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Remember the date for the bond election is July 31.

We have heard a great deal about "penny-wise and pound-foolish" individuals. The opponents of good roads might be placed in this category.

Before the next state campaign is ended, it is going to be observed that politics do make strange bed fellows. Men who were at daggers points two years ago, will suddenly discover that they are bosom friends.

The man who opposes issuing road bonds now, because the weather is dry and the roads good, may be compared to the Arkansas man who failed to cover his house when the weather was dry because it did not need it then.

The opposition to the good roads bonds is now narrowing down to a few fellows who can give no reason for their position except that they do not want to pay the little extra tax that will be imposed by the authorization of such bonds.

The governor is reported as saying that he would oppose any man for office who violated the demands of his party platform, whether it be a candidate for constable or United States senator. We wonder if the governor had any reference to allusions?

In discussing the issuance of bonds for the purpose of building roads, let us not get excited. The sensible way is to take facts and figerus. These are convincing proofs that the issuance of bonds is a matter of public economy. Then as a business proposition vote for them.

A man was heard to remark that he was opposed to the issuance of bonds for good roads because it would be placing a debt upon his grand children. A moment's reflection ought to convince him that by the time his grand children are on the stage of action this indebtedness will have been liquidated.

Our city health officer is making strenuous efforts to clean up the city and thus reduce the danger of epidemics to the minimum. He cannot succeed, however, without the earnest co-operation of our citizens. The trouble is that when there is a general request to clean up, each one thinks refernce is made to the other fellow.

GOOD ROADS AND BRIDGES THE ONLY WASTE SAVERS.

The letting of the contract for the Galveston causeway and other causeways and bridges over the state, and the wonderful activity in the matter of road improvement in Tarrant, Cooke, Harris and other counties are hopeful signs of the times.

The comfort and safety of the traveling public amount to something, but, aside from these matters and from many other considerations the one matter of saving the waste is quite sufficient argument for these improvements.

The word "waste" in this connection means everything, from axletrees, wheels, harness, teams and time to the surplus yields of fruits, vegetables, poultry, pigs and beeves. An easy way to get all the products of the farms and pastures to market must prove a profitable investment to both the man in the country and the man in town. It is, in fact, the only means of saving the waste.—Dallas News' Thoughts on Texas.

Two years ago platform repudiators were embezzlers of power and not to be trusted. Now they appear to be statesmen far in advance of their day and genration.

It is not a question of whether all raw material shall go on the free or taxed list. The democratic platform demands that trust-controlled articles shall be placed on the free list. Let us keep the record straight.

It is a well known rule in all lines of business endeavor that where an employee assumes an antagonistic attitude toward the interests of his employer he is soon out looking for another job. In a majority of cases this is the cause for the frequent changes made by railroads and other big industrial corporations in subordinate officials. Why should not the same rule apply to the employees of a municipality?

Waxahachie is now threatened with an epidemic of typhoid fever, several case are reported, and already there has been one or more deaths. We should fight this disease from the beginning by a thorough cleaning up of all premises. The authorities may not have the legal right to go inside your enclosures and force you to put your premises in shape, but their attention has been called to several places, and they may have to mention them by name in the press.—Waxahachie Light. The Light calls attention to a matter that ought to be attended to at once in every town in Texas, and if the authorities haven't got legal authority to compel every man to clean up his premises as may be demanded by the health officers, that authority ought to be conferred without any loss of time. No man sneuld be allowed to endanger the health of his neighbor.—Fort Worth Star-Telegram.

GRAND OLD TEXAS.

The Chattanooga News has this to say: "Some portions of Texas are suffering for rain, others are being washed away by floods. The point in it is that Texas is an empire in ittself. Even the weather man can not shape his course to be agreeable to all portions of Texas."

While the foregoing paragraph in its entirety is not altogether accurrate, it presents one leading truth that the country ought to take to heart. That is, "Texas is an empire in itself." Unfortunately, untraveled people who dwell within small political subdivisions, by courtesy designated as states, can not comprehend what our Chattanooga contemporary so clearly sets forth.

It is true there are at the moment some small spots in Texas that need rain. There are other small spots that are well drenched. A dry spot in Texas or a drenched spot in Texas calls for a telegram, not because the matter is of great importance, but because of the yearning of the world to read any sort of item that bears a Texas dateline.

Thus it happens in winter that a telegram tells of a blizzard in Texas, because a disgraceful Kansas flurry sweeps across our northern boundary. Some people think then that Texas is in the grip of a blizzard, when as a matter of fact almost every prospect pleases and not even man is vile. It is a common thing to have snow in one part of Texas while the sun burnishes the oranges with gold in another part. From north to south as the trains run, Texas is a thousand miles across, a distance not readily comprehended by people whose views of life are bounded by limited horizons.

From Chicago to New Orleans—that gives an idea of the north-and-south distance in Texas. From New York to Chicago—that gives an idea of the east-and-west reach. In other words, Texas is a state by the immortal, immutable, eternal and everlasting decree of the Lord God of hosts—not a small bundle of plantations and municipalities puffed up by the immaculate and unmitigated gall of a struggling horde of people who think they are straining the props of the universe when they are able to eat three meals a day and go to the moving picture shows twice a week.

