a saw mill, put in a switch for extra freight cars and commence sawing wood. Other woods, including walnut, cherry and cypress, commodities. I believe large quantities are to be found along the line, but it is of these commodities will be shipped north chiefly the abundance of long leaf pine that makes General Freight Agent Sargent smile when asked when he will have anything for

a northern movement. a northern movement.

The Kansas City, Pittsburg & Gulf railroad is wonderfully, but not fearfully, made.

It comprises more than a baker's dozen of
companies. Owing to the peculiar laws governing railways in some of the southern
states in which it operates, it is necessary
to have a separate company in each state.

Then there are the several old railroad comnames that it has alwarded for it has nade panies that it has absorbed, for it has made tise of such railroads as it has found along its route. It was old Commodore Vanderbilt conceived the idea of uniting various of railroad in the eastern and central arts of New York state, and the great New idea of joining several north and south lines

in the southwestern part of the country and of filling in the gaps with new road may prove to be as important to that section. In addition to the several railroad companies, there are land companies and town more reasonable rates than could possibly site companies and improvement companies be secured from the Union Pacific were no all along the line, being especially thick other bridge across the river here. If any about the southern terminus of the road and in the newly opened regions of Ar knnsas. In this latter class of companies i try I should unhesitatingly say. 'The Union will be found that many of the stockholders Pacific bridge.' The bridge tolls of \$4 a are clerks and other subordinate attaches of car on hogs and cattle and other high the railway company. Mr. Stillwell is a interest in the road and its success by every person in its employ. Accordingly, he fre-quently points out to a clerk what he con-

All these organizations are part and parcel of the railroad company, in the main having the same officers, and are so treated in this article. The title of the company that has been constructing the Kansas Clry. that has been constructing the Kansas Ciry, Pittsburg & Guif road is the Missouri, Kansas & Texas Truet company. This company was organized in Kansas City twelve years ago for the purpose of building homes for laboring men, after the fashion of building and loan associations. A. E. Stillwell is president of this company and vice president of the Kansas City, Pittsburg & Gulf railroad. E. L. Martin is the president and general manager of the railroad company. He is one of the most prominent citizens of Kansas one of the most prominent citizens of Kansas City, of which he was mayor at one time. He is reputed to be extremely wesliby

has already been given out for the construc-tion of the line from Pattensburg to Pren-ton, and I understand that it will be only a short while before the gap between Quincy and Beardstown will be closed."

stringency. When a halt was called upon other ventures, when banks refused to loan money upon anything but gilt-edged secur-ity and when many meritorious enterprises collapsed altogether for a lack of funds with FOLLOWS VANDERHILT'S IDEAS.

Connects Lines Already Built and in Operation.

What President Stillwell and Mr. Smith have said regarding the certainty of an early completion of a railroad running from Omaha south to the Guilf of Mexico could be correborated by any number of interviews with officials of other lines were it not for a form of railway etiquette that which to prosecute their work, this trust

& Gulf road is now an accepted fact in the railway world, and shrewd railroad mana-gers are already endeavoring to make the land capital is back of the enterprise to a gers are already endeavoring to make the best possible traffic arrangements with the newcomer among the big southwestern lines. The extent of this railway system and its influence on the commerce of the south and of the west are not easy matters to be fully comprehended. Its importance livision points of the road, has been named.

Quaker City, Railroad men say the Pittsburg & Gulf through a desolate waste from nowhere to road will never fall because of a lack of nowhere that is to enter Omaha in the spring. It is a great railroad system company to the spring of the system company to the spring of the system company the lesser in the system company the system company the system company the system company to the system company that is the system company to the system company the system company that is the system Miss McShane of Omaha well known and well liked Harry C. Orr is the building a road to fill in this gap is to be let in a few days.

From Kansas City south the road is now in operation as far as Mena, Ark., a distance of 350 miles from Kansas City. The road is built ten miles south of Mena. Below this point there is a gap of fifty-one miles to Horatio, where the road begins again. The road now building in this gap will be completed by Forrury 1. From Horatio, Ark., there is a continuous line as far south as Many, La., there is about 130 miles. From Many, La., there is about 130 miles of road to be built to Beaumont, Tex. From the latter point to Port Arthur, the fast trains are put on. The chair cars are attractively finished in light wast extent of the system, therefore, there

