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Corpus Christi, Texas

AN IMPORTANT RAILWAY PROJECT

Brazos-Santiago to Brownsville and Hidalgo, With Main Line Running From Brownsville to Houston and San Antonio.

Col. Uriah Lott, Well Known Railroad Builder at Head of the Enterprise and Its Success An Assured Fact—To Traverse Magnificent Section, Which is the Finest Sugar Producing Region in the United States—Charter to Be Filed Shortly and Preliminary Work Commenced.

Public interest is on the alert here over a proposed new railroad from Brazos Santiago to Hidalgo, with main line from Brownsville to San Antonio and Houston. Col. Uriah Lott, than whom no better known and more successful railroad builder can be found in the United States, is at the head of the enterprise and this fact is almost a positive guarantee of the successful outcome of the project. THE HERALD is only permitted to say that preliminaries have been arranged for the building of this new system of railway which is strictly a Rio Grande enterprise, and local capital will enter largely into its construction. The new road from Brazos Santiago to Hidalgo, up the famous Rio Grande valley a distance of 70

thin air before his Spartan-like determination, and where he elects to construct a railroad, success generally crowns his efforts.

As before stated the new railroad is strictly a Rio Grande enterprise, and Brownsville will be general headquarters, where will be located general offices, machine shops, and everything pertaining to the headquarters of a successful railroad system. Those familiar with railroads, will realize in an instant what this alone means for our city, to say nothing of the wonderful development that will immediately come to the entire section traversed by the proposed road.

The charter will be filed shortly, and when this is done engineers will be immediately put in the field

development of new enterprises all along the proposed line, the coming of a line of steamers bearing from our very doors the diversified products of one of the richest agricultural sections of the United States, putting us in direct touch with the world's markets by both rail and water, and its immensity staggers the average mind in trying to grasp all the enterprise will accomplish for this section. Our citizens are taking hold of the enterprise in a manner which not only shows their appreciation of the benefits to be derived from the project, but also of their faith in the prowess of Col. Uriah Lott, when it comes to carrying to successful issue any enterprise to which he gives his attention. Watch THE HERALD for developments.

MORE ABOUT DRAINAGE.

Owing to Appropriation For Next Fiscal Year Being Made No Funds Are Available to Assist the Work Here.

In answer to a letter from W. M. Ratcliffe asking for further assistance in the matter of drainage, the following reply has been received from Elwood Mead, chief of irrigation and drainage investigation, by Mr. Ratcliffe, under date of November 28. The letter is self-explanatory and as follows:

Dear Sir.—Replying to your letter of November 16th, stating that Mr. Elliott had rendered valuable service in the organization of your drainage district, and asking for our further assistance in this matter, would say that Mr. Elliott has reached Washington and believes that this office should aid your section in the preparation of plans for the reclamation of your district from salt water.

In considering new work, however important it may be, we are confronted by this situation. The estimate for our appropriation for the next fiscal year has already been prepared. Owing to the desire to keep appropriations within the smallest possible limits, this estimate only included the continuance of work already undertaken by the office, and other work which has been examined by experts and known to be of pressing importance. Owing to the quarantine which prevented Mr. Wright visiting Brownsville, and the delay in Mr. Elliott's visit, it was not possible to include an estimate of the cost of work at Brownsville. Hence this expense was not taken into account in the estimate, so that we are somewhat embarrassed when a proposition to enter upon new and extended work is presented. We expect to send an engineer to Brownsville to study your problems and aid in preparing plans for their solution, as Mr. Ratcliffe believes should be done, but in order to do as much as the gravity of the situation requires, our appropriation will have to be increased.

We appreciate your situation and agree with you upon the proposition that it is a matter for the investigation of this office. The extent of such assistance, however, depends entirely upon a more liberal appropriation by Congress for Irrigation and Drainage Investigations. This will be largely influenced by the activity which citizens, situated as the Brownsville people are, exhibit in bringing the necessity of such work to the attention of their respective Congressmen and especially to the Secretary of Agriculture whose recommendation in such matters has much weight.

This brief explanation of our position will make our proposed cooperation better understood, and we trust you will do what you can, along the lines suggested.

Sincerely yours,
ELWOOD MEAD,
Chief of Irrigation and Drainage Investigations.



Col. U. Lott, The Railroad Builder.

miles, will traverse the finest sugar producing section of the United States if not the world, and its completion means the establishment of a large sugar refinery and other manufactories, and will be the signal for the awakening of this entire section from its Rip Van Winkle sleep, and the bursting into life of all characters of enterprises which go toward hastening the material development of the lower Rio Grande valley. From the end of the road at Brazos Island wharves will be built out to deep water, thus obviating the necessity of steamers crossing the Brazos Santiago bar.

Col. Lott's success as a railroad builder has been demonstrated in Texas, first in the building of the Texas-Mexican, Corpus to Laredo, San Antonio & Aransas Pass road, and later the St. Louis, Brownsville & Mexico, in all of which opposition was met, but he overcame them all, knowing no such word as fail. Obstacles vanish into

for preliminary surveys, sufficient funds having already been secured for this purpose.

Considerable development is already in progress in different portions of the territory to be traversed by the new road, but this is only a "drop in the bucket" as compared with the magnificent strides which will be made when the line shall have assumed more definite shape. The far famed Garden of Eden which is supposed to have been located along the Rio Grande, will be rehabilitated, but unlike the garden of old, no serpent will be allowed to enter its sacred precincts, to scatter discord, and all banishments will be self-inflicted.

THE HERALD will keep its readers fully advised of details as matters progress and feels that Brownsville and the Lower Rio Grande country are on the eve of an era of progress which even the most sanguine of our citizens did not dream of a few months ago. It means the