CORPUS CHRISTI CALLER

By The
CALLER PUBLISHING COMPANY.

MEMBER ASSOCIATED PRESS

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Subscription Rates—By Mail

Daily and Sunday, one year	$5.00
One month	.50
Sunday only, one year	1.50

BY CARRIER

In Corpus Christi and Kingsville

Daily and Sunday, one year	$5.20
Per week	.10

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CIRCULATION DEPARTMENT
PHONE 598.

Address all business communications and make out all checks, drafts, money orders and express orders to The Caller Publishing Company. All items, articles and communications should be addressed to Editor, Corpus Christi Caller.
Entered as second-class matter at the Postoffice in Corpus Christi, Texas.

CIRCULATION BOOKS
OPEN TO ADVERTISERS

Saturday, July 31, 1915.

THE UTTER NEED.

Cotton warehouses are more of an economic necessity than a war measure, generally speaking, although their importance during this period of sagging markets and commercial confusion cannot be emphasized too sharply. Unless ample warehouses are provided, deterioration will be enormous, involving the loss of millions of dollars; where they are provided they will serve as a buffer between the necessity of the producer and the weakness of the market. There is no indication of a cessation of the European war; no evidence of a stable market for at least two seasons. Without storage facilities, the South will go bankrupt. Properly protected, under such regulations as are prescribed by the banks, cotton serves as collateral, and even though the loans on such collateral may be small, comparatively speaking, they will be of inestimable benefit to the grower. As an economic measure, warehouses are warranted for all time to come. They represent a possible market season of from eight to ten months, whereas the present season extends over three to four months, compelling the grower to sell immediately, without hope of financial assistance that is not justified by a crop subject to adverse conditions of weather, impossible to house or render stable on the open platform or in the field. Hardly less important than the protection of cotton is the elimination of a portion of the crop by means of diversification. Next year, unless unexpected events change the course of things in Europe, this need for diversification will be even more strikingly accentuated.

The most informal party: old-fashioned watermelon, fruit sliced against the equator.

Fifty-three nationalities work for the Ford Motor Company. The idea is to produce a neutral cut.

We know of several things that might dampen our spirits, but a little moisture is not one of them.

Houston Post: "Boston footwear styles duplicated here." This increases Boston's fame, but will make tough chewing for George Bailey.

When Henry James joined the British, America lost a heavy weight. No man alive has a heavier pen, or one that writes more to express itself less.

If the United States must fight, and our services are needed, we shall volunteer for duty in Haiti, where a package of firecrackers and a Roman candle are equal to a 42-centimeter in Europe.

Theodore Roosevelt: "It's an ideal when we say we want war. I'm an extremely domestic man." Domestic, perhaps, Colonel Roosevelt; but hardly thoroughly domesticated!

Beaumont has ten courts, not counting tennis courts and courts of cardiacal appeal; but the old town still manages to be wicked enough to discourage any influx of ucollycoddles.

Ralph Connor, otherwise the Rev. Charles W. Gordon, declares that England's war plans are doomed unless her colonies furnish their full quota of men and munitions. With the loss of their absurd optimism, the English prepare to undertake deeds of enormous valor and consequence. Finally, the alarm clock has been permitted to sound.

RETREATING.

The Russians have offered their enemy the most daring and stubborn resistance; but the evacuation of Warsaw appears inevitable. The Grand Duke Nicholas is not going to sacrifice an army for sentiment, just because ammunition is lacking. His masterly retreat from Galicia proved his briskness of decision, his ability to extricate huge bodies of men from seemingly certain traps. It is generally admitted that the campaign through Galicia and Poland has cost the Austro-German forces heavily, and it may be that the capture of Warsaw, with its commanding position, its six lines of railway and vast commerce, will fall far short of a victory in the end; for it will take an army of vast size to retain Poland, and Grand Duke Nicholas only prepares to fall back, awaiting the day that he can command an army thoroughly equipped to meet the invaders on even terms. In any event, we hardly think that Germany will risk penetrating Russia to a greater distance. Already a considerable portion of her troops are 400 miles east of Berlin, and the next hundred miles will take them beyond the zone of adequate railway facilities.

