

LAS VEGAS GAZETTE.

VOLUME 1.

LAS VEGAS, NEW MEXICO, DECEMBER 14, 1872.

NUMBER 12.

Las Vegas Gazette.

LOUIS HOMMEL,

Editor & Publisher.

TERMS OF SUBSCRIPTION.

[INVARIABLY IN ADVANCE.]

One copy, one year \$4 00
One copy, six months 2 50
One copy, three months 1 50

No subscription will be received for less than three months.

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First insertion, each square, \$2 00
Subsequent insertions, each square, 1 00

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" " " 2d " M. G. Hill.
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Chief of Probate Court, Juan Marquez.
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Treasurer, Antonio A. Romero.
Road Commissioners, Eugenio Romero and Jose Sanchez Requied.
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Maj. A. B. Casey, Paymaster.
Maj. E. Bridgman, Paymaster.

THE ATCHISON, TOPEKA & SANTA FE RAILROAD.

We publish to-day extracts from a lengthy article in the *Kansas Daily Commonwealth*, which gives a full history of the Atchison, Topeka and Santa Fe Railroad. We regret that our space will not permit us to publish at length the article; we however give enough to show that this road is progressing towards New Mexico. Hereafter we propose to furnish the history of other railroad enterprises which, in common with this one, should be fostered and encouraged and allowed equal facilities, and furnished with equal right of way, &c., through New Mexico and Arizona to the Pacific coast:

PRELIMINARY.

Railroads have their origin in the older settled portions of the country, in a region thickly settled, prosperous, fully developed, abounding in great towns and diversified industries in such a manner as to insure a lucrative return for money invested for tramway and equipment. To the great country railroads owe their existence in a new country, paralytic as it may seem, to an entire absence of all these things and are built with a direct view to create them. In the one case the aim is to facilitate commerce, in the other, to develop the country and its resources.

FIRST ORGANIZATION.

On the 15th September following the new created Atchison and Topeka Company met in the office of Luther C. Chalmers, in the city of Atchison, and effected the first regular organization of the company.

FIRST BOARD OF DIRECTORS.

The following are the names of the directors elected at the first meeting: L. C. Chalmers, Geo. H. Edick, P. T. Abell, S. C. Pomeroy, L. D. Bird, C. K. Holliday, F. L. Crane, E. G. Ross, Joel Huntton, M. C. Dickey, Jacob Safford, R. H. Weightman, J. H. Stringfellow.

FIRST OFFICERS.

On Monday, the 17th of the same month the directors met at the same place and elected the following officers: President, C. K. Holliday; Secretary, P. T. Abell; Treasurer, M. C. Dickey.

FIRST SUBSCRIPTION.

At the same meeting \$52,000 was paid in under the terms of the charter to provide for an immediate survey of the line with a view of commencing operations.

FIRST LAND GRANT.

was obtained. It gave to the company every alternate section for a tract twenty miles wide, which is equivalent to ten miles wide in solid tract, or 6,400 acres per mile along the line. In consideration of this grant the company stipulated to build a railroad from the Missouri river at or near the city of Atchison via Topeka to the western limits of the state of Kansas in the direction of Fort Union and Santa Fe, New Mexico, with a branch to the southern limit of the state in the direction of the Gulf of Mexico.

SECOND LAND GRANT.

At the next session of congress another grant was made to company for a branch up the valley of the Neosho to Fort Riley. Subsequently the parent company parted with its franchises and the subsidies thereunto belonging to another organization called the Neosho Valley railroad company, subsequently known as the Union Pacific railroad, southern branch, now known all over the continent as the Missouri, Kansas and Texas railroad. Thus did the congress of the United States, in the session of 1857, by a stroke of wise legislation, secure the almost immediate building of one thousand miles of railroad, and the opening and improvement of vast tracts of wild lands otherwise unproductive. The limit of time in which these lines must be built to obtain the subsidies, was ten years, which expired March 3d, 1873. By a rapidity of progress almost unprecedented in the history of railroad building, the Atchison, Topeka and Santa Fe road will reach the western limit of the state six months before the required time.

GOING TO MARKET.

On Feb. 9th, 1874, the legislature of Kansas accepted the aforementioned grant of lands made by congress to the state of Kansas and conveyed them to the A. T. & S. F. railroad company. On the 17th of the same month there was a meeting of the stockholders, and the following officers were elected: Directors: S. C. Pomeroy, L. C. Chalmers and D. F. Stringfellow of Atchison, D. L. Lakin of Jefferson Co., C. K. Holliday, F. L. Crane and Jacob Safford, of Topeka; H. W. Farnsworth, Kaw Agency; S. N. Wood, Council Grove; Joseph Frost, Lyon county; W. B. Safford, Colby county; W. F. M. Arty, Santa Fe, N. M.

