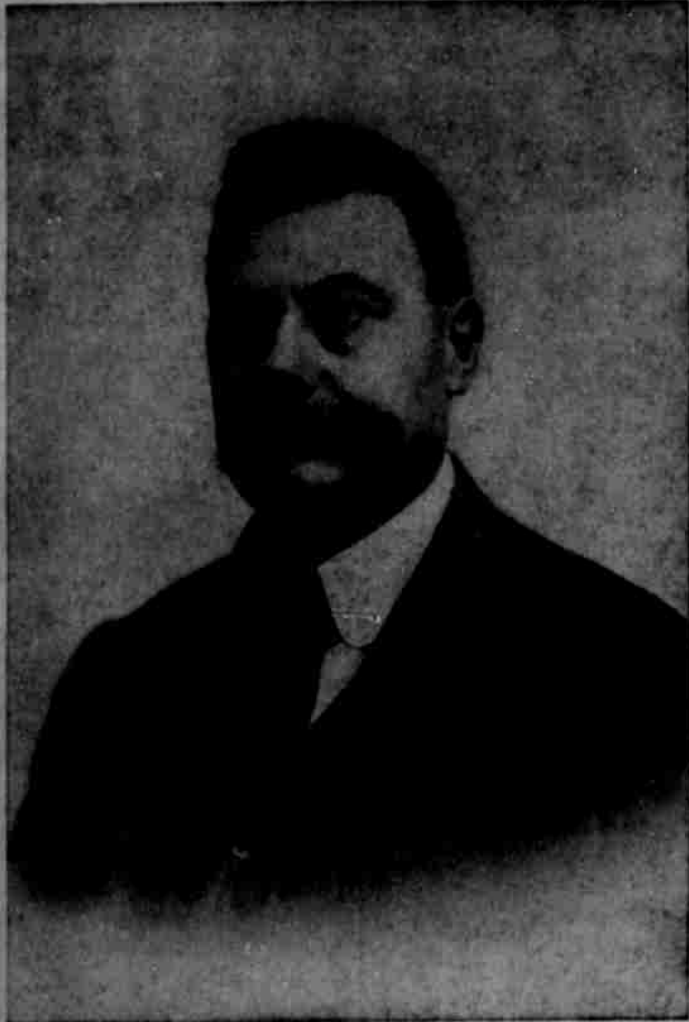


Some Interviews

From the College Standpoint—What the President, Professors and Other Prominent People on the Campus Think of the Trolley Line



PRESIDENT MILNER.

A representative of The Eagle went out to the A. and M. College in order to learn how the trolley proposition is looked at from that end of the line. Some of those whom he desired to see were too busy to spare even a few minutes but by patience and perseverance he secured several interviews which are good reading. Here they are:

Pres. Milner said: "You may say that we are all heartily in favor of the proposition to bring the A. and M. College and Bryan into closer relations by means of a rapid transit line. There are many, very many reasons for it and none against it. In the present congested condition of the College it would be of incalculable advantage to us in helping to take care of the overflow of students. It is not our policy to provide business facilities at the college and Bryan is well able to supply us with all that we shall ever need in that line, provided we have an easy and speedy means of communication between the two places. We are willing to do whatever we can consistently to promote the enterprise."

Prof. C. P. Fountain is enthusiastically in favor of the trolley line. He said: "It seems to me this is Bryan's opportunity. Our buildings are all crowded to their utmost capacity and we can't get tents fast enough to accommodate the overflow of students. If we had the trolley line many of the instructors and employes of the College would live in Bryan and their cottages here could be used for dormitories for students. In an emergency like the present the faculty would permit students to board in Bryan, though I don't believe that will ever be the permanent policy of the College. The legislature will make provision for all necessary buildings—the people of Texas demand it. The College authorities must discourage extravagance and other bad habits that would result from allowing the students to be on the streets of Bryan without restraint, but it is probable that provision will be made for students who live in Bryan to board at home. This would induce many who have sons to educate to make their homes in Bryan, and such always

make the very best of citizens. At present we have a College population of 1500 to 2000 and our only means of communication is by the railroad trains, which run at very inconvenient times, causing a loss of at least a half day every time we go to Bryan. As I said at first now is the time to strike while the iron is hot.

"The college demands and will have better financial, commercial, social and religious facilities than we now have. You have them and all that is lacking is the means to avail ourselves of them. If you fail to provide this we shall be forced to look out for ourselves. Already this year a complete grocery department has been added to the campus store and a Cadet's exchange has been opened. If Bryan lets this opportunity slip other facilities will be provided on the campus and the result will be that Bryan will lose the college business. Now is your opportunity, the issue will be settled soon."