Because he was President of Haiti, Vilbrun Guillaume was shot to death. We never heard of a coon being shot to death for so small an indisposition.

Deeds of surpassing romance may surround the Ring, and it may be hurled to gods of chivalrous glory; but we hardly think that song songs will be dedicated to it. For example, how impossible "On the Bosom of the Diamond Ring."

Miss Jane Addams favors the creation of an organization that will be able to bring the belligerents together after they have exhausted themselves with fighting. We think a much wiser plan would be to create an organization to keep them apart after they have exhausted themselves.

TODAY'S HISTORY LESSON

"Show deserves which the German armies are approaching from the northwest and the west is one of the strongest of the fortresses upon the first line of Russia defense in the west and bears with Warsaw, Ivangorod, and Brest Litovsk, the famous Polish quadrilateral, of which all four fortresses are still intact and still awaiting the first Teutonic assault, says a study of war geography issued by the National Geographic Society. The study deals with the southward bend in the interior chain of Russian Poland's defenses, which is just coming into prominence with the recent advances of the Germans.

"Novo Georgievsk guards the western and northern approaches to the capital, Warsaw, just as Ivangorod guards the southern and eastern approaches. Defensive works of lesser importance lie to the north and to the west of Novo Georgievsk, nearer to the German border, most of which have already fallen before the advancing invaders. The northern angle in the quadrilateral is a fortress of the first class, with a strong plan of outworks and minor defenses, situated upon the confluence of the Bug and the Vistula Rivers. It lies 25 miles to the north and west of Warsaw.

"A new circle of eight powerful forts has been thrown around the old works of Novo Georgievsk by the Russians. Thousands from the main strength of the place. The forts are built to the rivers at a radial distance of ten miles from the enceinte. Novo Georgievsk commands the lower Vistula, and the railway between Danzig and Warsaw. It was first fortified by Charles XII of Sweden, and later considerably strengthened by Napoleon. In 1813 and 1820-21, it was several times under siege."

The grease remains in your Pure Beacon Clothing; and the latter lasts. (249)

(Advertisement.)

NOTICE OF SPECIAL ELECTION.

Whereas, on the 5th day of July, A. D. 1915, the City Council of the City of Corpus Christi, Nueces County, Texas, at a regular meeting held at the City Hall on said date, the following resolution was duly offered by Commissioner Sutherland seconded by Commissioner Ward, and adopted by the following vote, to-wit: Hay Miller, H. R. Sutherland, T. D. Ward, L. H. Collins, and J. H. Gallagher, all voting aye:

"Resolution:

Whereas, J. H. Caswell of San Diego, California, has petitioned the City Council of the City of Corpus Christi, by virtue of the authority contained in the charter of said City, to order a special election for the adoption or rejection of the legally qualified voters of the City of Corpus Christi of the grant or franchise conferring upon the said J. H. Caswell the rights, powers and privileges set forth in the said ordinance entitled "An Ordinance granting to J. H. Caswell, his successors and assigns, the right to construct, maintain and operate a system of interurban railways within the City of Corpus Christi, and over, along, across and upon those certain hereinafter designated streets and avenues in the City of Corpus Christi, Texas, and regulating the construction, operation, equipment and maintenance thereof."

Therefore, Be it Resolved by the City Council of the City of Corpus Christi, Nueces County, Texas:

That it is hereby ordered that an election be held on the 10th day of August, A. D. 1915, at which election the adoption or rejection of the grant to J. H. Caswell by the City of Corpus Christi of the rights, powers and privileges set forth in a certain ordinance entitled "An Ordinance granting to J. H. Caswell, his successors and assigns, the right to construct, maintain and operate a system of interurban railways within the City of Corpus Christi, and over, along, across and upon those certain hereinafter designated streets and avenues in the City of Corpus Christi, Texas, and regulating the construction, operation, equipment and maintenance thereof," shall be submitted; said election shall be held in the City of Corpus Christi in Bond Election Precinct No. One, as the same has heretofore been established and designated by the City Council of the City of Corpus Christi. All qualified voters within the City of Corpus Christi shall vote in the Recorder's office in the City Hall of the City of Corpus Christi.