We want it understood that all things in Texas are working together for good to them that love the Lord. The sunshine is filling our souls with joy and playing the devil with the boll weevil in the fields. Our 9,000,000 acres of corn are here—so are our 11,000,000 acres of cotton. Our 45,000,000 acres of forests are doing a lumber business with whiskers on it. Our 10,000,000 head of cattle are eating grass with the voracity of Nebuchadnezzar. Our fruit trees are burdened with ripening fruit. Our 5,000,000 sheep have just had the wool clipped from their saintly backs. The oil wells are spouting the petroleum just as if there were no Standard Oil company in the world. Our rice fields are waving under the breath of the summer breeze. The mint fringes the saintly bayou, the birds sing blithely in the trees and all nature is melodious with the hallelujahs of a saintly people who enjoy in an unusual degree the inestimable blessings of the Giver of every Good and Perfect Gift.—Houston Post.

RAILROAD TIME TABLE

M., K. & T.—North Bound.

No. 6 (Flyer) leaves ..... 2:20 a m
No. 204 leaves ..... 7:32 p m
No. 202 leaves ..... 10:06 a m

South Bound.

No. 203 leaves ..... 8:25 a m
No. 201 leaves ..... 5:35 p m
No. 5 (Flyer) ..... 9:09 p m

H. & T. C.—West Bound.

No. 85 leaves ..... 6:26 a m
No. 83 leaves ..... 6:53 p m
No. 89, west bound arrives 11:15 a m. Connects at Garrett with train from the north and south from Corsicana.
No. 87, west bound arrives 5:00 p m. Connects at Garrett with train from the north.

East Bound.

No. 82 leaves 9:10 a. m.—connects at Ennis for Houston.
No. 86 leaves ..... 9:06 p m
No. 88 leaves 10:00 a. m. Connects with north bound.
No. 84 East bound leaves 3:50 p m Connects with north bound and southbound to Corsicana

Trinity and Brazos Valley.

Southbound.

No. 5 leaves ..... 10:35 a m

Northbound.

No. 6 leaves ..... 4:45 p m

MORE CADETS NEEDED.

Colonel Scott Points Out Conditions at West Point.

Colonel Scott, superintendent of the Military academy at West Point, has prepared a memorandum on conditions at that institution which deserves the serious attention of congress.

Colonel Scott points out that the classes graduated from the academy in the last ten years have averaged fifty-one short of the number required to fill the vacancies in the commissioned personnel of the army caused by ordinary casualties, such as death, resignation and retirement, the result being that of all the line officers now in active service only 38.6 per cent are West Pointers.

The importance of these facts is easily indicated. In the last ten years the manner of conducting military operations has undergone radical changes. The introduction of smokeless powder machine guns, rifles of greatly increased range, and high angle artillery fire, together with the use of electrical appliances for fire control, signaling, etc., has made the fighting of battle largely a matter of scientific application. Henceforth battles will be fought by adversaries invisible to one another, and issues will be determined by commanders securely shielded miles remote from the zone of fire. Delicate instruments which enable the officer to locate the enemy beyond distant ranges of hills, high-power guns capable of dropping projectiles upon an objective half a day's march away and many other devices first tested in the Russo-Japanese war means that in the next grand conflict the actual field or battle will be practically empty so far as visible factors are concerned, and that the struggle will be determined chiefly by means of scientific and mechanical agencies securely hidden from observation.

These changed conditions signify that the officer capable of efficient service in future war must be a man not only of thorough military training, but of highly specialized scientific education. To expect these qualifications of the alert, ambitious young man entering the army from civil life is unreasonable. They are to be acquired in their fullness only in an institution devoted exclusively to military education. That is the special function of West Point.

To meet the requirements indicated Colonel Scott recommends that when a cadet has completed the first three years of his course his successor shall be immediately nominated and admitted to the academy. This increase in the cadet corps, it is explained, if adopted now, would result in the graduation of about 130 cadets a year, beginning five years hence, and thus meet the normal requirements of the army more fully than is possible under exisiting conditions.—New York Mail.

KATY ISSUES "DON'T" BOOK.

Ticket Agents Tersely Told of Things to Prevent Costly Errors

The general passenger department of the Katy has issued a routing booklet and a set of "don'ts" for its agents in Texas for the purpose of giving information in a nutshell regarding the routing of passengers to Pacific Coast points. Incorrect routing of passengers is costly to ticket agents in many instances, as they are compelled to pay out of their own pockets the difference between the regular fare, over the direct route, and the rate over the route which is not authorized by the railroad companies. The tourists' tariff book giving rates and routings from Texas points to the Pacific Coast contains sixty-eight pages, while the Katy's new routing book contains eight pages and all the information necessary to agents in handling this class of business.

The Interstate Commerce Commission has ruled that when a railroad agent makes a mistake in selling a ticket the connecting lines are right in demanding their full proportion of the fare, but the Interstate Commerce Commission does not undertake to say what the agent's own line shall do in the premises.

It is said that the Pacific Coast lines have profited largely by this ruling, while their eastern connections, or the agents making mistakes, have been forced to foot the bill. The various routings to Pacific Coast points have caused many agents to become confused in selling through tickets and in numerous instances they have been forced to give back part of their salaries to the company for making errors.

H. A. Cooper has charge of the restaurant and all other privileges at the Chautauqua grounds.