

DOCTORS FAILED

Catarrh and Stomach Trouble Relieved by Peruna

Mrs. John Underwood, R. F. D. 2, Box 99, Waverly, Ohio, writes:



"Having had catarrh and stomach trouble and having suffered very much, I after being treated by a long while, as a last resort, took Peruna. The result was wonderful. I would highly recommend it as a good remedy. I still use Peruna. Mrs. John Underwood, and would not be without it. I always have it in the house."

SANCHEZ ARRESTED ON CHARGE OF UTTERING A WORTHLESS CHECK

Frank M. Sanchez was arrested yesterday afternoon on a warrant charging him with uttering a worthless check for \$10. Lemori & Giannini were the complainants. Patrolman Charles Mainz made the arrest. Sanchez was held in the city jail last night.

Results from Journal Want Ads.

The Story of the Santa Fe Railway

Conceived in the Brain of a Dreamer, Started With No Objective Point in View, Built Under the Greatest Difficulties, Now One of the Great Railway Lines of the Continent.

Before the Atchison, Topeka & Santa Fe railroad was built called re-failed in the old adobe town of Santa Fe at 11 a yard.

What the Santa Fe had to undergo to reduce the price of railroads never been known. The men who built it and nursed it through the financial ups which beset new railroads in newer countries were too busy to write of their deeds, while no one else was sufficiently interested to do so.

At least it is known that the man who first dreamed of the Atchison, Topeka & Santa Fe railway was Cyrus K. Holliday, a Kansas pioneer. Although he probably never made a rhyme in his life, Cyrus K. Holliday had the imagination of a poet. At a time when the southwest was inhabited only by buffalo, coyotes and Indians a trifle more savagely hostile to the advance of civilization than their kind elsewhere, he could see in imagination a fertile land stretching from the Missouri river to the Rio Grande and to the Pacific. The transition from the wilderness to a prosperous empire was to be achieved through the agency of the railroad dreams to cold blooded men of affairs hoping to induce them to furnish money for the enterprise, but received only sneers and rebuffs. Once he ventured to tell his dream of the future in a public address. Although his audience was made up of men who had just ridden on the first train to run over the first thirteen miles of railroad, his prophecy was received with shouts of derision. Some even rolled on the ground in ecstasy of their mirth at the babblings of this old fool. But Cyrus K. Holliday lived to see his prophecy fulfilled, trains running from the lakes to the Gulf, and from the lakes to the Pacific, over the railroad originated. Where blood-thirsty Indians once stalked, prosperous farmers raised wonderful crops, where only prairie dog towns were when Holliday was young, busy cities thrived in his declining years. But this is getting ahead of the story.

Few Railroads Then

When in 1858 Cyrus K. Holliday first began to dream of the Atchison, Topeka & Santa Fe railway, there were but 30,000 miles of railroad on the continent, of which all but about a hundred miles was east of the Mississippi. There was not a mile of railroad in Kansas, nor in any of the territories except a very few miles in California. The western outposts of railroad transportation were Chicago and St. Louis. The little fragments of railroad west of these cities were incomplete and disconnected. Nevertheless the Kansas legislature readily

Fifteen More Miles

That same year 15 more miles of track were laid to Burlington. In 1870 the line was extended to Emporia, 41 miles from Topeka. Slowly the rails crept westward—so slowly, indeed, that when but ten months of the time limit remained in which to earn the land grant there were still 750 miles to build and nothing in the treasury to build with. But the poverty stricken company simply had to have that 3,000,000 acres; so, as in many another case of the same sort, it got down to business and completed the road to the western boundary of Kansas, thus earning the grant.

It certainly was a great railroad. It followed the old Santa Fe trail so faithfully that, to quote a contemporary description, "if the trail skirted a 10-foot stream for a quarter of a mile to strike a shallow spot for fording, the builders did the same, instead of bridging the stream when they struck it, and where the trail ran up a tree or hid in a hollow rock to avoid the wolves or the savages the railroad did the same."

No Objective Point

This may have been due in part to the fact that the objective had not then been outlined. The company was building a railroad, but didn't exactly know where it was building.

