

University of Texas at Tyler

Scholar Works at UT Tyler

Presentations and Publications

Robert R. Muntz Library

Summer 1990

"Newspaper Notes, a Continuation: Transportation." *Chronicles of Smith County, Texas* 29 no. 1 (Summer, 1990): 22-34.

Vicki Betts

University of Texas at Tyler, vbetts@uttyler.edu

Follow this and additional works at: https://scholarworks.uttyler.edu/pres_pubs



Part of the [History Commons](#)

Recommended Citation

Betts, Vicki, "'Newspaper Notes, a Continuation: Transportation." *Chronicles of Smith County, Texas* 29 no. 1 (Summer, 1990): 22-34." (1990). *Presentations and Publications*. Paper 17.
<http://hdl.handle.net/10950/410>

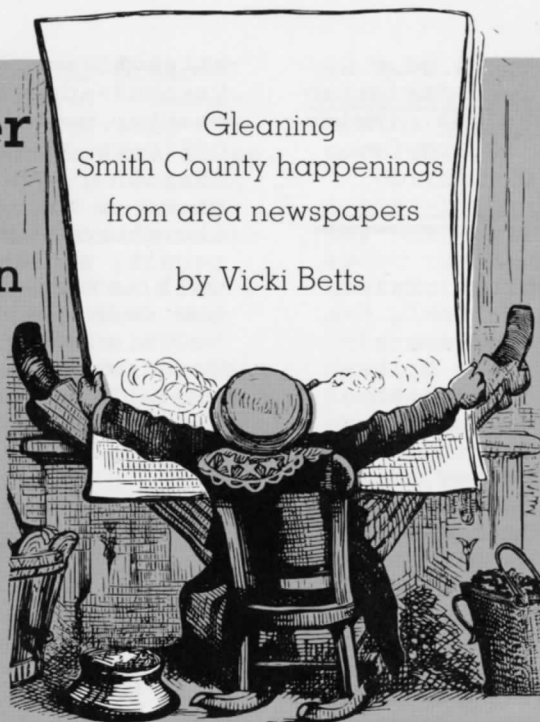
This Article is brought to you for free and open access by the Robert R. Muntz Library at Scholar Works at UT Tyler. It has been accepted for inclusion in Presentations and Publications by an authorized administrator of Scholar Works at UT Tyler. For more information, please contact tgullings@uttyler.edu.

Newspaper Notes

a continuation

Gleaning
Smith County happenings
from area newspapers
by Vicki Betts

previous installments-
"religion" - 1988
"agriculture" - 1988
"crime and
punishment"- Summer 1989



The loss of the backfiles of the Tyler newspapers to fire in the early twentieth century left a serious gap in primary sources for the Smith County historian. Fortunately, however, other area papers often quoted excerpts or entire articles from the Reporter, States Rights Sentinel, and other local publications, and a lively exchange between editors added to the flavor of the Civil War and Reconstruction era.

While conducting research for Smith County, Texas, in the Civil War, I compiled a file of articles from 1860 through 1865 (later expanded to 1875) which mentioned Tyler or Smith County. Sometimes tragic, often funny, and always informative, this file has proven to be a valuable source of information for one of the most interesting periods of our history. Clips on one topic, transportation, are printed here as they appear over one hundred years ago. Locations of microfilm copies of the newspapers consulted are listed below.

Austin Democratic Statesman
Austin State Gazette
Clarksville Standard
Daily Austin Republican
Dallas Herald
Galveston Flake's Bulletin
Houston Tri-Weekly Telegraph
Marshall Harrison Flag
Marshall Texas Republican
San Antonio Daily Herald

University of Texas at Tyler
North Texas State University
East Texas State University
East Texas State University
East Texas State University
East Texas State University
Texas A & M University
East Texas State University
East Texas State University
North Texas State University

Transportation



1860

Clarksville Standard, Jan. 28, 1860

From a letter by Mr. Hubbard of Smith to Tyler Reporter:

Dear Sir.—The "special order" of to-day in the House of Representatives, was the consideration of "An act to incorporate the Houston, Trinity, and Tyler Railroad Company."

I am happy to announce to you, and my constituents of Smith County, that the Bill passed with great unanimity. This road (by the amended charter,) is to commence at or near the city of Houston, connecting with the fifty miles of road already constructed, from Galveston to Houston, and thence run by the "nearest and most (illegible) route," to Tyler, thence via Gilmer, to Texarkana in Bowie County, and there connect with the Road now being built to the Mississippi. As I stated to you in a former letter, this enterprise is one of the most important which has ever been set foot by our people. It will run through a rich and fertile country, intersecting with all great lines now contemplated through Texas, and will afford a direct communication with the Gulf.—The following are the commissioners, authorized by the charter to organize the company, to wit: ...

Smith County—Tyler.—B. T. Selman, B. L. Goodman, Elam F. Swan, Asa Holt ... [other counties listed]

The terms of our charter gives the Company the benefit of the loan of the "Special School Fund."

This charter requires that the construction of this Road shall commence within twelve months from the passage of this Bill, and 25 miles completed every twelve months thereafter. The Road can be commenced simultaneously at both termini. Those who have the best opportunity of knowing, say that this Road will be completed to Tyler within three years, as the determination is to build it by construction bonds, and place the whole line under contract. It was thus the "Georgia Railroad" was built, and several of the most important Roads of the older States.