Officers: S. C. Pomeroy president, S. N. Wood vice-president, C. K. Holliday secretary and D. L. Lakin treasurer.
This was a construction company, consisting of the following substantial gentlemen: T. J. Peter, Chas W. Pierce, Carlos Fierce, Henry Keyes, C. K. Holliday, D. L. Lakin, M. L. Sargent, Jacob Safford, Erasmus Raymond, of Boston; A. P. Belch, Hanover, New Hampshire; Thomas Sherwood, George A. Hill, H. Lord, N. Lord, Jr., F. Dodge, H. Stearns, of Cincinnati; C. J. Broadwell, Wm. Gaylord, G. Opydie, Dr. Cassell, J. W. Ellis Perkins, Livingston Post, of New York; Gen A. E. Barn Hill, of Rhode Island, and B. M. Smith and W. Den-

nison, of Rhode Island, and B. M. Smith and W. Denison, of Columbus, Ohio.

When the road reached Burlingame the construction company surrendered its contract to the A. T. & S. F. railroad, with franchises, subsidies and stock, receiving such portion thereof as the terms of the agreement called for. The road from thence was constructed by the company as such.

Work on the Atchison Topeka and Santa Fe road commenced Oct. 1st, 1868.

Opened to Carbondale, 18 miles, July, 1868.
Burlingame, 27 miles September, 1869.
Osage City, 35 miles, May, 1870.
Reading, 45 miles June, 1870.
Emporia, 62 miles, July, 1870.
Cottonwood, 82 miles, March 1871.
Florence, 107 miles, May, 1871.
Peabody, 119 miles, June, 1871.
Newton, 136 miles, July, 1871.
Sedgewick, 147 miles, April, 1872.
Wichita, 163 miles, May, 1872.
Atchison to Topeka, 49 miles, May, 1872.
The distance from Atchison to Wichita is 212 miles, and the opening of the road between these points was celebrated by an excursion last May.

Newton to Hutchinson, main line from Atchison, 217 miles, June, 1872.
Great Bend, 269 miles, July, 1872.
Larned, 291 miles, August, 1872.
Dodge City, 331 miles, September, 1872.

During the present month the road will be completed to the west line of the state, a distance of 645 miles.
Under the act passed in February, 1874, authorizing counties to subscribe to the capital stock of railroads, the following counties voted subsidies to the A. T. & S. F. road: Atchison county \$150,000
Jefferson county 200,000
Shawnee county 250,000
Osage county 150,000
Lyon county 200,000

In August, 1863, the senate of the United States concluded a treaty with the Pottawatomie Indians by which their large and rich body of lands, amounting in the aggregate to 200,000 acres, were sold to the A. T. & S. F. railroad at an average price of \$1 per acre in gold. Upon these lands the company borrowed \$800,000, to be used upon the construction of the road. They have sold a large portion of them at an average price of \$10 per acre. They are deemed to be as fine lands as can be found in Kansas or the west. The K. P. road made a careful survey of these lands before the conclusion of the treaty, with a view to purchase, but finally rejected the bargain.

It would take more space than is allowed us in this article to enter into a detailed description of the lands of the road, located mainly in the south-west. They extend through the rich Arkansas valley in the main, and will aggregate nearly or quite 3,000,000 acres. In the several counties already organized we are enabled to give, from data before us, approximate estimates of the lands owned by the company, as follows:

Wabunawee County	15,000 acres.
Osage	1,000 "
Lyon	1,000 "
Classe	174,000 "
Marion	254,700 "
Butler	23,320 "
Harvey	32,570 "
Sedgewick	65,580 "
Meharson	81,920 "
Renf	185,720 "
Rice	194,500 "
Barton	214,940 "
Stafford	153,000 "
Rich	92,250 "
Pawnee	250,000 "

The following is the present equipment of the road soon to be largely increased: 35 locomotives, 18 passenger cars, 8 baggage cars, 100 stock cars, 200 combination cars, 224 coal cars, 41 flat cars, eight way cars, 3 broadway cars and 3 stock cars.

The Atchison, Topeka and Santa Fe road will not, cannot stop at the west line. With one of the ablest and most aggressive railroad men in the country at its head, it cannot stay till it has reached some rational and important terminus. That seems to be the rocky mountains, the mining regions and cattle raising regions of Colorado, New Mexico and Arizona. The enterprise is already assuredly profitable. It is the most economically managed railroad in the west. It will have more than a sup,oring local business—a lucrative one even—within two years; and all these things accomplished in eight years! What an energetic people we of this generation are!

[From the Las Cruces Border.]

