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SPENT A WEEK IN TEXAS

The Reporter Editor and Wife Enjoyed a Pleasant Outing in the Lone Star State with Iowa Press Association.

For the first time in several years the members of the Iowa State Press Association enjoyed their annual outing it being a delightful trip to the great state of Texas this year. The party consisted of 54 persons, among the number being sixteen ladies, and their bright smiles added pleasure to the trip. The party assembled at Des Moines on Friday, April 3; leaving that city at 11:50 a. m. in the special Pullman sleepers, Fama and Niota, which were occupied by the party during the entire trip. From Des Moines to Kansas City the cars were taken over the Chicago Great Western road. At St. Joe and Kansas City we found about four inches of snow, and the weather was exceedingly chilly when we departed from Kansas City at 8 o'clock that evening, our cars being attached to the world famed "Katie Flyer", the crack train of the M. K. & T. Ry, whose guests the editors were during the trip, to Texas.

Saturday morning everyone was up bright and early for all knew we were passing through Indian Territory, and at 6:30 o'clock the cars were side tracked at the thriving city of Muskogee, the principal city of the territory. Here we found a royal welcome awaiting us, being met at the depot by the members of the reception committee and Muskogee's excellent band, and all piled out to get their first glimpse of the indians which were supposed to be found in great numbers living in their native style, clothed in blankets; but what a disappointment. There were indians in plenty, but they showed all the marks of civilization both in dress and manners, and in fact it was hard to tell which were indians, as many of them were educated and polished ladies and gentlemen. The entire party was entertained at an elaborate breakfast served in the dining room of the Katy eating house, one of the finest in the south. After breakfast the private carriages of the citizens were at our disposal and we were driven over their beautiful city and shown their public buildings, schools, etc. Following the ride a reception was held at the Elk club rooms, where were gathered a bevy of beautiful and stylish dressed ladies. A short musical program, a few social dances and then it was announced that the editors would also be entertained at luncheon. Muskogee is a thriving city which Phoenix like has risen from the ashes, as three years ago every business house in the city was destroyed by fire except two, but they have been replaced with modern brick blocks the equal of any in the north. There is great activity in real estate in that vicinity, as the Creek indians have been given the privilege of selling 120 of each 160 acres of land which has been allotted to each indian. The Dawes commission which is allotting the lands employs over 400 clerks and stenographers, last year receiving as salaries over \$300,000 which was mostly spent in Muskogee. Here we visited the federal prison and looked in at the "famous bull pen" in which in a space about 40 feet square are huddled over 200 prisoners, awaiting their hearing charged with every crime from murder to selling whiskey. Luncheon finished it was with many regrets that we bid adieu to the good people of Muskogee and started on our long run to San Antonio, Texas.

Entering Texas when we crossed the Red river near Denison, that evening we found trees in full leaf, and early flowers in bloom. A ride of all night brought many changes, for when we awoke Sunday morning we traveled for miles and miles through the most beautiful fields of wild flowers we ever saw, and the many castles, growing everywhere in great profusion, and hanging moss and mistletoe growing on the large trees were indeed interesting sights to the majority of the party who had never been in Texas before.

Sunday was spent in old San Antonio, one of the most interesting and historical cities of America, being first settled in 1689. The first point of interest sought by all tourists is the old Alamo, on Alamo Plaza, the oldest building in America, being built of stone in the year 1718. The building is now owned by the city and kept open each week day for the inspection of visitors. The custodian kindly opened the Alamo for the inspection of the editors. Many other historical buildings are still standing in and around the city, San Fernando Cathedral built in 1734, and the four mission houses built at intervals of two miles south of the city. Eight battles for the independence of Texas were fought in and around San Antonio in 1776, 1812, 1813, (two battles) 1835 (three battles) and 1836, under Spanish, French, Mexican Charter, and Texas

flags, so the city has thrived successfully under eight different flags. It was in the old Alamo on March 6, 1846, that Davy Crockett, Col. Travis, James Bowie, Bonham and J. Washington died with the balance of the garrison when the Alamo was captured by Santa Anna, who was in turn defeated and captured on April 26th of the same year and Texas won her independence. Special trolley cars were placed at our disposal by the San Antonio Business Men's club, and all of the principal points of interest visited, including the Government Post, Fort Sam Houston, the second largest in the United States which contains 206 acres, the famous hot sulphur springs, San Pedro park and the first Spanish governor's palace. In the evening the entire party visited the Mexican part of the city and saw the great gambling houses in full sway, Sunday being their biggest day. The visit to this historical old city will always be remembered with pleasure.