Clarksville Standard, Jan. 28, 1860

Another enterprise of interest to Smith County and Tyler, is the Bill which on yesterday passed the House, to incorporate the "Eastern Texas Railroad Company."

This Road (30 miles of which is completed,) is to run via Nacogdoches, Henderson and Tyler, to Grayson county.

These Bills will certainly pass the Senate in a few days, as they will meet with no opposition in that body. I consider the charters safe, beyond a doubt.

San Antonio Daily Herald, Feb. 23, 1860

The Upshur County Democrat says:

"We have received the charter for the Houston, Trinity, and Tyler Railroad Company. The terms of the charter gives the Company the benefit of the land bonus. It, also, gives the benefit of the loan of the special School Fund. The road commences at or near Houston — connects with the road already built from Galveston to Houston, and is to run by Tyler and by Gilmer to Texana in Bowie county. The road is to be commenced in twelve months from the passage of the act, and twenty five miles is to be completed each year thereafter.

Clarksville Standard, March 10, 1860

Measures passed by the 8th Texas Legislature.

#31 Act to incorporate Houston, Trinity and Tyler RR Co.

#32 Act to incorporate Eastern Texas RR Co.

#58 Act to amend 1st, 5th, 7th, 13th, 17th sections of act to incorporate Houston, Trinity, and Tyler RR Co.

Dallas Herald, Mar. 28, 1860

Subscription books for the Eastern Texas Railroad are now open along the line of the road. The Nacogdoches Chronicle says that the people are keenly alive to the importance of the enterprise, and are determined that the road shall be built. The route commences at Sabine Pass, and points on an air-line, we be-

lieve, towards Sherman, Grayson county.

Austin State Gazette, June 16, 1860

Galveston and Tyler Railroad

This road, we are informed, is now actively engaged in making the preliminary surveys. Capt. J. J. Hendley is President and Lorenzo Sherwood Vice President. The Directors are Gen. E. B. Nichols, James Sorley, A. B. Lufkin, John L. Darragh, Thad Mather and George Ball, of Galveston, Henry N. Jones of Montgomery, J. A. Thompson of Walker, and Benjamin L. Goodman of Smith County.

We hope to see the road presented in good faith, and from the above names we think this will be so. Gen. Nichols and Mr. Sorley are men well calculated to impart energy to so important an enterprise.

Austin State Gazette, July 7, 1860

The Tyler Reporter says that the late Railroad meeting there was not harmonious, and that nothing but prompt action on the part of the officers of the company, will preserve the enterprise from injury in that Section.

Austin State Gazette, July 7, 1860

Eastern Texas Railroad

This is the day of Railroads in Texas. On the 18th inst., the stockholders of this road met in Woodville. It was found that \$301,000 had been subscribed, and [sic] \$15,000 paid in as the proceeds of the five per cent. The following Directors was chosen: S. H. Witmer and G. W. Cochrane, of Ohio; C. H. Alexander, Sabine Pass; R. R. Neyland, of Tyler county; H. H. Edwards, J. R. Arnold, of Nacogdoches county; W. W. Morris, Allen Birdwell and Wiley Harris, of Rusk county. The Directors has elected for President, H. H. Edwards; Vice President, W. W. Morris; Secretary, John Forbes; Treasurer, J. H. Mackleroy; Chief Engineer, R. R. Marsh, Ohio; Gen'l Superintendent, S. H. Witmer.

It is expected to commence the work at Sabine Pass in July. When it will be completed to Henderson, we cannot say, but some sanguine friends write us that they expect to see the Locomotive in Henderson in 1863.—

Austin State Gazette, Oct. 27, 1860

SMITH.—The Tyler Reproter has a well written account of an eloquent Democratic speech delivered by Col. Rainey, at Tyler, on Saturday, the 6th inst.

The Reporter says: "We had the pleasure last week of an interview with Col. Graeff, one of the principal contractors of the Southern Pacific Railroad, and also Mr. Hyams, the Chief Engineer. They gave us most encouraging news in reference to the prospect of this enterprise. We have no doubt, from what we learned of these gentlemen, that if the citizens of Smith county will but do their duty, in eighteen months we can have the road completed from Shreveport to Tyler."

Dallas Herald, Nov. 14, 1860

Southern Pacific Railroad.—We have the pleasure of meeting in this place on yesterday, Messrs. Degraff & Smith, contractors, and Mr. Hyams, locating engineer on the Southern Pacific Railroad. Our readers will recollect that there are 600 hands at work on the first division of 25 miles this side of Marshall. These gentlemen are now prospecting for the best route with a view of immediately locating and putting under contract the second division of 25 miles. — Tyler Sentinel.

Houston Tri-Weekly Telegraph, Dec. 20, 1860

The Beaumont Banner says, there are now about five hundred hands employed on the Eastern Texas Railroad, a number sufficient to grade one mile per day. Fifty miles of the road are now ready for the iron, while three miles are already in good condition for the iron horse. The speedy completion of the road is a dead certainty. Beaumont is rapidly increasing in inhabitants, and many new public and private buildings are in course of erection.

