

# The Bryan Daily Eagle and Pilot

FOURTEENTH YEAR.

BRYAN, TEXAS, THURSDAY AFTERNOON, OCTOBER 7, 1909

NUMBER 260

## BRYAN-COLLEGE MOTOR LINE

### Present Conditions Demand the Construction of Such a Line Establishing Rapid Transit Between Bryan and College.

### TO DEVELOP CITY AND SCHOOL

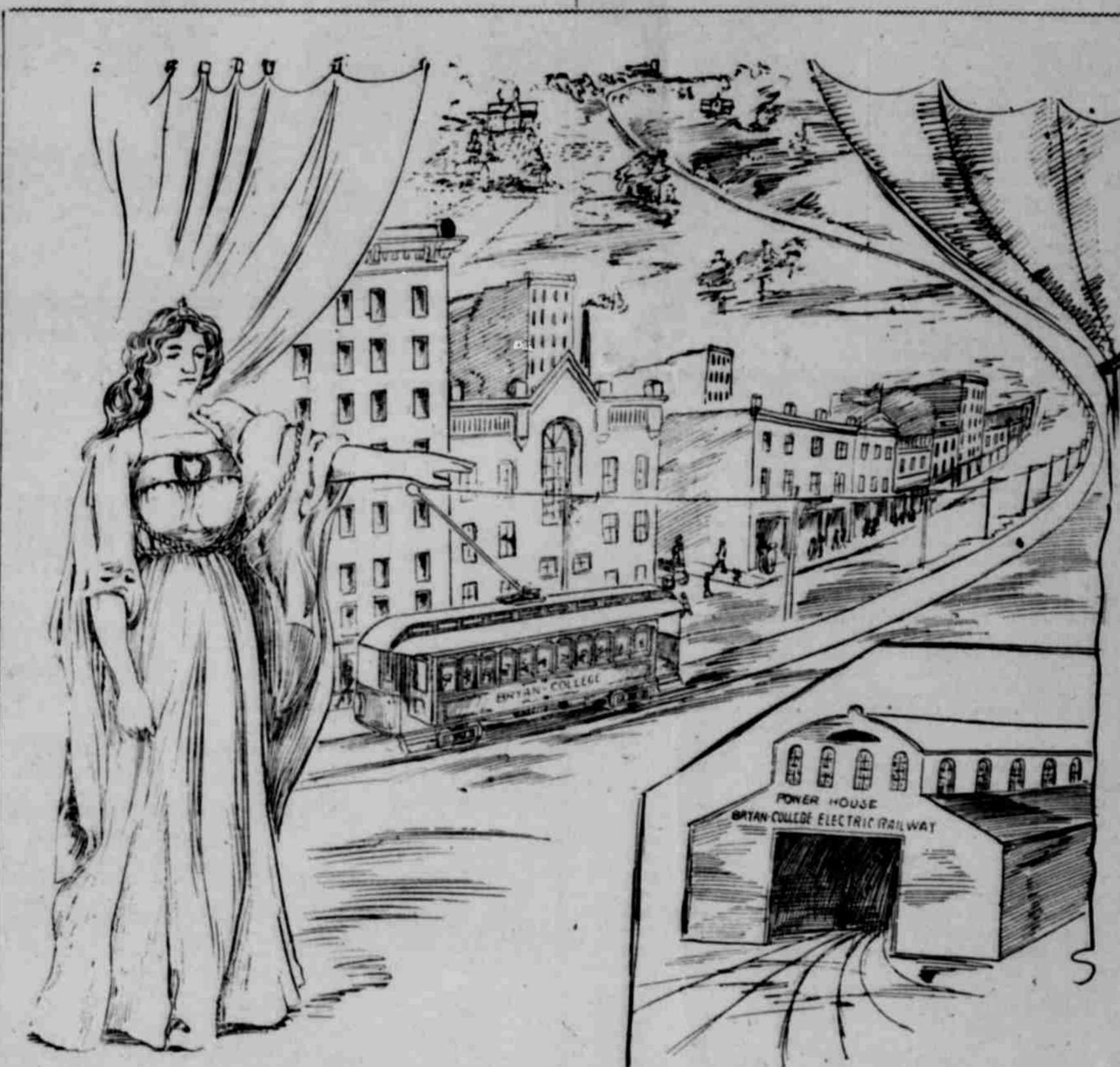
### Success Almost in Sight. Bonus Nearly Completed. Company Ready to Organize and Proceed at Once With Construction.