Leaving San Antonio Sunday night at 10:30, we next stopped at Smithville, a bustling little city, for breakfast, and then on to Galveston, where we arrived at 1 o'clock and were met by the reception committee of the Galveston Business League, and started on a tour of inspection, visiting the docks of the Malory and Southern Pacific steamship lines, where vessels from many foreign countries were discharging and receiving cargoes, the fish docks where hundreds of men were cleaning and packing fresh fish of all kinds, and then boarded a tug for a ride on the gulf, and a view of the forts, jetties, dredge boats at work, the quarantine station, etc. For the first time many had the opportunity of seeing the large porpoises which would come up near the boat. They are a species of the whale and very numerous, but are not molested as they are absolutely worthless. Returning to the city a tour was made of the island on trolley cars. Everywhere could be seen wreckage from the great tidal wave which swept over the city in September, 1900, during which it is estimated that nearly 10,000 persons lost their lives. The island is only a foot and a half above the sea level, and the city is constructing a mammoth sea wall fourteen feet high to protect the city from a recurrence of the disaster. It will take many years for the city to recover from its disaster, but the citizens seem to have great faith in the future, although for our part we prefer to get up a little higher above the sea level.

Leaving Galveston Tuesday morning we had a fine two hours' ride to Houston. On the way we passed through the big strawberry fields where the berries were being picked and shipped north in carload lots. Arriving at Houston, one of the best cities in the state, we were taken in hand at once by the reception committee and conducted to the Cotton Exchange, the great stock and cotton center of the south, where punch was served by the ladies and flowers presented to the strangers from the north. In the afternoon the party was taken in charge by the Business League and Manufacturers' Association, and shown the many manufacturing enterprises of the city—cotton-seed oil mills, car wheel works, cotton compresses, great lumber industries, etc., which make Houston the commercial center of southern Texas, and when they get the deep water which is now within a few miles of the city, and which they expect to have within the next two years, it will be the great shipping port of the south. Finally we were taken to Brunner's Park, just outside the city, where a luncheon was served under the green trees, and an immense key to the city of Brunner presented to the president of the association. The good people of Houston left nothing undone to make our stay in their city a pleasant one.

Leaving Houston at 7:40 an all night run found our special cars standing at Waco when we arose Wednesday morning, and after a splendid breakfast we enjoyed a trolley ride over the city, tendered by the Commercial League. Waco is a fine city of nearly 25,000 population, the Athens of Texas, having seven large and prosperous colleges, several business colleges and a number of private schools. Here we met a number of former Iowans, who did all in their power to make our short stay a pleasant one.

Leaving Waco at 9:30 on a special train for Ft. Worth, we had an opportunity of seeing how fast the Katy road can run, and certainly no road in the north can beat it. With Conductor J. Yelton in charge, and a baggage car ahead of our sleepers to ballast the train

the run was made in very fast time, the speed at times being close to 90 miles an hour. The roadbed is all ballasted with granite ballast and is as smooth as a floor. It was on this stretch of track that two abandoned engines, running 70 miles an hour, were allowed to meet each other while running at full speed, a few years ago. Many thousands of excursionists had gathered to see the exhibition, but it had a sad ending as one of the engines blew up and seven of the spectators were killed and a number injured. It is needless to say the curiosity of the Texans to see a railroad accident was fully satisfied and has never been repeated.

Our special train arrived at Ft. Worth about noon, where we were met by a large reception committee of Iowans and escorted to the Worth hotel where luncheon was served, the party being divided at small tables, at each of which was one or more ladies and gentlemen of the reception committee. Here we met C. D. Reimers, formerly of Ottumwa and Davenport, who is now manager of the Fort Worth Evening Telegram, and showing the Texans a sample of northern newspaper enterprise, and T. O. Walker, formerly of Bloomfield, who is on the staff of the Morning Register. After luncheon the entire party was taken to the packing house district where they inspected the mammoth new plants of Armour and Swift, the largest packing plants in the south, where many of the party for the first time saw how cattle and hogs are killed and packed. Returning to the city the big brewery was visited and inspected, and strange to say nearly all of the Iowa prohibitionists were ready to sample the product of the brewery. Here we were shown a model artificial ice plant and viewed the ice in the various stages of freezing. The ice is all made from filtered water and is retailed delivered at your door at 25 cents per hundred pounds. A trolley ride around the city and a view of their \$450,000 court house, the finest in Texas, completed the day with everyone very tired but happy in the thought that the day had been well spent.