Holliday's dream, it must be remembered, was more comprehensive than specific, and besides, he was far from being the whole thing. Anyway the builders were so discouraged they did not care whether they got anywhere or not. Besides, that sort of line gave the engineers in charge of relocation in more recent years a fine chance to build up a reputation.

When Dodge City was reached in 1872, there was no traffic worth mentioning, so the company ran a mixed train, consisting of a couple of empty box cars and a crazy coach out one day and back the next. Business did improve, for Dodge City grew, particularly in wickedness. If there was ever a tougher town than Dodge City was in its early days it would be altogether too rough to talk about, so it doesn't count. Saloons, gambling dens and dance halls were open day and night, Sundays, week days and holidays. Gangs of drunken cowboys galloped through the streets, yelling

and shooting, while it was counted a dull day that did not furnish a murder. When the limit of endurance was reached the self-respecting part of the community got together and hanged a few of the worst characters as a hint to the others to go slow.

Hunters flocked in to kill buffalo for their hides and horns, the outposts of civilization, pushing farther west, made Dodge City headquarters, so every once in a while there was a load of freight to haul.

After the road had been extended to the Colorado line it became necessary to find a more permanent form of traffic than that afforded by buffalo hides. Three million acres of land was only valuable with people on it. So the Santa Fe, which realized more fully than any other railroad company of its time that its interests were identical with those of the country it was to serve, entered a new field of endeavor, which proved to be so successful that it has since been copied by every railroad of importance.

A. E. Touzalin, a young man 35 years old, was engaged as general passenger agent, general freight agent, band commissioner, immigration agent, publicity promoter, industrial agent, and a few other soft snaps of that sort, and told to create some traffic. Touzalin thereupon distributed passes to all newspapermen who would accept them to go out to Kansas and write up the country. Booklets were prepared, advertising was placed where it would do the most good, and immigration agents were sent abroad. In short, Touzalin originated all the things in railroad promotion that have become the standard practice today. His endeavors were brilliantly successful. Every acre of the land grant was sold and all the government land within reach of the Santa Fe was taken up by settlers.

But grasshoppers and drought reduced the settlers to the verge of starvation. The Santa Fe hauled the least likely back to their wives' folks free of charge and hauled provisions and free seed wheat out to those who stayed on their farms, without charging a cent for the service. It was tough on the struggling railroad then, but it has been drawing dividends on the investment ever since.

The Battles of the Passes. Pueblo was reached about the time the Leadville boom got into full swing. The traffic of the Colorado mines camps saved the Santa Fe's line at that time and put enough glimmer into the management to embolden it in the Rio Grande war, the only instance in history in which two hostile railroad corporations maintained armed forces in the field. The Santa Fe was defeated in the contest for the pass through the Royal Gorge, so it leased the Rio Grande railroad. After a prolonged and fierce legal contest it lost again, so there was nothing to do but to seek another outlet or give up the ghost. The only outlet to the south was by way of Raton Pass, where Uncle Dick Wootton maintained a toll road into New Mexico. W. B. Strong, who entered the service of the Santa Fe about a year before its road to build through the territory. He turned the trick before the legislature realized how it was done. Next he gained the consent of President Nickerson, whose temperament was altogether too mild for frontier methods, but who was a miracle worker in raising money to begin work in the "string." This string interpreted as meaning the "spring" for the nearest telegraph wire, Chief Engineer A. A. Robinson was ordered to get to Raton Pass as fast as steam and horseflesh could take him there and begin work, and to hold the pass against all comers.

J. A. McMurtrie, chief engineer of the Rio Grande, went west on the same train with Robinson, bound for Raton Pass, but Robinson won the race by an eyelash, Uncle Dick Wootton, who had no love for the Rio Grande, helped hold the pass, and again the life of the Santa Fe was saved.

Matters went on then serenely enough until Robinson tried to locate a division point at Bernadillo. But Senator Perea had frequently helped highways without receiving anything in return, so he drew the line at railroads. The more Robinson talked the firmer did Senator Perea become in his demand for \$20,000 for 29 acres of land. Finally Robinson went on to Albuquerque for his division point and incidentally laid the foundations of the foremost city in New Mexico. Perea saw too late the opportunity he had missed and tried with all eloquence of money to induce Robinson to come back, but it was of no use.