The question of rapid transit between Bryan and the A. and M. College was first suggested through the public press of this city several years ago and since that time has been a live issue and the subject of constant discussion. The chief reason for rapid transit between Bryan and College when it was first suggested, was for a more frequent communication between the two places, made necessary from a business or commercial standpoint. The importance of the two places to each other, the large amount of passenger traffic, and the great volume of supplies transported from Bryan to College, made a more frequent and more convenient schedule absolutely necessary. There being but a once a day train service from college to Bryan and return, and none from Bryan to college and return, forced a large majority of the communication between the two places to be done by buggy and wagon, which was slow and very expensive on account of the enormous loss of time.

These conditions suggested the necessity for rapid transit and frequent schedules either by special train service or a trolley line. While the matter was under consideration from this standpoint, came that other and still greater necessity—providing ample room for every son of Texas who wishes to avail himself of the technical training offered by the state Agricultural and Mechanical College. This necessity has developed rapidly and now overshadows all others. The college is hampered for lack of room, and it can never develop and meet the great demands of Texas until this room is in some way provided. Under the law as interpreted by Gov. Campbell, the legislature is estopped from appropriating any more money for the erecting of dormitories. Under these conditions not another forward step can be taken and the fate of the college hangs in the balance.

If, on the other hand the legislature could go on appropriating money for additional dormitories, this would not meet the exigency of the situation. The demand for room grows faster than dormitories could be built, hence the question must be solved in some other way, and the only logical solution is rapid transit between Bryan and college. With such a line every son of Texas and all the other states who so desired, could be educated at A. and M. All who desired to board at college could do so and the hundreds of others without limit, could board in Bryan.

**The Advantages.**  
The advantages of such a system to both Bryan and the College are so many and so potent. The Eagle will not reflect upon the intelligence of its readers by enumerating them. That it would increase the attendance at A. and M. to several thousand and develop Bryan into a city, is a foregone conclusion, because we have seen it at Ames, Iowa and Lansing, Michigan, near which places the A. and M. colleges of those states are located, and where the towns have been connected with the colleges by trolley lines. A more extended account of



The Bryan-College Trolley Line in Operation and What is Meant to Bryan. The Goddess of Fortune Pointing us to Our Opportunity.

each appears further on in this paper. If the A. and M. college had two thousand students and half of them boarding in Bryan as well as a hundred or more professors, it does not need a prophet to foresee the result. Bryan would have from ten to fifteen thousand inhabitants in five years and the intervening territory between the two points would be a veritable network of industry. Numerous truck farms and dairies would be established and hundreds of families would settle along the line of the trolley for the advantages of our great educational system. The public schools and training schools in Bryan and the A. and M. college make an educational system that is as near perfect as is possible to collect in one community, and the people would not be slow to see it and come here to take advantage of it.

along every line are beyond comprehension and the imagination cannot conceive the wonderful changes that would take place within the next few years. In this connection The Eagle would urge the people of Bryan to action. The enterprise is almost within our grasp and just a slight effort on the part of the people would secure it. We should act and act without delay. We cannot afford to miss it when it is so near achieved and success is almost within our grasp.

**Progress Made.**  
The first direct effort made to establish a trolley line between Bryan and the college was in 1906 when a promoter from Houston came to Bryan and proposed to organize a stock company to put in an electric line and also an up-to-date light plant. His proposition was for Bryan to subscribe \$15,000 of the capital stock, one

half of which was to be deposited in bank and the other half paid upon the completion of the road. His proposition was accepted, the stock subscribed and \$7,500 deposited in bank. The promoter then went east to negotiate for the necessary capital to put the enterprise through, but the shadow of the great panic was beginning to loom, he could not raise the money and the enterprise fell through. Here the matter rested until a few months ago when it again began to take tangible form.

**Maloney's Proposition.**  
At a meeting of the Retail Merchants Association during last spring Mayor J. T. Maloney made a proposition that if Bryan would raise a bonus of \$10,000 he would organize a stock company and put in a motor line. The Association accepted the proposition and President Edge appointed a strong committee to raise the bonus. They have worked at the matter at intervals since then and success is almost in sight. At a recent meeting of the Mer-

chants Association, reports were made and the matter discussed as follows: Chairman Saunders of the bonus committee reported that \$9300 had been subscribed, leaving a balance of only \$700. Before the meeting adjourned a gentleman subscribed \$50 which left a balance of only \$650. The matter was discussed at length and Mayor Maloney who is projecting the enterprise made a statement of what he would require before beginning the work and outlined his plans of procedure. He stated that he would require the full amount of the bonus, \$10,000, to be subscribed and then collected and deposited in bank to remain there until the road was completed and in operation when it was to be subject to his order. As soon as the bonus is in the bank he proposes

to begin the organization of a stock company, and when the necessary amount of stock is subscribed, the company will elect officers and directors and proceed with the construction of the road. If the entire amount of the stock could not be sold, he proposed to borrow on the road by bonds whatever balance was needed. On motion of Maj. L. L. McInnis a committee of five was appointed to represent the Merchants Association in the negotiations with Mr. Maloney in the organization of his stock company. In case Mr. Maloney fails to organize his company, then this committee to negotiate with other parties with reference to building the trolley. The committee is also to collect the bonus as soon as completed and select one of their number as trustee of the fund. President Edge has named the following gentlemen on this most important committee: Ed Hall, A. M. Waldrop, L. L. McInnis, A. W. Wilkerson, and W. E. Saunders.