om, where the general officers together eat

Embrace Agriculture, Mineral, Coal

and Lumber.
A trip over the Pittsburg & Gulf road when through train service between this city and export of western grain that they predict the day is not far distant when the Iowa Port Arthur shall be established promises from Omaha. This is undoubtedly an ex- is not unlikely that the route will prove a treme and an unwarranted view of the mut- popular one for winter tourists, as well as popular one for winter tourists, as well as such portions of the road as are now under line to the south will secure at least its share of Nebraska's corn for export from traveler. This is so for many reasons, but southern harbors. This railroad will, if especially because of the diversity of scenery Omaha to Pattonsburg, Mo., is too familiar to Omahans who have gone over the Wabash to need any mention. The new road that s building from Pattonsburg to Kansas City

ountry, used largely for growing corn and seding cattle. The cattle there are driven in from the ranches and fattened up on the corn. At Pittsburg, thirty miles torth of Joplin, one passes the Cherokee oal belt, which is said to be exceedingly rich. Near Joplin are also located exten-sive fields of zinc and lead ore, somewhat more than 100 miles in extent. Some forty miles further down the road one gets into he red apple district, extending through county, Missouri, and Benton ounty, Arkansas. One cannot converse long with an inhabitant of the latter, without learning that Benton county capured the first premium for an exhibit of these apples at the Columbian exposition. When the new railroad leaves Benton county it swings westward into Indian Tercoal, though the mining of it is said to be rather slack at present. At Bunch, 270 niles south of Kansas City, there is a valing found marble there 400 feet deep.

coad works its way around the Boston mountains back into Arkansas. For 100 miles hereabouts is seen as pretty a bit rts of New York state, and the great New York Central railroad was the final result of view. Here it is that he who thought Ar or efforts. It may be that Mr. Stillwell's kansas was a big swamp acknowledged his mistake. At an elevation of 2,800 feet the of the southern scenic route. The canyons. t is true, are not comparable to those seen along our western roads, but they have a grandeur all their own that is nothing if not admirable. Cotton is seen growing various places from the time the kansas state line is crossed un-the Gulf is reached. But all by the new railroad pale into insignificance lumber along the road is sufficient to con-vince one that there will be a north haul for the freight trains if this part of the vince one that there will be a north haul for the freight trains if this part of the country wants any southern wood at all. The timber is not all the same; variety is expected along a railroad of 1,000 miles. From Joplin, Mo., south into Arkansas is found oak, hickory, beech, black and sweet gum and cherry. About Mena, Ark, there is a good growth of yellow pine, in addition to good growth of yellow pine, in addition to good growth of the woods mentioned. The pine ment to gell the desired nece of land to come of the woods mentioned. The pine ment to sell the desired piece of land to sets heavier south from Texarkana. Then it the company for \$200 more than it had cost is the long leaf pine tree instead of its cousin with the short leaf that is most often met. Cypress, too, is not uncommon in southern Arkansas and northern Louisiana.

GREAT FRUIT COUNTRY. enumeration of the resources and products of the country along the new morth and south line would com-railroad. She is said to be the richest picte if it did not mention the heiress in Holland. Withelmina De Goejen small truit grown from McDonald county south to the gulf. It would be difficult to think of any small fruit that cannot be found there. Then there is the Texas rice territory, where rice is sowed, the fields flooded, the water drawn off and the rice harvested like wheat. At Port Arthur at territory, where rice is sowed, the fields flooded, the water drawn off and the rice harvested like wheat. At Port Arthur at this season of the year may be seen oranges, lemons, strawberries, peas, beets, peppers and other garden fruits and vegetables growing out of doors, besides the roses and of the place now numbers between 2, 000 and 2,500 souls. There were upward of

other delicate flowers in full bloom

refined in the region more remote from the railroad. The Indian of the terri-tory loves red liquor no less than his brother in any other part of the country; the redder the firewater the better he likes In fact, there are those who maintain that the whole Indian question could be settled in a very short time were sufficient whisky shipped among the real Americans. The number of half-breeds and other mixtures is surprisingly large, and from appearances one may infer that they do not raise the moral or social standard one lots. They live in frame houses, better, of course than mere tents, but in reality nothing more

than shacks. Even Indian Territory is not without its political turmoil, and for several years past there have been two parties at work in the council sessions of the Choctaw nation, each with its well-defined purpose. The mixed citizens have incessantly clamored for an allotment of the lands now occupied by the Choctaw nation and for the abolition of tribal government within a limited number of years. The full-blooded Indians have steadfastly opposed this idea. The matter was the principal issue at the fall election. and those who favored the allotment of land won the day, electing Green McCurtain, a mixed citizen, governor over Jacob Jack-

son, a full-blooded Indian.
Already it has been announced that the Choctaw delegates have agreed with the Dawes commission for an allotment of land and the abolition of tribal government within eight years. This means that townsite, will be set apart and sold to citizens or nonresidents, and the rest of the land equally divided among the citizens. So it is fair to expect a rush of settlers and boomers to the lands now held by the Choctaws as soon SOME GOOD BUILDINGS. as they are legally permitted to dispose of their land, and to anticipate a repetition of the events incident to the opening of the