At Fort Worth the itinerary of the trip was changed, the party having decided to extend the trip one day in order to visit Wichita Falls and view the largest artificial irrigating plant in Texas, leaving Fort Worth in the evening and arriving at Wichita Falls early Thursday morning, the trip having been made over the Denver & Fort Worth road. The first thing we did at Wichita Falls was to visit Iowa Park, a small town ten miles from Wichita Falls, which was named after Iowa by a large colony of Iowa people who settled there. Our special train was in charge of Conductor Jim Perdue, an old Leon boy, who lives at Wichita Falls. The country around Iowa Park is a beautiful one and one of the finest wheat belts in the world. The country is well improved and the farmers prosperous. Returning to Wichita Falls the party was tendered an elaborate breakfast by the citizens, after which we were taken in carriages six miles in the country to see the great reservoir from which thousands of acres of land will be irrigated. An immense dam was built across Holiday creek, which dams up an enormous body of water covering nearly 4,000 acres of land, and is from two and a half to three miles wide and over five miles long. The water is about 30 feet deep, and the amount of water available for irrigation is four billion gallons. It is estimated that this water will irrigate over 10,000 acres of the finest land in the world and the water can be kept running constantly day and night for over 100 days. The cost of building the dam and buying the land has been over \$200,000, but it will increase the value of the land irrigated nearly \$100 per acre. The carriage drive was greatly enjoyed, traversing, as it did, thousands of acres of land, and field after field of beautiful wild flowers. Returning to Wichita Falls the gentlemen of the party were permitted to witness a genuine Texas badger fight, the committee in charge having a hard proposition in explaining to the ladies that it was not a suitable exhibition for them. The honor of pulling the badger from its box was accorded the president of the press association, C. M. Junkin, of Fairfield, but in his excitement he pulled so hard on the rope that the animal's neck was broken and the fight was declared off. Talk about Iowa editors being suckers—well they were roped in in good style by the Texans on this occasion, but the fight was the cause of much merriment and Charley Junkin will never forget his part in the performance. At Wichita Falls we met many friends of F. N. Hansell, of Leon, who was for several years in business in that city.

Leaving Wichita Falls shortly after noon, the party returned to Ft. Worth where we again took the Katy and started for Dallas, stopping at Hillsboro for supper. Arriving at Dallas at 11 o'clock that night the party was taken to the office of the Dallas News, the greatest paper in all Texas, where a tour of inspection of their magnificent office was made, much interest being taken in the workings of their fast presses and other modern machinery, the equal of any daily in America. Early Friday morning the reception committee of the Dallas Commercial Club waited on the party, and as soon as breakfast was over carriages were in waiting for a drive over the city. Here the party met the only rain during their trip, but it did not interfere with arrangements. The immense printing plant of the Dorsey Printing Co., one of the four largest in the world was inspected, and was followed by a trolley ride around the city, after which a reception was held at the Commercial Club rooms, followed by a luncheon before the party left the city. Dallas is the business metropolis of Texas. It is the greatest wholesale center in farming implements of any city south of Kansas City, and is more nearly western and northern in its construction than any city visited during the trip. The citizens are endowed with true western get up and hustle and the result is apparent in the rapid strides the city is making.

Leaving Dallas at noon the party sped on to Denison, the Gate City of Texas, where a side trip was provided to Sherman, the county seat, ten miles south of Denison, a beautiful city of 11,000 population, with the largest cotton seed oil mill in the world and numerous other manufacturing industries. They also boast of the finest colleges in the state, a visit being made to the North Texas School for Girls, where the editors were introduced to 300 charming young ladies by Mrs. Kidd Key, the president of the college. A fine musical program was rendered and after a trolley ride over the city the return trip to Denison was made on the electric interurban road, stopping at Woodlake a beautiful summer resort half way between the two cities for a few minutes. On the way to Denison we picked up Mrs. Clara Bechtel Von Ende, at Greenville, a former resident of Garden Grove who accompanied us as far as Denison, and enjoyed a pleasant visit with the Leon members of the party, with whom many of her girlhood days were spent.

Returning to Denison supper was served and a reception and dance at the club, a magnificent brick building built by this organization of Denison club ladies, while away the evening hours in a delightful manner. Denison is the Gate City of Texas, a great railroad and wholesaling distributing point for the state and a great portion of Indian Territory. It is a city of 15,000 population, composed largely of northern people. Our stop in Denison will ever be remembered as one of the brightest parts of the jaunt through Texas.