1861

Galveston Tri-Weekly News, Jan. 22, 1861

In regard to railroads, we have a report that a cargo of iron is daily expected for the Houston, Trinity, and Tyler Road.

Marshall Texas Republican, June 8, 1861

Eastern Texas Railroad Company — in operation 24 miles, graded ahead 20 miles.

Marshall Texas Republican, June 8, 1861

Houston, Trinity, and Tyler Railway — no miles in operation, 2 miles graded ahead.

1865

Houston Tri-Weekly Telegraph, Dec. 18, 1865

The Tyler Reporter says that Sawyer, Risher & Hall have established a stage line from Marshall via Tyler, to Crockett. This is a much needed improvement and places Tyler again within reach of the balance of the world by stage.

1866

Galveston Flake's Bulletin, Jan. 7, 1866

In speaking of a mail route, the Reporter says:

We understand that Messrs. Sawyer & Co., will open a stage communication between this place and Marshall in a few days. The line will extend from the latter place to Crockett, via this place. We feel much gratified at the prospect of being placed in communication with the outer world. Messrs. Sawyer & Co., are entitled to the congratulations of our people for their energy and enterprise. Our people should do everything in their power to aid this enterprise, as the Government pay is not sufficiently remunerative.

Marshall Texas Republican, April 6, 1866

The Tyler Reporter states that a plan is maturing for the establishment of a stage line between Tyler and Marshall. We are much gratified at this information. Such a line is much needed.

Marshall Texas Republican, April 11, 1866

We would earnestly impress upon the citizens of Smith county, the importance of bending their united energies in pushing forward the completion of the railroad to their county. This will place Tyler and Shreveport within five or six hours of each other. Many of the people of that county own stock in this company, and all of its men of means, out to imitate their laudable example. Interest alone should stimulate an enterprising spirit, for when finished to that point, land will be worth five times what it is at present. Railroads are destined to pay better in Texas than any other State in the South, for the reason that there are no navigable streams worthy of the name within its territory, and consequently transportation and travel will be greater than elsewhere. It is believed that this road when finished to this place and Tyler will pay at least twenty per cent on the stock. We learn that Col. Waskom, the President of the company, will visit Tyler soon, and test the enterprise and zeal of the people of that section.

Marshall Harrison Flag, Aug. 3, 1866

Messrs. Mims & Wood, have established a line of hacks from this place to Tyler, and are now making tri-weekly trips. They are exerting themselves to have appointments made for the various Post Offices along the route. These gentlemen are also running a tri-weekly horse mail from Marshall to Kenchi, La. These routes have been without mail facilities, and the people who are directly benefited should give every encouragement to these gentlemen in their undertaking.

Dallas Herald, Aug. 4, 1866

From the Tyler Reporter.

Elsewhere in this paper will be found a call, signed by several persons, for a railroad convention for Eastern Texas, to meet at Tyler on the 11th day of September.--The original design was to hold a railroad meeting at that time, at which the officers of the Southern Pacific road have appointed to be present, with a view to devising means to forward that road. While the original design will be pursued in the main, it is thought best to call upon all the counties of Eastern Texas to send delegates to a convention to be held at that time.--

Tyler being a central point, and nearly all the various railroads now chartered centering..... At this place, it will be an opportune time and place to hold a general convention. The following roads will be particularly interested in this convention: The Southern Pacific, which, it is hoped, will be built to Tyler in two years, and which will pass on west in the direction of Waco; the East Texas road, which is chartered from Sabine Pass by way of Nacogdoches and Henderson to Tyler, which road is intended to penetrate the great wheat country, in the direction of Dallas, by way of Kaufman; the Houston, Trinity and Tyler road, which has very favorable franchises, and is allowed [sic] by an act of the Legislature of 1863, two years after the termination of the war to complete the first 25 miles, and the extension of this road to Clarksville, to connect with the road from Memphis which is being built to Clarksville. These various enterprises are all practicable and should begin now to attract the careful attention of the people whose interests are to be solicited by the movers of the proposed convention. Everything will be done on the part of our citizens to make the occasion an interesting one.

Dallas Herald, Aug. 4, 1866

We publish in another part of today's paper a call by some citizens of Smith County, for a Railroad Convention to be held at Tyler on the 11th day of September next. We deem it of the utmost importance to us as a community that Dallas County should be represented in that Convention, and to this end, we hope to see the people move in this matter, a public meeting should be called, and delegates appointed.

Tyler, July 12, 1866

To the Citizens of Northern and North-Eastern, and Southern Texas, interested in Railroad enterprises in Eastern Texas.

Fellow Citizens—The necessity of Railroad enterprises in your portions of the State has long been felt. Among the many charters granted by the State Legislature, prior to our difficulties with the Northern section of our Republic, but few have accomplished the ends for which they were created. Some have since the cessation of hostilities, gone to work under their old charters with the hope and probabilities of success; other companies, we are informed, intend doing so, while new enterprises are being agitated. We must not slumber on our privileges. We must take steps as will insure the success of such roads as will supply our most urgent necessities at as early a day as practicable. Our crops are usually abundant and need the aid of Railroads to help us to a market. The bowels, nay, we might say the crust of our hills and valleys, contain unknown fortunes of mineral wealth. All these interests must be developed, and when developed will make us one of the greatest and most powerful empires, political as well as pecuniary, as the same extent of country in the world.