From Mr. A. K. Watts, beef contractor at Tularosa we learn that the Indians are much pleased with their new agent, Capt. Ayers and that he is doing all he can to make them comfortable. The Indians say they have all they want to eat, but they are very destitute of clothing and blankets. Blankets were however on the road from Santa Fe and have probably been issued here. Victoria and the other chiefs complain bitterly of the place and say they are not repaid for an account of the cold climate, and are very anxious to get back to Canada. Mr. Watts corrects our statement that the Indian spoken of in another place was wearing the parkies Brown had on when killed. The parkies the Indian was wearing when he came into camp was a pair belonging to Brown but were hanging in his house which was plundered. Victoria questioned the Indian closely who evaded his question and his saying he would return and have a talk, but failing to come to time, Victoria ordered Mr. Watts that if this Indian was guilty he should be given up to the whites. This chief complained about the position of the peacefully disposed portion of his tribe, and said he expected to be attacked by the whites, in retaliation for the outrages committed by the Indians who were allowed to roam at will on the reservation. When Watts was leaving the Indians were drunk on rum, and one of them came into the tent to ride sixty miles before he was captured or some of the bad Indians would follow and recapture the stock given up to him. Victoria said he could have gotten back a lot of Blanchard's mules and went to the great Piper and wanted some soldiers to assist him in surrounding the camp of the

Bill Arp closes his salutatory upon taking charge of the Rome (Ga.) Commercial in this way: "We are going to run a very peaceable machine—very peaceable. The great interests of our country—commerce and trade, pig iron and pork, cotton and corn, the Fair and the fair sex, assassinations, burglaries, suicides, and a little slander thrown in occasionally as seasoning. Gentel reader, dost thou love slander and skandal, and duels and snake bites, and sich like? Dost thou sometimes glory in human misery? If ya, we will feed you on some sweet morsals, or bellowsed, or colicky? Look over our patent medicines, and pay your money and take your choice. We intend to caper and cater for the publik. The publik is a menagerie, and the different beasts must be fed on different food. Our Bill of fare is before you. If you like it, board with us, and pay as you go, and when you get tired, quit.

It may not be general known that Washington Irving was the author of the phrase "the almighty dollar." He used it in a sketch, entitled "The Creole Village," published in 1837. The author owed it to his orthodoxy to declare that no irreverence was intended, even to the dollar itself, which is still daily becoming more and more an object of worship.
Some of the early English Bibles, as Mr. Dismal states, contain as many as 6,000 errors, which were intentional, consisting in passages interpolated and meanings forged for sectarian purposes, sometimes to sanction the new creed of a half-fetched sect, and sometimes with the intention to destroy all scriptural authority by the suppression or omission of texts.

Some idea of the enormous profits made on little things may be gained from the fact that a few weeks ago a party of capitalists offered to pay to the French Government 15,000,000 francs per annum for a monopoly of the trade in matches. The offer was accepted.
There is a shell mound near San Pablo, Cal., which is nearly a mile long and half a mile wide. Numerous Indian skeletons, implements of stone, bones of dogs, birds, &c., have been found in it. The skeleton of a babe, wrapped in red silk, is one of the curiosities unearthed.

One of our city confectioners wishes us to inform his juvenile patrons he cannot give thirty days time on five cents worth of chewing gum, but will take first mortgage on skates and hand sleds from parties whose parents are on a substantial basis.
Here is a little joke on our baby railroad, which is told with charity for the management and without malice toward the road. The incident really occurred, and is vouched for by numerous witnesses.

On Monday morning a party of twelve left Central on the mail coach, about an hour behind the advance coaches for the end of track. When they arrived at the depot, the train had gone. While discussing the situation in language profoundly if not profanely emphatic, the Station agent "allowed" that if the twelve started ahead on foot and "let out right lively," they could overtake the train, as it had been gone only ten minutes. Well, they "let out" after it. A few who were inexpressively ornamented with baggage, took the lead and kept it, overhauling the train at the old toll-gate this side of the Junction. Capturing the Conductor, they persuaded him by the use of a few gentle terms, to hold his train for the balance, who were on the way. They arrived shortly, got aboard, and the party moved on down through the canon to Golden, without further trouble. Our informant, who writes from Denver, says: "That was the first time that I ever engaged in a 'stern chase' after a passenger train, which had ten minutes the start, and beat it the first two miles." He adds, in closing, that on leaving Central, he put on a double supply of warm clothing, and therefore hadn't suffered any in consequence of the cold. It was much colder there than here, however.—*Central City Register*.

Two weavers who were drunk went to the Rochdale Canal. One of them attempting to bathe, was drowned; the other, who was too drunk to bathe, slept on the bank, consequently wasn't drowned. We should like to know the temperance view of the case. The obvious conclusion is that the more drunk you get, and more you avoid cold water, the better for you, eh?
A machine at New Haven performs the whole process of making needles without the manual labor of any person, and turns out 30,000 to 40,000 of them daily. Another machine picks them up and arranges them heads and points together, and the third piece of mechanism puts them into paper. It is needless to remark that this is bringing the thing down to a very fine point.