**BONUS ALMOST COMPLETED.**

List of Subscribers to the Bryan-College Trolley Line.

J. A. Myers	\$1000 00
G. S. Parker	250 00
H. O. Boatwright	100 00
W. E. Saunders	250 00
Edge Dry Goods Company	100 00
M. H. James	100 00
A. W. Wilkerson	50 00
Tyler Haswell	250 00
W. J. Coulter	100 00
Parks & Waldrop	250 00
Cavitt & McKenzie	25 00
E. J. Fountain	110 00
J. M. Caldwell	10 00
Martin & Locke	10 00
Levy Bros.	50 00
A. L. Zananti	5 00
J. M. Saladin	25 00
Bigo Petonello	10 00
Allen Smith	50 00
W. T. James	100 00
Sanders Bros	50 00
E. J. Jenkins	100 00
Howell & Newton, Inc	150 00
Wilson & Darden	100 00
J. T. Hanway	50 00
John C. Vick	50 00
Webb Bros.	250 00
Brandon & Lawrence	250 00
Smith Drug Co	100 00
B. Kaczer & Co.	50 00
Paul Battle	10 00
A. J. Wagner & Co.	250 00
M. Bonneville, Jr	25 00
Zawrence & Co.	100 00
Gordon Sewall Grocery Co	250 00
Eugene Edge	250 00
E. Rohde	200 00
Exchange Hotel and J. T. Maloney	100 00
F. D. Perkins	100 00
J. W. Batts	50 00
H. G. Rhodes	30 00
First National Bank	250 00
City National Bank	500 00
J. W. English	500 00
Fred L. Cavitt	25 00
Cole Hardware Company	150 00
Walker's 5 and 10c Store	10 00
Bryan Ice Company	125 00
L. D. Palermo	5 00
J. W. White	10 00
R. L. Brogdon	25 00
D. Mike	25 00
P. L. Winter	10 00
J. W. Howell	250 00
Emmel & Maloney	100 00
Mrs. Nannie Rohde	200 00
C. G. Parsons	100 00
W. O. Sanders	30 00
Mrs. Minnie Zimmerman	25 00
Buchanan-Moore Co	100 00
J. W. Coulter	50 00
Mrs. O. H. Astin	150 00
J. H. McCullough	25 00
Bryan Cotton Oil Co	100 00
J. B. Hines	25 00
C. E. Bullock & Co	75 00
W. C. Lawson	25 00
Chas. Vesmirovsky	25 00
Eagle Printing Co	25 00
V. J. Dobrovoly	25 00
J. Groginsky	25 00
E. H. Astin	50 00
John K. Parker	50 00
M. Parker Estate	100 00
T. P. Boyett	50 00
Lamar Bethea	25 00
R. M. Nall	25 00
H. A. Burger	25 00
R. H. Harrison	100 00
H. L. Fountain	50 00
Robert Armstrong	25 00
Hensarling Bros	25 00
V. B. Hudson	25 00
W. Wiprecht	25 00
Bryan Press Co	100 00
Ed Hall	50 00
Bryan Telephone Co	50 00
O. P. and T. C. Bittle	50 00
Bryan Cotton Oil & Fertilizer Company	50 00
A. Dow	25 00
Dodson	25 00
Adams & Gordon	10 00
Carnes	25 00
E. Jenkins	15 00

**TROLLEY COMMITTEE MEETING.**  
The executive committee of the Bryan-College trolley line met Monday night at the home of Mr. Ed Hall chairman of the committee. Mayor Maloney was present and talked the matter over with the committee at length discussing every feature of the situation as it now exists. Mr. A. M. Waldrop was elected trustee of the bonus fund and is to have charge of the fund after it is collected. A resolution was passed that the bonus committee be notified that both the executive committee and Mayor Maloney were ready to act as soon as the bonus is completed. The committee will begin collecting the bonus as soon as it is all subscribed and everybody who has subscribed to the fund is urged to be ready to pay promptly when called upon so there may be as little delay as possible in getting