We can attain this condition if we will. Unless the people act, this glorious result will be accomplished by foreign capital, and our public enterprises and the benefits resulting therefrom will flow into their pockets.

In view of these facts, and other patent to the minds of all, we call on you to take steps by public meetings, and send delegates with proper vouchers to meet at Tyler on Thursday, the 11th day of September next, and free and uninterrupted exchanges of ideas, such enterprises as are most needed, and will do "the greatest number," may be given such an impetus as will secure their early completion.

Very respectfully, &c.

Elam F. Swann,
Jno. C. Robertson, [sic]
J. M. Douglas,
Sam'l. Earle,
W. W. Grinnan,
R. B. Hubbard,

Geo. Yarbrough,
S. H. Boren,
Willis Roberts,
M. A. Long,
T. B. Erwin,
Bryant Marsh,

And others.

[This excerpt from the Tyler paper also appeared in Marshall Harrison Flag Aug. 9, 1866, and Marshall Texas Republican Aug. 11, 1866.]

Dallas Herald, Aug. 18, 1866

We acknowledge the reception of an invitation to attend a Railroad Barbeque to be given by the citizens of Smith County, at Tyler, on the 13th of September.

We shall be pleased to attend, if it is in our power to do so. We have heretofore called the attention of the people to the importance of Dallas County being represented in the Convention which will be held on the 11th September, at Tyler, and hope that our people will need no further urging to do so. Our county is particularly interested in the matters that will be discussed, and should so far forget her own interest as to neglect to let herself be heard, we fear she will suffer by it. Who will call a meeting?

Marshall Texas Republican, Sept. 8, 1866

The Railroad Convention, it will be remembered, meets at Tyler on the 11th inst. The Index says "every preparation has been made for the meeting, and we trust that the result of its deliberations may be commensurate with the importance of the subject.

Marshall Texas Republican, Sept. 22, 1866

The Railroad Convention at Tyler, says the Index, adjourned, on the 14th, after having accomplished, with great unanimity, the object for which they assembled--recommending to the Legislature "the adoption of the corporate system the State has availed itself of in the construction of railroads, and also recommending "two great main routes, one along parallel thirty-two, the continuation of the present line of the Southern Pacific Railroad, and the other extending due Northward from Galveston Bay, cross Red River at or near the mouth of the Kiomatia. It was urged upon the Legislature to confer upon these two lines, all the assistance provided for by the recently amended constitution of the State.

Dallas Herald, Sept. 22, 1866

The Rail Road Convention

Col. Geo. Wilson and Jas. Bently, Esq., delegates from this county to the Tyler Rail Road Convention returned home on Monday last. We are obliged to them for the outlines of the action of that body which we give below.

The Convention organized on the 11th by the election of Col. J. M. Waskom, of Harrison County, President, Col. Robertson, of Tyler, and Forshay of Galveston, Vice Presidents, and Jas. P. Douglass, of Tyler and Mr. Gray, of Wood County, Secretaries.

Delegates were in attendance from Galveston, Harrison, Navarro, Dallas, Smith, Anderson, Wood Counties, Texas, and from Shreveport, La.

On the first day nothing was done except to organize and appoint the Committees.

On the second day resolutions were passed asking the Legislature to grant all aid practicable to the Southern Pacific, the Houston and Texas Central, and to a road running North from Galveston, by Tyler to Red River, these three lines being deemed the main truck routes in which Eastern and Northeastern Texas is interested. This, we believe, is about the leading item of the action of the Convention. Speeches were made by Col. Waskom, (who is President of the Southern Pacific Road), Col. Forshay and others, and a general interchange of opinions was had among the delegates as to the wants of this section of the State, &c.

Col. Waskom, in his speech, and in private conversations, reported that the Southern Pacific Road, as far as built, was paying well, was out of debt, on a permanent and healthy basis, and that it was the intention of the Company, to push the road on to Dallas and the West, as rapidly as possible. He assured the people of Tyler, that if they would take stock to the amount of the difference between the freight on their present crop of cotton to a market, and \$1.50 per bale, he would guarantee to take their next years crop to Shreveport, from Tyler, at that price. He did not anticipate any trouble in raising means to push the road rapidly ahead. With what aid the State gives them and the value of the lands they obtain as fast as each section is completed, they can build the road, provided the counties through which the road goes subscribes stock sufficient to grade it. Our delegates inform us that Dallas is determined on by the Company, as one point to be made under any circumstances.

The Barbecue on the 13th was well attended and passed off to the satisfaction of everyone. Speeches were made, good fare was enjoyed and everyone returned well pleased with the affair.

We presume we shall next week have the full proceedings, which we shall publish.