Oklahoma strip. Jackson, the full-blooded Indian, who was defeated at the last election, takes the action which makes possible the opening up of this strip very much to heart. To a Bee reout little of the true condition of affairs and their reports are most untrustworthy. Jack-

TOWNS SPRINGING UP RAPIDLY.

and he pressed them all into service on this shotguns and threatened to fire at the Fot Springs. first man who trespassed on the farm. The women of the farm brought the three meals of the day to the five guardsmen, and are just as diversified too. The road from there was a conference with the Polk county gentleman. His terms were high, but they were agreed to in every particular, and the next morning saw the work of building across his property begun,

runs through a flat country of the road will interest to the traveler. The road will enter Kansas City by the terminal facilities already possessed by the Pittsburg & Gulf road, crossing the Missouri river over the food, crossing the Missouri river over the food of all the land in that part of the woods. He secured quite a little, but when woods. He secured quite a little, but when Three hundred and eighty miles south of woods. He secured quite a little, but when he went to put his hands on a strip of land near where the ratiroad would run and in what would be the heart of the town he found he couldn't touch it. An option on a large tract there had just been secured by a a native of Arkansas, who has bothered new railroads in the southwest for the past quar-ter of a century. His home is Jim Thayer ter of a century. His name is Jim Thaver. We met him while at Mena, and a rough-shod fellow he is. For twenty-five years he has made more than a livelihood by anticlpating the routes of new railroads. He generally secures options on all available land, and if his guess later proves wrong he mere-ly forfeits the sum deposited to secure the option. In this way he has made thousands of dollars. Had he an ability to keep his money once earned equal to his keen fore-sight he would be able to live in Omaha on a lot facing Hanseom park and then sub-scribe liberally to the exposition fund. But y. Through this strip, occupied by scribe liberally to the exposition fund. Bu Choctaw nation, there is considerable Jim is too good a fellow. He and his mone

soon part company.

Thayer's little trick of keeping tab on the advance agent of the railway line and acting accordingly came very near locating the division point of this part of the Pittsburg & Gulf road seven miles south of where the town of Mena is. Thayer obtained an option on a considerable section of ground that was destined to be the division point. When the townsite agent came along for company he was not at all anxious to sell out, and kept his price mountain high. The settlers for several miles around, who had hoped for a reilroad for 16 these many years. endeavored to persuade Thayer to come to terms. They told him they would lose the division point if he didn't heed their adthen compared with the timber that is to be found. An even hasty inspection of the the railroad called its prospecting engineers off and moved their camp seven miles fur-ther south and declared its intention of division point of the road there. This is

Mena.

It gets its name from an abbreviation of Wilhelmina, the Christian name of the heiress in Holland. Wilhelmina De Goejen is her full name, but that would have been somewhat cumbersome and awkward for ommon American usage, so they cut

3,000 inhabitants there when the southern There is every reason to believe that the eastern part of Indian Territory, through which the Pittsburg & Gulf road runs for something more than 125 miles, will be something more than 125 miles, will be opened up for settlement by the whites opened up for settlement by the whites about nine miles south of Mena, and consequently the next decade and will then prove to be a valuable country to the new rall-road. The road enters the territory from Benton county, Arkansas, jest below Siloam Springs, and is never more than twenty-five miles away from the boundary line between the state and territory.

It must be confessed that there is not an advanced degree of clvilization in the territory, and the manners and the shops should be finished soon after advanced degree of civilization in stalls for six locomotives are already put in territory, and the manners and and the shops should be finished doon after on the region more of in the region more the completion of the entire road.