The following officers are hereby appointed to hold said election:

O. O. Wright, Presiding Judge.
E. T. Merriman, Assistant Judge.
C. R. Wallin, Clerk.
T. F. Fitzsimmons, Clerk.

The presiding Judge of said voting precinct shall appoint such other clerks to assist in the holding of said election as shall be necessary, and as prescribed by law. The polls of said election place shall be kept open from eight o'clock a. m. to seven o'clock p. m. on the 10th day of August, A. D. 1915, and at said election only legally qualified voters of the City of Corpus Christi, Nueces County, Texas, shall be allowed to vote. Voting shall be by an official ballot as required by law, and number and as required by law, in the following form, to-wit:

Official Ballot.

For the granting to J. H. Caswell a certain franchise entitled "An Ordinance granting to J. H. Caswell, his successors and assigns, the right to construct, maintain and operate a system of interurban railways within the City of Corpus Christi, and over, along, across and upon those certain hereinafter designated streets and avenues in the City of Corpus Christi, Texas, and regulating the construction, operation, equipment and maintenance thereof."

Against the granting to J. H. Caswell a certain franchise entitled "An Ordinance granting to J. H. Caswell, his successors and assigns, the right to construct, maintain and operate a system of interurban railways within the City of Corpus Christi, and over, along, across and upon those certain hereinafter designated streets and avenues in the City of Corpus Christi, Texas, and regulating the construction, operation, equipment and maintenance thereof."

Be it Ordained by the City Council of the City of Corpus Christi:

Section 1. That J. H. Caswell, his successors or assigns, hereinafter termed and styled the grantee, is hereby granted, for a period of thirty years from the date of passage and approval hereof, the right, privilege and franchise of constructing, maintaining and operating a single track interurban railway system within the City of Corpus Christi, and over, along, across and upon the following named streets, avenues and alleys of the City of Corpus Christi, Texas, to-wit:

Beginning at the intersection of Water Street and Schatzel Street. Thence with Water Street to the intersection of Furman Avenue. Thence with Furman Avenue to the intersection of Bay View Avenue. Thence with Bay View Avenue to the intersection of Hancock Avenue. Thence with Hancock Avenue to the intersection of Second Street. Thence with Second Street to the intersection of Morgan Avenue. Thence with Morgan Avenue to the intersection of Ninth Street. Beginning again at the intersection of Brewster Street with the track of the San Antonio and Aransas Pass Railway Company. Thence with Brewster Street extended to intersect with McLaughlin Avenue extended. Thence with McLaughlin Avenue to the intersection of Chipito Street. Thence with Chipito Street to the intersection of Last Street. Thence with Last Street to Chamberlain Street. Thence with Chamberlain Street, Ninth Street and Central Boulevard to South boundary line of the City of Corpus Christi. Beginning again on Water Street at its intersection with Schatzel Street. Thence with Schatzel Street to its intersection with Mesquite Street. Thence with Mesquite Street to its intersection with Mann Street. Thence with Mann Street to Tiger Street. Thence over Tiger Street and North Broadway to Jones Street. Thence with Jones Street to Caranchua Street extended. Thence with Caranchua Street to Antelope Street. Thence with Antelope Street to Tancahua Street. Thence with Tancahua Street to Mestena Street. Thence with Mestena Street to Last Street. It is expressly understood that the portion of this grant which covers any street or part thereof, now occupied by a line of street railway, or any land the title to which is not in the City of Corpus Christi, or which Street or proposed extension thereof has not been dedicated for public purposes, shall be limited to the rights of the City of Corpus Christi to make said grant, and shall be only so far as said City is legally authorized to make same.