Leaving Denison Saturday morning at 3 a. m. we started on our long run to Kansas City, taking breakfast at South McAlester, Ind. Ty., and then were permitted to view the country through Indian Territory and Kansas which we traversed during the night as we journeyed south. The north bound journey had two unusual and striking climaxes, which no editorial excursion from this state ever experienced before. At Dallas a gospel car was attached to our train bound for Denison, and the editors were invited to inspect the car, which is named Gospel Car No. 7, being in charge of Rev. G. B. Rogers of Waco, and is one of a number of such cars in the south operated by the Baptist denomination. The car will seat about 250 people, and after being shown the private rooms, kitchen, library, and other compartments, Rev. Rogers proposed that a little meeting be held. Songs were sung, short talks made by a number of the members, more than an hour being spent in this way, the meeting being a fitting close to the trip, coming as it did on good Friday. Nearly every denomination was represented at the meeting including Catholics, and a Salvation Army officer who was on the train. The gospel car visits railroad towns, towns without churches and other cities which need special religious work, and has accomplished a great deal of good. The meeting closed with a substantial collection to help the good work along.

Coming through Kansas Saturday afternoon between Parsons and Paola, our train came very near meeting with an accident. Rounding a sharp curve the engineer saw a farmer frantically waving his coat and a little way ahead was a large bridge burning fiercely. The air brakes were applied and the train stopped with a sudden jar. The engineer and conductor went ahead and examined the bridge and decided our only chance to avoid a delay of many hours was to run through the flames, so the train rushed across at full speed, after which it was stopped and backed

up as near the bridge as the heat would permit. The conductor decided to go on as it looked impossible to put out the fire, but the editors insisted they could extinguish it, and he permitted them to have their way. Buckets were secured from the engine and coaches and a volunteer fire brigade formed. There was plenty of water down a forty foot dump and the editors worked like troopers for half an hour and succeeded in extinguishing the fire and although the bridge was badly damaged it was saved in a condition so that traffic would not be stopped.

The party arrived at Kansas City Saturday evening at 6 o'clock where five hours were spent in sight seeing, and then the last run to Des Moines began where the party arrived Sunday morning and scattered for their homes all over the state. It was indeed a delightful trip, filled with pleasure from beginning to end, with not a single incident during the entire trip to mar our pleasure. The party was a most congenial one, and many friends were made, whom we hope to meet again at some future time.

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Iowa Press Association.

The annual meeting of the Iowa Press Association was held on board the train near Vinita, Indian Territory. Fitting resolutions were adopted, returning the thanks of the association to the numerous cities, railroads and other parties who had extended courtesies to the excursionists, which are to be printed in pamphlet form and distributed.

C. M. Junkin, the president, who arranged the Texas trip, and who has devoted much work to the association, was unanimously endorsed for re-election as president, the following being the officers elected for the ensuing year:

President—C. M. Junkin, Fairfield.

Vice President—W. I. Branagan, Emmetsburg.

Secretary—O. E. Hull, Leon.

Corresponding Secretary—F. R. Conway, Des Moines.

Treasurer—G. L. Caswell, Denison.

Now that the state association has revived the yearly excursion it is expected there will be a large increase in the membership, and it was decided to have another excursion within the next year, probably to Canada.

The M. K. & T. Railway.

Much of the pleasure of the Texas trip was due to the courtesy of the M. K. & T. Ry., who left nothing undone to make the trip a pleasant one. The general passenger officials of the road accompanied the excursion arranging all the little details to add to our pleasure. Personal mention should be made of Col. T. B. Cookerly, division passenger agent at Des Moines, who was with us during the entire trip, constantly doing little things unlooked for, such as providing cigars for the gentlemen, candy and flowers for the ladies, and making himself generally agreeable. Mr. E. P. York, of St. Louis, excursion agent of the Katy, also accompanied the party, and the road certainly has in him a rare gem. When it comes to rounding up a party, seeing that all are aboard, everyone up in time for breakfast, and neglecting nothing for their pleasure, York cannot be beat. Mr. T. L. Peeler, industrial agent, with headquarters at Dallas, was also one of the party, and did his full share toward making the trip an enjoyable one, especially in inviting his "cousin," Miss Gertrude Sagg, of Gatesville, Texas, to accompany the party on the journey through Texas, for a more charming or interesting young lady could not be found in the whole state, and Tom Peeler has just cause to be proud of his "cousin." Mr. W. P. Lindsay, Texas traveling passenger agent, Dallas, accompanied the party. The whole lot was a most congenial lot of good fellows.