Mena expects to do considerable business on its own accord. The town has an elevation of 1,350 feet, and is surrounded by a hilly country that is well covered with timber, oak and yellow pine being most plenti-The railroad company has been oper-og one saw mill there for several months. and has turned out some good lumber. Lumocrmen thereabouts say there is no reason why the products of such mills as may be stablished at Mena should not be put into Omaha cheaper than the same woods can now be obtained. Plenty of baled cotton was Smith, where the nearest cotton compressor is located. The cotton appeared to be of fair Smith, where the is located. The cotton appeared to be of fair is located. The cotton appeared to be of fair is located. The cotton appeared to be of fair principally of an agricultural charge the principality of an agricultural charge the fruit, vegetables and other farm products and many mineral products to the probabilities of this region, but it is altogether likely and the extreme southwestern part of the that the man ufacture of lumber will form the chief if not the only important industry of Mena for some time to come

From the manner in which they are flocking thither the other inhabitants of Polk county evidently think well of Mera's future. The town of Dallas has been the county seat ever since the organization of Polk county, about fifty years ago, but it is now proposed to move the title to Mena and erect a county building there. The proposition meets with but little or no opposition in Dallas because there are not many people now left there, and a good part of these few have greater interests in Mena. The New Era is the name of a newspaper published semi-weekly. It caught the boom fever, too, and loading its

west territory say there is a better class of buildings being erected at Mena than at very top. General Manager Hammon of the most boom towns. While there are three rirects pretty well lined with frame shacks there are a number of buildings that would do credit to a town that was older than six been here for twenty years, and it has almost the same of the sa

their reports are most untrustworthy. Jackson appeared quite disconsolate over the probable opening of the Choctaw strip. He had made a hard fight against it, but had lost. He ran once before for the office of governor, and alleges that he secured the most votes, but he was a real Indian and was counted out. He appeared to be an intelligent man, and talked freely about the leading questions of the day.

been able to record several sensational incidents in its local history. A dynamite south as Many, La., seventy-six miles south of Shreveport. The grading between Many and Beaumont, from which point the rail-read is now in operation as far south as Many, La., seventy-six miles south of Shreveport. The grading between Many and Beaumont, from which point the rail-read is now in operation as far south as Many, La., seventy-six miles south of Shreveport. The grading between Many and Beaumont, from which point the real-read is now in operation as far south as Many, La., seventy-six miles south as Many, La., seve the southwest, and parts of the performance discount anything ever presented on the Midway. Two tiers of circus seats in a small room constitute the theater, proper of Them Have Prospects for small room constitute the theater proper, The Pittsburg & Gulf, like every new rall-

road, has experienced hard trials in obtaining vious reasons the stars' dressing rooms are between the entrance and the auditorium. land that was highly desirable and in many A holdup of a tenderfoot is not of rare or cases well-nigh essential to the building of currence. The little town has been set all the road. At one point in Polk county, agog by a recent incident of this character. Arkansas, not long since the work of con-struction was brought to a standstill and several hundred men given a holiday by the export of western grain that they predict
the day is not far distant when the Iowa
lines will carry scarcely any grain enatural
to be an unusually interesting one, and it
from Omaha. This is undoubtedly an exis not unlikely that the route will prove a

complied with. The farmer has four sons
follow the new and fleeced out of a few hundred dollars
to be an unusually interesting one, and it
road to cross his farm unless his terms were
by one of the actresses a short while ago.
He had the woman arrested and tried, but failed to make good his case. Now she occasion. The five armed themselves with while the gilded youth is recuperating at In the beginning Mena was subject to a

pany for the people. About a month ago especially because of the diversity of scenery meals of the day to the five guardsinen, and the people concluded their town had malong the line. The person who has all as nightfall came on it looked as though tured sufficiently to enjoy a municipal govways regarded southern railroads as routes through great marshes and swamps needs only to take this ride to undeceive himself.

The products of the country along the road him, so no advance was made. That night near future. He has improved upon the former government in but few particulars. One of his first edicts was to the effect that the lights should be turned out. The ompany had maintained a set of good street lamps; these have now been dispensed with Mena for its future success is banking neavily on the construction of a railroa from the main line of the Pittsburg & Gulf road to Fort Smith, a distance of twenty-eight miles. Fort Smith is the most important commercial center for western Arkansas and Indian Territory, and through rail connection with it is highly desirable for any place in that country. It is ninety miles north of Mena as the crow flies; by rail it would be about 106 miles. At present all freight and passenger traffic between Fort Smith and Mena or the other way must