The said railway shall consist of a single track with all necessary side tracks, switches, turnouts, spurs, wires, poles, fixtures, cars and appurtenances and equipment needful in the construction and operation of said railway, and the said grantee shall have the right to excavate for the purpose of transmitting power for the propulsion of its cars, overhead trolley systems, suspended on poles placed along the curb line or in the center of such streets, avenues and alleys where the driveway is more than sixty feet in width.

Section 2. All wires suspended from trolley posts shall not be less than seventeen feet above the surface of the street, and all construction and improvements of said railway shall be constructed under the supervision of the Commissioner of Streets and Public Improvements of the City of Corpus Christi, so as to avoid the least interference in the construction and in the maintenance with the free and unobstructed use of the Streets by the public, consistent with the proper construction and maintenance of said railway, and the City Engineer of the City of Corpus Christi, Texas, shall furnish all data in the possession of the City of Corpus Christi necessary to enable said grantee to conform to established grades and other established profiles for streets, avenues and alleys or parts.

The City reserves the right to itself and its grantees to cross said lines at all times, for any purpose it shall deem necessary, with as little interference as possible with the operation of said lines.

Section 3. In the construction of said railway where grades are established, the surface of said railway shall conform to the established grades, but where no grades are established the tracks shall be laid to conform to the existing surface. Provided, however, that where tracks are laid on streets where the street surface does not conform to the established grade, upon the establishment of such grade by the City of Corpus Christi, and the filling of the street to such grade, or where the grade is modified or changed, the grantee herein shall have to place the tracks of said street railroad to conform thereto at its own expense, and all fill excavated or paved by said grantee in many such improvements shall be disposed of as directed by the City of Corpus Christi in charging city streets, which said fill is not required to be moved more than ten feet from any part of excavation.

The entire system of tracks, poles, trolleys, rails, cars and equipment shall be new and of a type approved by the City of Corpus Christi and suitable in design for the service for which it is intended. All construction details and specifications for construction shall be approved by the City of Corpus Christi.

After the construction and completion of said line, there shall be maintained in continuous service a schedule for the passage of cars in each direction with no less frequency than every two hours in the same direction on all interurban lines, between the hours of 7:00 a. m. and 11:00 p. m. of each day, unless prevented by some purely accidental service or act of God. It being expressly understood that the Council reserves the right to fix schedule for cars used in city service alone.

Section 4. The said grantee shall within thirty days after the passage of this ordinance deposit with the City Clerk a written acceptance of the terms and conditions hereof, but shall date to the passage of this ordinance, signed with the City Treasurer.

The sum of Five Thousand (Dollars) Dollars to be deposited by the City of Corpus Christi, Texas, as liquidated damages upon the following conditions, to-wit:

First: That the grantee will actually commence to work from the construction of its railway within six months from the date of the acceptance of this ordinance.

Second: That the grantee will prosecute the construction of said railway with reasonable diligence and in conformity with the provisions of this franchise, and have at least two and one-fifth miles thereof in operation, as herein provided, within fifteen months after date of commencing actual construction, and have at least one-half of the balance in operation as herein provided within 24 months after the date of commencing actual construction, and have all of same in operation, as herein provided, within thirty months after the date of commencing actual construction.

