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RAILWAYS. A Proposed Line From Glen Rose

IT MAY GO TO CLEBURNE OR TO GRANBURY. PROPOSITION MADE BY KANSAS CITY CAPITALISTS WHO ASK FOR NOTHING UNTIL WORK IS DONE. Committees Have Been Appointed On Bonus and Right-of-Way For the Line. Information comes from Glen Rose, county seat of Somervell county, that propositions, have been submitted by Kansas City capitalists to build a line of railway into that place. Glen Rose is a thriving little interior town, noted for its magnificent artesian wells, which have been pronounced superior to those found elsewhere in Texas. The town lies almost south of Granbury, which is located on the Fort Worth and Rio Grande. The town is wholly without railway facilities, and is about equally distant from the Santa Fe on the north and east, the Texas Central on the south and the Fort Worth and Rio Grande on the west. It is said that a representative of Kansas City capitalists has appeared upon the scene and proposed to the people of Glen Rose to build them a railway to a connection with some one of the lines which complete, surround Somervell county, which particular one, or to what point it is contemplated building, it has not yet been decided. It is understood that the promoters of the enterprise ask for no bonus until the proposed line shall have been completed and in operation. A meeting of Glen Rose's enterprising people has been held, and the proposition of the Kansas City people accepted. A committee has been appointed to secure a necessary right-of-way, and another will at once take the field in an effort to raise the required subsidy. Colonel S. E. Moss, the well-known capitalist of Cleburne, was selected as the trustee of the people, to hold the funds raised until the promoters of the scheme shall have carried out their proposition and have the line in operation. This fact would give some color to the supposition that the other objective point under consideration is the thriving little city of Cleburne, where a connection would be made with the main line and Dallas and Weatherford branches of the Santa Fe. It has been suggested, however, that in the event the line is built, the people of Glen Rose could obtain just as good a connection with Fort Worth, the great railway center of Texas, by building to a connection with the Fort Worth and Rio Grande at Granbury or some other point on the line. It is quite probable that if the matter is definitely determined all points interested and available will be given an opportunity to present their claims and arguments. The people of Glen Rose are to be congratulated on their enterprise and determination in this matter, and it is to be hoped that it will be pushed to a successful culmination.

RAILWAY RECEIVERSHIP. Comparisons for the Past Year Show Very Material Improvement. Railway Age. Although 1895 was by no means a prosperous year for the railways, yet it was much less disastrous than its two predecessors, and the number of companies which were compelled to default on their obligations as well as the mileage and capital involved, indicate improved financial conditions. Compared with the terrible year 1893, when seventy-four roads, aggregating 29,340 miles, became insolvent, involving \$1,781,000,000 of securities, the totals for 1895 appear small; and yet they represent vast properties and manifold interests, for even in this year of good harvests and increased traffic thirty-one railways were placed in the hands of receivers, covering 4,639 miles of road, with aggregate funded debt of \$211,211,000 and 1,282,970,000 of bonds and securities. Two companies out of the thirty-one contributed 52 per cent of the mileage and 77 per cent of the capitalization in this list, which of course would not have been especially significant of present conditions, as for most of the roads named bankruptcy has long been inevitable. The failure, in February, of the Norfolk and Western, with nearly 1,000 miles of road and almost \$110,000,000 of securities, was a great disaster, the results of which are still undetermined, no reorganization plan having been adopted. But the transfer near the close of the year into the hands of a court of the New York, Pennsylvania and Ohio, with 690 miles of operated lines and the enormous capitalization of nearly \$170,000,000, can not be regarded as a calamity, as it was in pursuance of the long pending plan for the reorganization of the property and its complete consolidation into the Erie railway system. This is the fourth time that the New York, Pennsylvania and Ohio and its predecessor, the Atlantic and Great Western, has been placed in the hands of receivers; it is to be hoped that it is also the last time. So large a share of the railway companies of this country have now gone through the process of reorganization or are awaiting it in the hands of the courts, that the record of receiverships will undoubtedly show a steady annual decrease for some years at least. About 150 roads are at present being operated by receivers, but the sales and reorganizations are outnumbering the failures, and the profitable occupation of managing railways taken out of the hands of their owners by the courts promises to become much less common than now.

CAR LOAD RATES. The state railroad commission has issued the following permitting to car load shipments. It is ordered by the railroad commission of Texas that the following rates and regulations shall be, and they are hereby established to govern the reception, transportation and delivery of loaded cars from point to point on railroads within the state of Texas: 1. Every railroad company, operating a railroad between points within the state of Texas, shall receive, when tendered to it by a shipper at any station on its line, every loaded car intended for transportation over its line to a point on its line, and also every loaded car intended for transportation over its line, and thence to a point on any connecting line of railroad. Having received from a shipper a loaded car destined to a point on its line, the company so receiving such loaded car shall forward and haul same over its line to destination; and having received from a shipper a loaded car destined to a point on a connecting line, the company so receiving such loaded car shall forward and haul same over its line to its junction with the next connecting line to which it shall at such junction deliver same for further transportation. 2. Every railroad company operating a railroad between points within the state of Texas, shall receive, when tendered to it by a shipper at a place of junction with its line, every loaded car intended for transportation over its line, and thence to a point on any connecting line. Having received from a shipper a loaded car destined to a point on its line, the company so receiving such loaded car shall forward and haul same over its line to destination; and having received from a shipper a loaded car destined to a point on a connecting line, the company so receiving such loaded car shall forward and haul same over its line to its junction with the next connecting line to which it shall deliver same for further transportation. 3. Connecting lines, as used in this circular, are two or more lines connecting with each other by crossing each other's tracks or otherwise, and forming a continuous rail route between the initial and terminal points of a shipment, and a connection of connecting lines is any one of said two or more lines. 4. The junction of two railroads, as used in this circular, is the place at which they cross each other's tracks or are otherwise connected. 5. Nothing herein contained shall affect the rules and regulations now recognized and enforced by the railroad companies of this state in respect to charges for car mileage upon loaded or empty cars. This order shall take effect January 27, 1896.

RATTLE OF THE RAIL. H. Holland, vice-president of the Port Worth and New Orleans, spent yesterday in the city. W. H. Abel, traveling passenger agent of the Chicago and Alton, was here yesterday. H. C. McGuire, traveling passenger agent of the Chesapeake and Ohio, came over yesterday from Dallas. R. E. George, traveling passenger agent of the Houston and Texas Central, spent yesterday in the city. J. W. Carter, general livestock agent of the Rock Island, came in yesterday. S. H. Hovey, vice president and general superintendent of the Rock Island, went north on the line yesterday. W. R. McAllister of San Antonio has been appointed general agent of the San Antonio and Aransas Pass, with headquarters at Denver. The La Porte, Houston and Galveston has gone into the hands of a receiver. The new rule of the Western Passenger association requiring that the new 2000 mile descriptive books be sold in person to the party in whose name they are made out, has caused no end of trouble to western roads, and like so many unreasonable restrictions embodied in association rules, seems to be destined to the shelf in its infancy.

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COMPOSITION OF FOOD MATERIALS. FAIRMEN'S BULLETIN, NO. 32, DEPARTMENT OF AGRICULTURE. Nutritive ingredients, refuse, and fuel value. Table with columns for Protein, Fat, Carbo-hydrates, Mineral matter, Water, Ashes, Fuel value, Calories. Lists various food items like Beef, Mutton, Pork, etc.

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