go via the St. Louis & San Francisco line from Fort Smith to Poteau, I. T vice versa. The 'Frisco road is well aware of the importance of Fort Smith to Mena, and sees to it that freight rates between Poteau and Fort Smith are kept at the high water mark. This is only natural, perhaps because there is no love lost between the 'Frisco and the new north and south line, and Mena is a creature of the latter. So. when a through route to Fort Smith is of-fered for Mena's cotton and lumber and when Fort Smith can send goods from its jobbing houses through to Mena both places will be materially benefited. SIDE ISSUES LATER. This work, however, will not be taken up

ntil after the completion of the Pittsburg & Gulf from Omaha to Port Arthur. rush through the great north and south line is the object of the company; side issues will be taken up later. The city of Fort Smith made earnest efforts to secure the new road. It felt that its importance as a distributing center would be greatly increased if the north and south line were to offer an additional outlet to its jobbers. When the townsite agent came along for the railroad he was surprised to learn of Thayer's possession of a strip the company needed in its business; he was more surprised to learn the high figure at which Thayer held the same. For days every effort was made to obtain the strip of land for an amount somewhere near what Thayer paid for it. But the native told the company he was not at all anxious to sell out, and kept his price mountain high. The settlers for several miles around, who had become a railroad for it these many years. a handsome cash bonus was offered President Stillwell's company if the road should be run through Fort Smith, but the offer not in the near future. There will undoubted a not accepted. Instead the Pittsburg edly be a struggle for supremacy, and it & Gulf was swung out into Indian Territory will be another case of the survival of the built at a great cost in order to have taken the road through Fort Smith. The railway company has, however, with an eye to the future, obtained the right of way along the south bank of the Arkansas river from its main line to Fort Smith. As most of this land is in Indian Territory the right of way had to be obtained from the government. Here will be constructed at no distant day what will probably be a valuable branch of

depth of 25.6 feet in the chainer at Sabine struction of the Pittsburg & Guif road and whose future success does not appear to be endangered by any deleterious after math of a boom. This town is Shreveport, La. The inhabitants insist that it is a city. It is not on any boom, but a steady growth has been noticeable to the ever since the new road struck there. In 1850 the population was said to be 15,000. Now it is reported at 17,000. It is an important railroad center, having the Cotton Belt road, the Texas & Pacific, the Nicksburg, Shreveport & Pacific and the Shreveport & Houston. But a direct line to the next having the Cotton that long been considered a great desideratum by the townsfolk. In 1888 a party of Kansas City bourners shook Shreveport to list center with promises of a road direct line to center with promises of a road direct line and from twenty-four to the triple and the Shreveport to Sabine Pass, on the Guif of Mexico. They

published a charter, received a benus of a 5-mill tax for ten years and broke dirt with 5-mill tax for ten years and broke dirt with-in the city limits. This is known as the "Doak boom." The projectors were unable to carry out their contracts and the bonus

The Kansas City, Pittsburg & Gulf rall read then came to the front, and last year a bonus, to be paid by taxation, of \$250,000 was voted by the town of Shreveport and the parish of Caddo in aid of the new railroad. All the railroads of the place, the Vicksburg excepted, have just decided to build a fine union depot It is to be 215 fer in length, will accommodate eight tracks and is to be finished by July 4. Shrevepor is already planning a big celebration when the first train from the north comes i run through from Kansas City early in February. The largest shops of the Pittsburg & Gulf system are located here. They are already erected, and appear to be durable buildings. They are all of brick, and of the most recent designs. The round house contains stalls for twenty locomotives. It is possible that the new road may build the nature of more detailed comment on the its own cars at Shreveport, the necessary facts previously elicited. Mr. Howell was s obtained. Plenty of baled cotton was timber being most conveniently found, en at the depot awaiting shipment to Fort. Should this be done about 600 men will be

employed at the shops.

The country tributary to Shreveport is principally of an agricultural character, and ally evaded the questions of the attorney, and the extreme southwestern part of the of the old water works company, prior to country. There are great fields of cotton making up his report to the mayor. This in the surrounding parishes, and Shreveport itself is a most important cotton market. From September, 1895, to September, 1896. 85,000 bales of cotton were handled. From December 4. Some time was consumed by September 1, this year, until December 8, 73,556 bales had gone through Shreveport. In this period the partially completed Pitts-burg & Gulf road handled nearly 5,000 bales. The volume of business from January, 1895, to January, 1896, shown on the board of trade books, amounted to over \$15,000,000. This year it is expected to be larger.