Marshall Harrison Flag, Sept. 29, 1866

For the Flag

The Railroad Convention

Tyler, Texas, Sept. 14th, 1866

Mr. Editor:

Having been present during the deliberations of the Rail Road Convention, held at this place, commencing on the 11th inst, it may be of interest to the readers of the "Flag" to state a few items respecting it. Owing to the unfavorable weather for a few days previous to its convening there were not as many delegates present as would have been; not withstanding all the adjacent counties, together with Shreveport, Houston, and Galveston, were represented in the Convention. We were much pleased with the spirit with which the delegates entered upon their duties, and which characterized all the proceedings. Col. Waskom was elected President of the Convention, and in his vocal energetic manner, conducted the meeting in such a way as to elicit the approbation of all present. Many and various plans, systems, routes and suggestions were proposed, which called forth the opinions and views of the delegates, and we believe ended satisfactorily to all — having all arrived at the same conclusion, that the Southern Pacific Rail Road should be extended West; that it should commence immediately; that the people of this county ought to subscribe one hundred thousand dollars, and that the most practicable route is through this city; all of which, we feel confident will be accomplished, from the spirit manifested by the delegates and the people present. Thursday being the "last day of the feast," the citizens "en masse" turned out, and an immense concourse of people convened to attend the meeting, and partake of the Barbecue. At 11 o'clock the delegates marched in a body from the Methodist Church, in which the Convention was held, to the Courthouse yard proceeded by the Tyler Brass Band which discoursed lively and animating music. After a few minutes our Texas chieftain, Gen. J. B. Hood was conducted to a seat upon the stand amidst the cheering, and shouts of the spectators. Being introduced to the audience he made a few appropriate remarks. Col. Waskom then entertained the audience with an exposition of the affairs of the S.P.R.R. when he took charge of it and its condition at the present time, with which all present seemed to be much satisfied.--The bad management of that road, until recently, has done more to injure the cause of Rail Roads in Eastern Texas, than all other causes combined. We think, its baneful effects are now fast being eradicated. Col. Jack Wharton addressed the assembly in his usual interesting and able manner, eliciting much applause. Col. Forshey from Galveston and others having spoken, Gen. Hood again rose and entertained the people, who, with breathless silence, only broken by the frequent applause—listened to his patriotic remarks. Not being familiar with rail roads, he left that to others, and gave us a few expressions with regard to our condition, a people who had risked all, advocated loyalty and submission [sic] to the will of the people of our country, and if we could not get our rights to summit [sic] with silent dignity. Particularly admonished forbearance towards the Federal soldiers now in our midst--and was in favor of peace and harmony. It was truly impressive to witness this crippled hero of a hundred battles, leaning upon his crutches before those whom he had often cheered on to the charge, now counseling them to be quiet and peaceful.

The Congregation now retired to the grove, where was prepared a Barbecue which in quality and magnitude, is not often seen. At a moderate calculation the table could not have measured less than two hundred yards in length. All seemed well pleased, and in good order returned to their respective homes, with the exception of those who wished to attend the Rail Road Ball. This was given in the Ferguson Hall, and for good music, good decorum and for a galaxy of beauty is seldom equalled. It was quite a success. The Rail Road Convention will be long remembered by the people of Smith County.

Marshall Texas Republican, Sept. 29, 1866

Liberality of Marshall.--We are informed by Col. J. C. Robertson, that Mr. A. W. Ferguson has subscribed \$5,000 in stock in the Southern Pacific Railroad, and seeing the challenge of Messrs. G. G. Gregg & Co. to subscribe as much as anybody else, he has enrolled them for a like sum. All right gentlemen? Who else will enter the lists? Tyler Reporter.

Marshall Texas Republican, Oct. 13, 1866

The effort to charter a direct route from Houston to Marshall, was defeated. The charter that will be granted, will be for a road to Clarksville, by way of Tyler.

1867

Marshall Texas Republican, Aug. 24, 1867
(from the ed. of the Trinity Advocate)

The stage line from Palestine to Tyler has been reduced to a one-horse arrangement, in consequence of which, there are two or three hundred pounds of mail accumulated at this place every week, [Palestine] and which has to be sent back to Crockett and then to Rusk, Henderson, and the Lord only knows where else besides, it being impossible to send it on the outside of a mule by the direct route.

1868

Marshall Texas Republican, April 18, 1868

Mayor Bradfield upon reading the criticism of the Tyler Index upon the present management of the Southern Pacific Railroad, so far as he is concerned, and he thought he was doing pretty well. That he had taken charge of the road in December last, and, with the exception of four days, had made daily trips regularly, to and from Shreveport, carrying freight and passengers. That he had been abused during that period but by two people: the editor of the Index and an old Irish woman.

1869

Marshall Texas Republican, April 23, 1869

Stage Route to Dallas.--We noticed several weeks ago, that Messrs. William Bradfield & Co. had established a direct stage line from Marshall to Dallas. This is a convenience that has long been required, and our only surprise is, that it was not inaugurated years ago. At present the trip is made through in four days. After the first of May, this line will carry the mail, and will make the trip in three days, and without any night travel. The distances traveled are as follows: From Marshall to Tyler, 65 miles; from Tyler to Canton, 40 miles; from Canton to Prairieville, 16 miles; from Prairieville to Kaufman, 16 miles; from Kaufman to Dallas 36 miles. When we get our railroad completed, the entire distance can be traversed in eight hours.