The Katy road in the south will compare with any of the great trunk lines of the north, both in equipment and track, the latter all being rock ballasted. Their Katy Flyers are flyers sure enough for they make as fast time as any road in the west, and have justly earned for the road the reputation of being the best equipped trains operating in the south. The Katy system of railway eating houses is the finest in the world, being operated with no intention of making a profit, but to serve their passengers with every delicacy of the season. Travelers on the Katy get the best meals they ever ate at the very low price of 50 cents per meal. To any of our readers who contemplate a trip to the great southwest, we can conscientiously recommend them to take the Katy route and have a safe and pleasant journey.

The State of Texas.

Few people have any idea of the vast extent of the great state of Texas who have never traveled across it. It covers a greater area than the combined states of New York, Pennsylvania, Maine, New Hampshire, Vermont, Massachusetts,

Rhode Island, Connecticut, New Jersey, Delaware, Maryland, Ohio and Iowa, comprising about one-eighth of the total area of the United States. The climate is delightful, the gulf breezes preventing the heat in the summer from being oppressive, while in winter the mercury rarely registers below freezing. As compared to other states, Texas ranks first in area, second in railroad mileage, fourth in wealth per capita, seventh in population. It ranks first as producer of cotton, cattle and horses. In 1900 it produced more than one-third of the cotton crop of the United States, and more than one-fourth of the cotton crop of the entire world. The state has a large variety and range of soil, and within its borders can be found soil suitable for raising almost all kinds of crops. In northern Texas considerable corn is raised, as well as wheat and oats, while as you go farther south corn does not do so well, and it is necessary to procure Iowa seed corn in order to secure a crop. In the extreme south, or coast country, the crop is cotton, rice and vegetables, and in all parts of the state fruit is raised in great abundance. One thing which has hurt the state is cotton, for the farmers tie to it too closely and do not rotate their crops. Already many northern people have settled in Texas, and are among their best farmers. The state offers a great opportunity for northern push and enterprise. Land is cheap and is bound to increase in value, and for young men who expect to grow up with the country Texas offers a great and glowing field. In the past few years there has been a great immigration to Texas, and a cordial welcome is given to people of all classes from Iowa. It is conceded down there that Iowa people are endowed with great energy and push and that with Texas needs to develop the country. But for all the advantages which the state offers, we are compelled to say that, after traveling on this trip over 3,000 miles, we saw no country that was better than good old Iowa for an all around country, and the Iowa farmer who has an unencumbered farm, had better keep it.

Three New Ones.

Lyon & Healy, the well known Chicago music house, have just introduced three great piano compositions. The first is by Herbert L. Clark, "Idle Fancies," a beautiful waltz intermezzo. "Antics of the Ants," by W. H. Scouton and Geo. D. Barnard, is a two-step that will be popular in an instant. The third is a masterpiece by W. G. Yule, entitled "A Dream of the Ballet." These late pieces can be heard at your local music dealer's, or will be sent postpaid upon receipt of price by the publishers.

Decatur County Man Invents Successful Hay Stacker.

One day last week a committee consisting of the officers and directors of the Humeston Manufacturing Company witnessed a test by Mr. A. H. Graves, of Lamoni, of the new hay gatherer and stacker which has just been completed at the machine shop here. The trial was satisfactory in every particular. A quantity of hay was scattered over the ground and a team attached; it would gather the hay equal to any bull rake or any other device made for the purpose, and by moving a lever the hay is lifted clear off the ground and driven to the stack at any point desired and then by a very simple process the load is tossed on the stack, combining all the good points of any rake or stacker on the market. This machine has several points of superiority to a common bull rake. The large front wheels make it easier to go forward or back over rough ground, and that the tilting of the rake upwards when loaded thus clearing all obstacles. Then in stacking you can go to any point desired, taking advantage of the wind. We believe this machine will take immediately with the farmer as its merit is so apparent that it will be simple a question of making them fast enough and we trust a company will soon be organized so they can be manufactured in Humeston.—Humeston Era.

Dreadful Attack of Whooping Cough.

Mrs. Ellen Harrison, of 300 Park Ave., Kansas City, Mo., writes as follows: "Our two children had a severe attack of the whooping cough, one of them in the paroxysm of coughing would often faint and bleed at the nose. We tried everything we heard of without getting relief. We then called in our family doctor who prescribed Foley's Honey and Tar. With the very first dose they began to improve and we feel that it has saved their lives." Refuse substitutes. L. VanWarden, druggist.

All sorts of good people seem to regard Maple City Self-Washing Soap as a personal friend. Maybe you do not know it. Then why don't you get some friend to introduce you?

SMOKE LITTLE SQUAW CIGARETTES