Shreveport is expecting much from the veritable forests of long leaf pine just south of it, and along the Pittsburg and Gulf road. There is an unbroken tract 200 miles in length, and twelve miles on each side of the railroad, where yellow pine abounds. One can ride a horse or drive a team through Persons who have failed to be present at sny part of this tract, for there is no un-the booming of but few towns in the south- derbrush found there, and the pines are ever this strip very much to heart. To a Bee reporter he talked at some length about the
gradual disappearance of territory especially
reserved for the red men. In his opinion,
the government commissions that visit Indian Territory from time to time really learn
but little of the true condition of affairs and
but little of the true condition of affairs and

been able to record several sensational in-cidents in its local history. A dynamite The railread is now in operation as far

SOUTHERN TERMINUS.

The southern terminus of the Pittsburg & Gulf road is Port Arthur, a delightfully situated place for a winter resort and well situated place for a winter resort and well located for a shipping point if deep water can be secured. It is on the north shore of Sabine lake, twelve miles from the Gulf of Mexico, and about six miles from the head of Sabine Pass, where the deep water at present leaves off. It is not far from the mouths of the Sabine and of the Neches rivers both of which empty their waters rivers, both of which empty their waters into Sabine lake. A most attractive and well appointed hotel there is already doing a good winter business. There is not a thur yet, but among the few Omahans, who wanted to be on hand before the town. Added to the excellent facili-ties for boating and fishing there are op-portunities for fine hunting. It is not as a pleasure resort, though, that Port Arthur

a pleasure resort, though, that
hopes to come into national prominence.
President Stillwell says the export and
import business from the north through
Port Arthur will alone make it a great city.
Besides he has great faith in the creation of a shipping point there for the export of domestic fruit, vegetables, lumber and fish, and further believes it will become a great and further believes it in blumber, sugar, manufacturing center for the lumber, sugar, rice, cotton, packing, tanning and canning industries. Should a small part of his hopes be realized. Port Arthur will become one of the important shipping and manufac-turing points of the country. One thousand acres of land have been set aside for terminals, and it is expected that large sums of money will be expended in building docks, warehouses, elevators, rice mills and

cotton compresses.

The success of the scheme appears to depend upon the dredging of a channel twenty-six feet deep from the head of Sabine Pass, where the deep water now leaves off, gress has been numerously petitioned to appropriate sums of money sufficient to perform this work, but the railroad company

at Sabine Pass now. It is the deepest water port on the Texas coast, having a depth of over twenty-four feet at mean low tide. An expenditure of \$1.750,000 has been made by the government there, and the pars dredged bill passed by the last session of congress contained a provision for appropriating \$1,050,000 to continue this work. Large steamships have been loaded at Sabine Pass, the Darlington dength, 465 feet; headed, the Darlington (length, 465 feet; breadth, of Mr. Wiley, it was merely a friendly sug-skyy-five feet; depth, 26½ feet; capacity, 4,700,000 feet of lumber) having discharged integrity of Mr. Hunt, Mr. Bierbower and 4,709,000 feet of lumber) having discharged a cargo there in October.

STRUGGLE FOR SUPREMACY.

But it is patent to even a casual observe fittest. At present there is deep water at Sabine Pass and not at Port Arthur, but the terminal facilities at the former place are something wrotched. There is but one dock, vessels are kept waiting for their cargoes a long time and many of them have to be loaded by means of lighters. The Kountze brothers own almost all the water front, as well as the one dock, at Sabine new for George Morgan, for an allowance

Arthur over Sabine Pass is that it is far enough back from the gulf to be free from the danger of any overflow. The people there have not yet forgotten the tidal wave that swept over the town of Sabine ten years the supreme court twice in preliminary matwhat will probably be a valuable branch of the Pittsburg & Gulf.

There are boom towns all along the route of the new railroad, as is always the case. Some of these appear to have a reasonable excess of the new railroad, as is always the case. The probable of the new railroad, as is always the case. The fitted of the probable of the new railroad, as is always the case. The fitted of the probable of the new railroad, as is always the case. Some of these appear to have a reasonable water. This fact is pointed out by the people of the probably the results of the probable excuse for enjoying this peculiar lease of ple interested in the newer port as an indi-prosperity; others do not. But there is cation of the superiority of their town. Reprosperity; others do not. But there is cation of the superiority of their town. Reported one town along the line whose commercial activity has been quickened by the construction of the Pittsburg & Guif road and place at mean high tide and 24.1 feet at dents of the superiority of their town. Recall the superiority of the superiority o

Sablue Pass, on the Gulf of Mexico. They most corn export point in the United States. monthly pay roll.