Dallas Herald, May 22, 1869

Editorial Correspondence
Tyler, Texas, May 18, 1869

Dear Swindells:—

Our readers will be pleased to learn that hereafter, the coaches between Marshall and Dallas will be drawn by four-horse teams, changed every 16 miles, and by four mules across the mud of that infernal East Fork bottom. This information I have from the lips of Major J. W. Bradfield, chief contractor, himself. I have been requested by one of their number, to name the drivers on the route, and as a good stage-driver is a good thing, I cheerfully comply, as follows, commencing with the one driving to and from Dallas: John W. Over, John Charles W. Bradfield, John Freeman, John Myers, and O. E. Snow. I found these men au fait in their business. Major Bradfield says the line shall meet the public necessity, and as far as lies in human possibility, meet all reasonable public expectation. This line makes the trip from Dallas to this place in two days. I regret to learn that J. O. Echols, of this line fell from a coach a few days since and broke his arm. He is doing well.

Dallas Herald, July 17, 1869

THE RAILROAD:—We have a communication from a citizen of our county; over the signature of "Hopewell," on the railroad topic, to which we invite attention. Mr. E. F. Swann, of this place, writes us briefly from Shreveport upon the same subject. Mr. Swann's letter gives the important information that the President of the Southern Pacific Railroad will visit this place at an early day to confer with our people. We are glad that he is coming, and we hope he will find in our intelligent people a community ripe upon the subject of building railroads. We predict that he will find the landowners of Smith county only require a centralizing influence to bring their efforts together upon a point, to make them efficient in building a road through the borders of this county.

Tyler Reporter, 10th

Dallas Herald, July 31, 1869

Railroad Meeting

From the Tyler Index, July 17.

At a recent meeting of the citizens of Tyler, Texas, General T. J. Jennings, having been called to the chair, explained the object of the meeting in his unusual terse and elegant style.

On motion, R. E. House was appointed Secretary of the meeting. The following gentlemen, to-wit: C. L. Dawson, R. E. House, J. P. Douglas, and G. W. Whitmore, being called on, made short spirited, and practical speeches on the subject of Railroads generally, and their peculiar importance to the people of Smith county and the State of Texas in particular.

Capt. J. P. Douglas introduced the following resolution, to-wit:

Resolved, That a committee be appointed by the chair to confer with the President and officers of the Southern Pacific Railroad, to ascertain when it will suit them to meet the people of Smith county for the purpose of conferring with them on the subject of extending their road through Smith county and the town of Tyler. And that said committee, so soon as they shall have ascertained the time suitable to the parties interested, shall be constituted a committee of arrangements for the preparation of a Barbecue, and the calling of a mass meeting of the citizens of Smith County, to be assembled at such time.

The chair then appointed the following committee under said resolution:

COMMITTEE

J. P. Douglas, S. D. Wood, J. C. Robertson, C. L. Dawson, G. W. Whitmore, F. A. Godley, F. N. Gary, J. M. Seeton, M. L. Fleishel, Willis Roberts, W. H. Cousins, J. H. Brown, S. H. Boren, George Yarbrough, R. E. House, S. L. Earl, F. M. Hays, W. J. Goodman, W. W. Grinnan, W. S. Walker, S. P. Donley, T. W. Jones, Beverly Walker, F. W. Holland, B. G. Duval, Thos. Erwin, L. A. Denson, Ed. Sharp, H. C. Hunt, E.D.K. Walters, Geo. Adams, W. H. Park, Thos. Smith, Stephen Reaves, G. W. Humphrey, John A. Sanford, S. D. Gibbs, H. McFarland, J. J. McDaniel, E. H. Wells, George Woldert, James McFaddin, Elif Albertson, H. O. Hunson, Marcellus Scott, Prof. Flynnne, Carroll Rogers, W. Shepperd, Ira Ellis, H. J. McBride, W. H. Carter.

Thomas Jefferson Jennings, Ch'n and Peter MacGreal were added by the vote of the meeting.

T. J. Jennings, Chairman

R. E. House, Secretary

Dallas Herald, Oct. 2, 1869

Southern Pacific Railroad U. S. Mail and Passenger Stage Line. From Marshall to Dallas By way of Earpville, Starrville, Tyler, Garden Valley, Canton, Prairieville, Kaufman, and Seyene, to Dallas. Passengers rest all night at Tyler and Prairieville. Fare from Marshall To Starrville 6.50

Tyler 8.00

Garden Valley 10.50

1870

Dallas Herald, Feb. 26, 1870

Mr. V. Hall, Vice President of the Southern Pacific Railroad, has dispatched to the manufacturers North to forward immediately two additional locomotives for the use of the road. The business of the road has increased to such an extent that it is impossible to transport the freight with the present amount of rolling stock. Mr. Hall and his Superintendent are making every exertion to remove all just cause of complaint upon the part of the public.—[Tyler Index.

Daily Austin Republic, Mar. 21, 1870

The Houston Telegraph says a corps of engineers are now in the field surveying the Houston, Trinity, and Tyler Railroad, said company completing fifty miles of this road this season. Mr. Converse, Chief Engineer, commenced the survey on Friday, and intends making a thorough examination of the line proposed before any definite location will be determined upon.

Daily Austin Republican, Dec. 9, 1870

Gen. James A. Barnes, of the International Railroad, writes to Col. J. P. Douglass, of Tyler, that the company is now fully organized, having promptly

paid down \$400,000 in cash, and are ready to advance the \$2,000,000 out of their own private funds. He writes in a very hopeful strain as to the completion of the road in compliance with the terms of the charter; but we cannot see the importance, and regret the necessity, if it exists, of abandoning Jefferson in favor of the Central road as the initial point for beginning the work.