In default of the building said first two and one-fifth miles in the manner and within the time limit herein provided, the City of Corpus Christi shall collect said $5000.00 and appropriate same as liquidated damages. If said two and one-fifth miles of railway are completed within the time limit above provided, the sum of Two Thousand and Five Hundred ($2500.00) Dollars shall be returned to said grantee. In default of the building of one-half of the balance of said railway, within the time limit as herein provided, the remaining $2500.00 left with said City Treasurer shall be collected by the City of Corpus Christi and appropriated as liquidated damages. When said one-half of the balance of said railway is completed within said time limit the additional sum of $2500.00 shall be returned to said grantee. In default of the final completion of said railway, as herein provided, the $1250.00 left with said City Treasurer shall be collected by the City of Corpus Christi and appropriated as liquidated damages. When said railway is completed within the time limit said last $1250.00 shall be returned to said grantee. Provided, however, that if any delay be occasioned on account of manufacturers being unable to fill orders placed for materials, cars, rails or equipment within the time limit, and grantee shall submit proof of diligent efforts to buy rails or other material for the construction of said line, and the inability to procure delivery thereof on account of delay of manufacturer or manufacturers, or for other good reason, satisfactory to the Council of said City, such period of delay shall be deducted in computing the time said construction shall commence or said line shall be put in operation.

Section 5. The cars upon said railway shall be operated at a speed of not more than eight miles per hour in the business portion of the City, nor more than fifteen miles per hour in the residence portion thereof.

Section 6. The grantee herein shall promptly pay all taxes and assessments that may from time to time be lawfully levied and assessed against his said properties by the City of Corpus Christi. The grantee herein shall indemnify and save the City of Corpus Christi harmless from all claims or judgments for injuries to person or property occasioned by or arising out of the construction of the railway herein authorized, and for this purpose shall before the beginning of construction, make to the City of Corpus Christi an indemnity bond in the sum of Ten Thousand ($10,000.00) Dollars.

Section 7. The charge for transporting passengers to be exacted by the said grantee shall not exceed the sum of Five Cents each for one continuous passage from points within the City limits to other points within said City, nor said limit in the price shall not prevent the exacting of an additional fare for a return journey, and the same shall furnish transfer tickets from one line to another or cross streets or extensions of his line or lines to passengers making any continuous journey from one point to another, in whatever form or direction on all interurban lines, free of charge, such transfers to be made at transfer stations designated by ordinance. Tickets for the use of school children, attending public primary or grammar school, under fifteen years of age, shall be furnished at the rate of Two and One-half Cents each, subject to any reasonable regulations which the grantee may impose to prevent the abuse of this privilege by the use of such tickets by others than school children. Policemen and members of the Fire Department shall be carried free in accordance with the provisions of the State anti-pass law. Children under five years of age when accompanied by adults shall be carried free. Grantee shall carry half fare tickets on his cars and make change therewith to children entitled thereto.

Section 8. Where street track is constructed the entire line shall conform as nearly as practicable with the center of streets, avenues and alleys over and along which the same shall pass, unless otherwise directed by the Commissioner of Streets and Public Improvements.

Section 9. All poling work, repairing, business offices and car barns used in the operation of the city street railway system shall be kept within the limits of the said City of Corpus Christi, except repair work and terminal facilities for use of interurban lines.

Section 10. When the grantee shall lay or construct a track upon any street upon which there is a pavement, sufficiently to cure he shall remove such pavement, and replace the same in as good condition as the pavement was prior to the laying of such track, and the laying and replacement of the same pavement, shall be at his expense. When the city shall order any street paved which is then occupied by the track of the grantee, grantee shall construct the paving between the rails of the tracks and for the space of one foot outside of the rails of such track and where double track lines are maintained on any street, crossings and turnouts excepted, the said paving shall pass the space between the tracks together with the space between the rails, and for one foot outside the outside rails. All excavations made by grantee shall be kept in good repair for a reasonable time, and all crossings and all streets, highways or avenues shall be backed by grantee for the width of the track and for the space of the four circuits of the rails of the track to correspond with the level of the road of the bridge. Upon extension of railway and concrete for right of way, and the maintenance thereof, shall be at grantee's expense.

Section 11. The grantee herein has the right of receiving and transferring freight of all character, express and United States mails on his own cars, or upon the cars of other railroads having connection with his tracks, provided the same shall in no way hinder or delay passenger traffic, and provided he freight cars of any character, other than the material in work cars of grantee, shall be moved or transported over any part of said line within the City limits south east of East street, Chamberlain Street and North Broadway and Central Boulevard, and the San Antonio and Aransas Pass Railroad Company's track.