Engineer Howell on the Stand During Most of the Day.

DEVELOPS A CASE OF POOR MEMORY

Hearing Concludes with the Eyls dence of E. Rosewater_Report that the Committee Stands Three to Two on Its Report.

The investigation of City Engineer Howell's official conduct was continued yesterday in the city hall. The proceedings developed very little in addition to the evidence secured Thursday, being largely in on the stand during nearly the entire seasion, and was vigorously cross-examined. He seemed decidedly worried and continuwho questioned him closely as to whether he had had any conferences with John L. Webster, attorney for the Venner faction making up his report to the mayor. This an effort to induce the witness to make a more positive statement. This he refused to do, repeating the statement that he did

The same procedure was repeated when the attorney tried to get the witness to make a positive statement of whether, in making his estimate of the value of the water plant, he had made any estimate of the value of the pipe lines. The city engi-neer evaded a direct answer for ten or fifteen minutes, and finally admitted that he had made no accurate estimate. mation in regard to other features of the plant was elicited after a good deal of ques-tioning. The witness finally stated that he had made no estimate, but had based his figures on such general information as he had acquired from his previous connection with the water company and his friendship with W. H. Hall.

In this connection the fact was brought out that Mr. Howell's father had been the law partner of Mr. Underwood of the water company, and that he had an interest in the legal business of the company.

E. Rosewater testified to the conversation

that he had had with E. L. Bierbower, relative to the action of the city engineer. He stated that he had called at Mr. Bierlower's office in regard to the subscription of the water company to the Transmississippt Exposition. On that occasion Mr. Bierbower had requested him to formulate a letter to President Woodbury of the water company. Sometime after he saw Mr. Blerbower again and in the course of the conversation Mr. Bierbower related the conversation in which Howell had made the demand that Solon L. Wiley should be given a place on the company's payroll. This was sometime in October, and he believed that Mr. Bierhower had told him the same thing at a subsequent conversation which occurred soon after elec-

Further, Mr. Rosewater stated that he had attended the secret meeting in the mayor's office, where the engineer's report was first produced. He recognized many of the statements in the report as practically reproductions of statements that had been made to him by John L. Webster. This convinced him that the report was at least partially inspired by some one who wanted to hold up the company and was not the

original production of the city engineer. On cross-examination Frank Ransom on hand before cellent facilitation of the cellent facilit very anxious to discover why the witness expected to get something out of their alleged claims against the plant and that Howell was one of the men being used as catpaws to that end. At the close of Mr. Rosewater's testimony the investigation was adjourned to 2 o'cleck.

EVIDENCE ALL SUBMITTED. The investigation was completed at the afternoon session and the decision rests in the hands of the committee. intimated that three members of the com-mittee will urge a report favoring Engineer Howell's dismissal from the service of the city, while the other two members are dis-posed to simply pass the matter over as an indiscretion which does not necessarily im-

ply any corrupt motives.

The evidence introduced by Mr. Howell was very brief and amounted to nothing more than an effort to prove that the receiver of the water company had abused City En-gineer Rosewater for his attitude toward the company two years ago. This they offered form this work, but the will proceed to do the statement that it will proceed to do the work on its own responsibility. Should it go ahead and make a deepwater port there go ahead and make a deepwater port there the final realization of the entire scheme mittee on the ground that anything that occompany two years ago was not material in

the present investigation.

Mr. Ransom spoke for about an bour in defense of Mr. Howell. He declared that if everything that had been said against his Mr. Rosewater and declared that there was a conspiracy to ruin the reputation of the city engineer. His argument ended the case and the committee adjourned subject

COUNTY COMMISSIONERS' MEETING.

Reject Request to Pay for Printing Morgan Brief. The Board of County Commissioners held a short and uneventful session yesterday morning.

The finance committee reported unfavor ably on the request of W. R. Patrick, attorof \$50 for printing the brief in the appeal ass.

The advantage that is claimed for Port of Morgan's case to the supreme court. Atbrief. The communication also stated that Morgan has neither friends nor money to pay for this work. The finance committee reported that there was no authority for making the allowance.

Consideration of the application of restdents of Benson for authority to incorporate as a village was made a special order at a meeting of the board, sitting as a committee