He says:

"I am satisfied that the company will construct this road even more rapidly than the charter demands. The shortness of the time to build the first fifty miles of the road, and the difficulties in the way of commencing work at Jefferson will force the company to commence their operations of the Central (working eastward,) as a base of supplies.

1871

Dallas Herald, April 15, 1871

A gentleman of this place, just returned from Longview, informs us that he learned while there that the Southern Pacific Railroad Company were about starting out surveying parties westward. He understood also that the extreme southern survey now contemplated will pass about twelve miles north of Tyler. We hope this is a mistake. If true, it may be regarded as indicating that there will be no consolidation of the Southern and Texas Pacific roads. Have the people of Tyler slept too long?—[Tyler Reporter]

1872

Austin Democratic Statesman, Feb. 8, 1872

One hundred and sixty miles of the Southern Pacific road are to be put under contract at once. The survey commences at Longview, passes Tyler, thence to Dallas, and crosses the Clear Fork of the Trinity forty miles west of Dallas, forming a junction at this point with the Trans Continental.

Clarksville Standard, April 6, 1872

President Grow, and Col. Nobles, Chief engineer of the Houston & Great Northern Railway Company paid our county and city a visit last week, looking as we understood to the immediate extension of their road.

Quite a number of our citizens met and had the pleasure of an interchange of notions with these gentlemen, and so far as we have been able to learn were much pleased.

One result of the interview was the distinct understanding that unless the county voted the loan of her bonds, their road would not come anywhere near the county.

[--Tyler Index

Austin Democratic Statesman, Nov. 7, 1872

Col. Noble, the chief engineer of the Houston and Great Northern Railroad, has been in town for several days, and from present indications Tyler is soon to be in railroad connection with Houston and Galveston. We learn the contracts for clearing off the track from its junction with the International road to Tyler, have been let. One hundred hands are now wanted by Mr. D. Kilpatrick to go to work in four or five miles of town and we see men with their axes, shovels and spades, knapsacks, tents and other railroad implements every day, on their way to the place of action, and the town is consistently crowded with strangers.—Texas Advertiser

Dallas Herald, Nov. 30, 1872

—Parties who have passed over the line of our railroad from this to the junction at Tarbutton, with the International, speak of the rapid rate at which the grading is being done and predict that, if the same energy with the increased force that is contemplated is kept up we will be certain of its completion to Tyler by the first of January.—Tyler Index.

1873

Clarksville Standard, Jan. 11, 1873

[Water stain]...morning on the Houston and Great Northern Railroad for Tyler. As the greater part of the grading is done between this point and Troupe, the work will no doubt be pushed rapidly ahead. With the railroad completed to

Tyler and Red River up, that "good time coming" will certainly be here.--Tyler Reporter.

Austin Democratic Statesman, Feb. 2, 1873

Contractors are at work on the Houston and Great Northern railroad, within the corporate limits of the city of Tyler.

Smith county gives the Great Northern railroad, \$350,000 and the city of Tyler \$50,000, to have the depot located there.

Clarksville Standard, Feb. 8, 1873

We copy, from the Sulphur Springs Gazette, of the 1st instant, the following items:

"A surveying party of the M., K. & T. railroad passed through our town yesterday, running a preliminary line from Tyler to Paris. ...

Austin Democratic Statesman, March 5, 1873

Mr. Henry introduced a bill entitled "An act to amend an act entitled an act to incorporate the Tyler Tap Railroad Company," approved Dec. 1, 1871. Read first time and referred to Committee on State Affairs.

Austin Democratic Statesman, April 8, 1873

Senator Henry introduced a bill to be entitled "An act to grant lands to encourage the construction of the Tyler Tap Railroad." Read first time and referred to the Committee on Internal Improvements.

Austin Democratic Statesman, April 9, 1873

Senator Henry, by leave, introduced a bill to authorize Zimri Tate to construct a toll bridge over the Sabine river. Read first time and referred to Judiciary Committee No. 1.

Austin Democratic Statesman, April 11, 1873

Mr. Gaston introduced "A bill to grant lands to encourage the construction of the Tyler Tap Railway." Referred to the Committee on Internal Improvements.

Austin Democratic Statesman, April 26, 1873

House Bill 269, "An act to authorize Howard Reys and his associates to construct a toll bridge across the Sabine River at Crockett's Bluff," passed March 24, 1873.

Austin Democratic Statesman, May 3, 1873

Senate Bill No. 202, "An act to incorporate the Sherman, Tyler, and Henderson Railway company, and to grant lands to aid in the construction thereof."

Austin Democratic Statesman, May 20, 1873

Progress of railroads in Texas to April 1
Tyler Branch 40 (miles)

Clarksville Standard, July 19, 1873

Road from Tyler to Clarksville

Senator Latimer furnished us the charter of the Tyler Tap Railroad Company, which is authorized to construct a road to Red River. The main clause interesting us, we copy. The point of deficiency is that there is no specified time for its construction, and we have no assurance that it will ever be built, as it only forfeits its rights for such portion as it fails to construct.