In conclusion Prof. Fountain remarked that it was his private opinion that if the trolley line were in operation now 300 students would be boarding in Bryan. He also referred to the fact that Canyon City, with less than half the population of Bryan, had raised for the West Texas Normal a bonus of 2100,000,000 and the choice of seven 40-acre tracts of land as a site.

Capt. Andrew Moses, U. S. A. commandant of cadets, does not favor any plan that will interfere with the military discipline of the College, but the trolley line need not do that. Many of the professors, instructors and employes would prefer to live in Bryan and could do so without any detriment to the interests of the College, and the residences on the campus now occupied by them could be utilized as dormitories for the students. The money appropriated by the legislature could then be used in the construction of academic buildings and in providing equipment, which are very much needed, and in building more dormitories. Capt. Moses also referred briefly to the increased business, social and religious privileges that would result from more intimate relations between the town and the College.

Prof. Wellborn: "The large opening in spite of adverse conditions shows that with average crops and normal conditions the number of students would be very much greater. It is my opinion that if the circumstances had had been altogether favorable we should have had at least 1200 to begin with. It is as certain as anything in the future can be that in a few years and M. College will number its students by the thousands. The more students, the larger must be the teaching force and the greater the number of employes. More business and more travel will follow of course. In my opinion the trolley line will prove to be a very profitable investment, in a few years if not from the first."

Prof. Alvord: "I can best express my opinion of the situation by giving you a sketch of what was done and the result where the conditions were similar. The Agricultural college of Michigan is three and one half miles east of Lansing. In 1893 there was a little dinky car line from the city to a racetrack about half way to the college, but it was of little or no advantage to the college. The number of students then was about 400. In 1895 the car line was extended to the gate of the college grounds, a half mile from the buildings. There was a large increase in the number of students, about 75 of whom were day students from the city. In 1898 the car line was extended to the center of the campus with the result that business increased so that a forty per cent increase in the service was necessary, the cars running every twenty minutes from 6 a. m. to 11 p. m. In 1902 the line was doubled-tracked to the city limits, then half way to the college, and large cars were put on. The number of students is now over 1200, many of whom board and lodge in the city, the dormitory accommodations being less than 500. A thriving residence city, known as East Lansing, has grown up around the college, of which Lansing gets the business. Its citizens are people who came there to educate their children, and these, you know are the best class of people. The city has constructed a paved boulevard along the carline to the college, which all the way is lined with beautiful suburban homes. In granting the franchise the legislature limited the fare to five cents. What was done at Lansing could be done at Bryan, with similar results."

Prof. Nagle's classes in engineering have made some surveys under his direction but he did not care to base any statement on what he had learned in this way. Nor would he express an opinion as to the cost except to say emphatically that it will pay if properly built and managed. This opinion from such a source is valuable and The Eagle is thankful for it, for when it comes to getting information about an engineering problem an experienced engineer is about the hardest proposition a newspaper man ever comes up against.

James Hays Quarles, librarian of the college, said: "I believe that interurban transportation in Texas has but commenced and in my opinion the traffic will increase as fast as lines are built. I watched the construction of the Fort Worth and Dallas interurban, and watched its growth as a means of rapid communication between the two cities and I know that such accommodation increases the travel between any two given points. It is safe, convenient and cheap. A trolley line between Bryan and the A. and M. College of Texas would increase the traffic a great deal. At the College we have a community of over a thousand people; they are a community without mercantile facilities, and they must do their trading in the town of Bryan. With lack of communication, the people are dependant upon a train a day each way, or must have their own vehicles, and it is well known that educational work doesn't pay such munificent salaries that people can afford their own horses and buggies even if they had the time to give to the drive each way. Therefore they would patronize the trolley and it would be a growing thing from month to month. I think it would become a paying investment in a comparatively short space of time. However I would not like to see a trolley line interfere in any way with the dormitory system at the A. and M. College of Texas. In my opinion the dormitory system is the making of the boys who come here. They are under rules that restrain them; these rules put down any tendency to viciousness that may exist, and it keeps boys from running on streets and from house to house. It requires them to put in their required number of study hours, it requires them to be neat in their quarters and of their person; it brings them in close

association with their fellows and the stronger and abler boys help the weaker along. Many parents send their sons here because of the influences of the dormitory system and the military training that is given them, and I hope to see more dormitories."

want to see the trolley and hope it will be built."

Prof. Blake spoke especially of the isolation of the College community, restricting to a very narrow limit their social activities. One of the most beneficent results of the trolley

line would be the enlargement of the social sphere of the College people. This would add much to the pleasures of the young people especially, would produce favorable conditions for the development of that side of their characters and would be beneficial in many ways.

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