Section 12. At the expiration of thirty (30) years from the date of the adoption of this ordinance, the City shall have the right to purchase from the grantee, his successors or assigns, all of his tracks, cars and equipment, the terms of which sale shall be determined by a Board of Arbitration consisting of three (3) members to be appointed as follows: One member by the grantee, his successors or assigns, one member by the City Council of the City of Corpus Christi, the third member to be selected by these two. If the first two members shall be unable to agree upon the third member of said Board, then such third member may be appointed by the Judge of the District Court of Nueces county, Texas.

In arriving at a fair value at which said purchase may be made by said City, the said Board of Arbitration shall not take into consideration the value of this franchise or grant held by the grantee from said City, but merely a fair value for the tangible property actually in use in the City of Corpus Christi by the grantee in the business for city street car purposes, at the time of arbitration, and the grantee shall maintain all of his property up to standard during said period of arbitration. The price, terms of sale and times of payment agreed upon by said Board of Arbitration or by any two members of said Board, shall constitute the basis of said sale, and with the City of Corpus Christi and the grantee, his successors or assigns, shall be bound to abide thereby, after said purchase shall have been duly ratified by the affirmative vote of the qualified electors of the City of Corpus Christi at a general election or at a special election regularly called for that purpose. All expenses connected with said Board of Arbitration shall be borne equally by the parties thereto.

Section 13. The said grantee by accepting or acting under this grant expressly agrees to pay to the City of Corpus Christi the sum of One Hundred ($100.00) Dollars within thirty (30) days from the date of the approval of this franchise; and thereafter, during the life of this grant, he agrees to annually pay to the Treasurer of said City the sum of Ten ($10.00) Dollars on each June First, for interurban service and an amount to be hereafter fixed by the City Council on cars used exclusively in the city and until such amount is fixed by the City Council on cars used exclusively in the City the grantee hereunder shall not have the right to operate cars exclusively in the said City.

Section 14. The grantee herein shall have the right and privilege, and all the rights and privileges granted in this ordinance, to use said street railroad, switches, turnouts and sidetracks in the operation of any and all interurban or suburban line or lines operated between Corpus Christi and any other point or points, and shall have the right and privilege of extending his line or lines to a junction with any other street or interurban line, by first obtaining permit from the City Council of the City of Corpus Christi.

Section 15. The grantee herein shall have the right and privilege to make such arrangements for securing electric or other power for the propulsion of its interurban cars as is it shall seem best, not inconsistent herewith, and shall also have the right and privilege of erecting and maintaining an electric power plant or other plant or plants for the purpose of manufacturing and supplying light, heat, electricity and electric or other power, or either of them, for his own use and for sale to the public, and if grantee desires to sell said power, heat or light to the public, he shall not do so until he obtains franchise therefor from the City of Corpus Christi, regulating the prices to be charged for such heat, light and power, as well as the material used, and the construction of the means for furnishing such heat, light and power, and franchise to be as nearly as possible the same as franchises heretofore granted to other companies for the sale of heat, light and power.

Section 16. The character of paving used by the grantee shall be that specified by the City Council for that purpose.

Section 17. This franchise may be wholly forfeited for failure to provide proper and adequate service, consistent with good management and business ability, at the prevailing rates of the franchise.

Section 18. This grant shall at all times be subject to the City Charter and the City Ordinances now in existence, or which may hereafter be passed, not inconsistent herewith.

Nothing in this franchise shall be construed to waive a present or future right and authority of the City of Corpus Christi to pass the necessary police ordinances for the protection of the citizens of the city of Corpus Christi and their property and the property of the grantee.

The grantee shall at all times display and keep the necessary danger signals and proper guards around all excavations and obstructions, and shall keep the streets in good condition for the travel of a space nine feet wide on each side of