SEC. 2. That section ten of the said act to incorporate the Tyler Tap Railroad Company, shall be so amended as whereafter read as follows: The said company is hereby invested with the right of locating, constructing, owning, operating and maintaining a continuous line of railway, with a single or double track, as well as a telegraph line, from the said town of Tyler, in Smith county, by way of the towns of Gilmer and Pittsburg, in Upshur county, Mt. Pleasant, in Titus county, to Clarksville, in Red River county, with the privilege of extending said road northward from Clarksville to the Red River, to connect with any railroad entering Texas from the north, provided, that the said extension beyond Clarksville shall not be more than thirty miles, provided further, that freight and passage depots shall be established with one-half mile of the Court Houses in the towns of Tyler, Gilmer, Mt. Pleasant and Clarksville, and within one-half mile of the centre of the town of Pittsburg; and if the line of said Tyler

Tap Road passes within five miles of the town of Longview, then said road shall pass through said town and establish freight and passenger [sic] depots within one-half [mile] of the business portion of the same, upon condition that said town shall donate to said company the right of way (sixty feet wide,) along the line of its survey through said town, and necessary depot grounds. That the said company shall be invested with the right of constructing such sidings, turn outs, depots, station houses, machine shops, wells, water tanks, and other buildings and works as are incident to the construction and operation of its road.

1874

Austin Democratic Statesman, Aug. 25, 1874

The Tyler Democrat states...a bridge will be built across the Neches at the mouth of Big Lake, which will cost \$800 or \$1000.

Dallas Herald, Sept. 19, 1874

The Tyler Tap Road

The directory of the Tyler tap railroad held a meeting in the federal court room on Tuesday evening last. The first object of the meeting was to learn from the president, Mr. James P. Douglas, what propositions for constructing the road had been made and to determine, if possible, the financial stature of this company. The secretary was ordered to open up the books and solicit subscriptions to the stock of the company. Lieut. Gov. Hubbard and S. D. Wood were appointed to a committee to correspond with the bankers and board of trade of Shreveport and ascertain what amount of stock would be taken by the people of Shreveport.

At a late hour the meeting adjourned to meet at the same place next Tuesday for the purpose of further considering these questions. We feel pretty confident that the work on the road will be commenced in a very short time, and will be prosecuted with energy until completed.--[Tyler Index.]

Austin Democratic Statesman, Nov. 3, 1874

The Tyler Democrat states that "Major Waltham began, yesterday, the survey of the Tyler Tap Railroad. The route has already been carefully looked over, and it is believed that but little difficulty will be met in getting a good line."

Dallas Herald, Nov. 7, 1874

The route for the Tyler tap road is being surveyed by Major Waltham.

1875

Dallas Herald, Jan. 30, 1875

James P. Douglas has been elected president of the Tyler Tap road.

Austin Democratic Statesman, Mar. 16, 1875

If Tyler is really "tapped" by that railroad, won't the town all ooze out? Is it dropsical, that the effect of a little railway running into it will have such an effect that it must have such a name? What's the difference between Tyler Tap and Tyler grip? Won't the coming doctors' convention of the seventh proximo enlighten us?

Austin Democratic Statesman, May 19, 1875

The Tyler Tap must be gently tapped semi-occasionally to reproduce its vitality. But Humphrey & Allen have it in its charge, and will speedily build it, and when Tyler is tapped the dropsical word will be no more.

Austin Democratic Statesman, May 23, 1875

Work on the Tyler Tap railroad is going on with a vim.

Austin Democratic Statesman, Aug. 18, 1875

The grading of the first ten miles of the Tyler Tap will be rapidly extended. Governor Richard Hubbard is still pumping thunder into it, and if that don't straighten it out and boost it and shove it along, there's nothing in nitroglycerine eloquence.

Austin Democratic Statesman, Aug. 22, 1875

At the railroad meeting at Pittsburg last Thursday, \$7500 stock was subscribed on the spot to the Tyler Tap Railroad. We have not yet heard the result from Mt. Pleasant and other points, but if they raised as much stock in proportion, the amount required by Mr. Douglas, president of the road, will be made up.

Austin Democratic Statesman, Sept. 16, 1875

The Shreveport stockholders in the Tyler Tap Railroad had a junketing at Tyler on last Thursday, and a ride over the ten miles of grading. They were well satisfied, and show a determination to carry the work through instanter.

Austin Democratic Statesman, Oct. 13, 1875

We heard it stated that the iron on the so-called "Tyler Tap" weighed fifty-six pounds per yard, and it naturally followed that the board gauge plan of construction was supposed to be adopted. Will the Southern Patron give the facts? What is the weight of the iron and width of the gauge? What does the road cost per mile?

Austin Democratic Statesman, Nov. 26, 1875

The Tyler Tap will be finished by April 1. So saith the Southern Patron at Mount Pleasant.



Clifton Phillips ready to deliver a bottle of fresh milk to a Tyler home. Phillips held a temporary job driving one of the city routes. The horse drawn wagon is a little different than the one pictured on the front cover...and features a different version of the logo. Faintly visible affixed to the window is a N.R.A sticker. (photo courtesy of Clifton Phillips) (SEE STORY PAGE 1)