The Denver and Rio Grande R. R.—This new narrow gauge road is an unprecedented success. It is doing an immense freight business. With a capacity of 200 freight cars and 10 locomotives, the wants of the shippers along its route could not be supplied. There are eighty cars ordered and two new locomotives, to be supplied in the month of December. The company are now erecting a brick round house at Denver, and making many improvements along the line of their road.
This narrow gauge road will penetrate one of the richest mineral-bearing districts, as well as the great pastoral country of New Mexico. Southern Colorado is greatly benefited and developed by this road. The prospect and owners of this road should meet with perfect success, for it is an enterprise that requires energy and pluck to place it in a prosperous position.—*Ex*.

Hono's Dog—What the Ettrick Shepherd said of his dog, Hector, is now going the rounds: "It is a guide sign of a dog, sir, when his face grows like his master's. Hector got so like me afore he died, that I remember, when I was o'ze lazy to gang till the kiln, I used to send him to tak my place in the pew, and the minister never kent the difference. I had a fine ane asked me what I thought of the terms; for he saw me wonderful attentive among a rather sleepy congregation. Hector and me gide ane another sic a look that I was feared Mr. Paton would have observed it but he was a simple, primitive, unsuspectin' auld man—a very Nathaniel without guile, and jealousued naething though both Hector and me was like to split, and the dog, after lauchin' in his sleeve for me nor a hundred yards, could stann' me longer, but was obliged to loup awa ower a hedge into a potato field, pretending he scented game."

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Telegraph News.

Washington, Dec. 7.

The following are the new standing committees of the Senate.

Privileges and Election.—Morton, Cameron, Logan, Alcorn, Hill, Anthony and Trumbull.

Foreign Relations.—Cameron, Harlan, Morton, Patterson, Hamlin, Howe and Schurz.

Finance.—Sherman, Morrill, Scott, Ames, Wright, Terry and Bayard.

Appropriations.—Cole, Sprague, Sawyer, Morrill, Windsor, West and Stevenson.

Commerce.—Chandler, Corbett, Kellogg, Spencer, Buckingham, Conklin and Vickers.

Manufacture.—Robertson, Sprague, Hilbert, Johnson and Peaton.

Agriculture.—Frelinghuysen, Robertson, Lewis, Davis, West and Macken.

Military Affairs.—Cragin, Anthony, Nye, Osborne, Alcorn, Morrill and Stockton.

Judiciary.—Edmunds, Conkling, Wrinth, Carpenter, Frelinghuysen, Pool and Thurman.

Public Lands.—Pomeroy, Osborne, Stewart, Sprague, Windom, Casserly and Tipton.

Indian Affairs.—Harlan, Corbett, Buckingham, Frelinghuysen, Caldwell, Stevenson and Rice.

San Francisco, Dec. 6.

Wm. M. Lent's history of the great diamond fraud occupies four columns in the *Bulletin*. Roberts was the first man who hinted to him the nature of the pretended discoveries and took him to Harpending's house. Lent wanted Ralston let in but Roberts said Arnold would not consent and that he had refused to sell all the claims until located. Lent, Harpending and Arnold met in New York with diamonds valued by Tiffany's experts at \$150,000. This and Jannin's report, obtained afterwards, confirmed Arnold's stories. Ralston, Barlow, Dodge, Fry and others were let into the compromise and had a hard struggle to secure benefits for the people of California. Lent, Arnold and Jannin were finally successful and got pay from the company organized here. Lent was president and Ralston was treasurer. The rest of the story and expose of Clarence King is well known. Arnold's stock corporation was employed by Harpending to sell the Burro mine in New Mexico to English capitalists.

New York, Dec. 8.

The *Herald's* New Orleans special states on the authority of General Emory that, contrary to the report that there were 10,000 troops in the city, there is only the 19th Infantry but two batteries of the 1st artillery and a squadron of cavalry held in readiness to obey the orders of the U. S. district court, unless some palpable absurd service is required. General Emory has special instructions to furnish whatever force was needed to carry out the orders of the court.

New York, Dec. 7.

The *World* says several prominent business men of New York have just sent by the steamer Tyler the money for the purchase of Samana Bay, at Santo Domingo, having become satisfied that the purchase which Congress rejected would be a profitable one and have renewed the bargain with Diaz on their own account.

New Orleans, Dec. 8.

The custom house returning board this morning promulgated the election returns of the legislature. They differ from the report of the governor's board and show a republican majority in both branches of the assembly. The city is comparatively quiet. The custom house party has won the fight thus far and have been in every case sustained by the courts. It is expected that two legislatures will meet to-morrow and it is thought that Warmoth will be impeached by the custom house legislature and his legislature dispersed by the troops.