The Santa Fe Grows. By the end of 1879 the Santa Fe had grown to a length of 1,131 miles, with annual earnings of \$6,381,000. By March, 1881, the track had reached Deering, where connection was made with the Southern Pacific. And then, by securing truckage rights over the Southern Pacific the Santa Fe was able to run trains into Benson, Ark.

That same year Mr. Strong was made president, a position he held for eight busy years. He crisscrossed Kansas with branch lines because the Goulds and the Cablers had dared to

DO IT NOW!

First pay for a site in LUNA PLACE. You can then easily borrow enough money to build a small bungalow such as you can resell any time at a big profit.

The only restricted, prettiest and what is sure to be the most exclusive residence section in the city. Electric cars, sidewalk, sewer, city water, shade trees, public park, private driveways, no stores or rooming houses, restricted building line and every modern convenience.

\$325 to \$375 per Lot

ONLY 10 PER CENT DOWN; BALANCE TO SUIT YOUR CONVENIENCE

TRACTION LAND AND IMPROVEMENT CO.

D. K. B. SELLERS, Office Manager

CHAS. G. ACKERMAN, Company Salesman

parallel his main line. But the branches were a burden instead of a help, and the Santa Fe was slowly choking to death in the blind pocket at Deering. So the stockholders managed to raise \$18,500,000 to extend the main line and things looked promising. The St. Louis & San Francisco, which held the charter of the Atlantic & Pacific railroad, supposed to be built from Springfield, Mo., to the Pacific, entered into an agreement with the Santa Fe, whereby the two roads agreed to build the A. & P. with a joint loan of \$25,000,000. Before anything could be done Gould and Huntington bought control of the Frisco. As they owned the Southern Pacific and Texas & Pacific, they naturally did not want the Atlantic & Pacific built so again the Santa Fe was left out of the calculations.

W. B. Strong was not the sort of man to stay out in the cold very long. A compromise was effected with the Southern Pacific interests by which the Santa Fe made a leap of 1,900 miles nearer to its final objective, the end of the track to be at the Colorado river. Once this point was reached it was comparatively easy to make a further compromise, which put the Santa Fe 240 miles—the distance from Nogales to Melave—still nearer to salt water.

Finally to reach the coast the Santa Fe built a line to Colton on the

Southern Pacific and bought control of the California Southern railroad from Colorado to San Diego.

Santa Fe Reaches Chicago

Strong's last important achievement was to build a line from Kansas City to Chicago, which was opened for traffic in May, 1888, the line which first brought Wells Fargo & Co. to the Great Lakes, ready for the final great leap to the Atlantic seaboard. This was the last straw that broke the Santa Fe's back. The burden of constant construction, expenses and maintenance through so long a stretch of unproductive territory, however, was more than any company could bear. To make matters worse the company had been paying dividends with money that should have been used for other purposes. In 1888, the earnings showed a deficit of \$2,000,000. Next year the deficit was \$4,000,000. Then came a reorganization on rational lines, but then new elements came into the company which promptly kicked the fat into the fire by buying the Frisco, which was not able to support itself by its earnings. Then came the conversion plan of 1892, by which the stockholders committed financial suicide by still further increasing fixed charges to the tune of \$6,000,000. To cap the climax, it was discovered that President J. W. Reinhardt had been overstating the net earnings some \$7,000,000. Then when the panic of

1893 came it was all over with the Santa Fe.

The Receivership

After the last sad rites were over a receivership was appointed to save the pieces. The receivership terminated with the year 1895. The new management under the reorganization took hold January 1, 1896, under the presidency of E. P. Ripley, a Massachusetts man, who began his railroad career as a clerk in the Boston office of the Pennsylvania railroad in 1862. By 1886 he had risen to the post of vice president of the Chicago, Milwaukee & St. Paul railway, a position he held until he assumed the presidency of the Santa Fe.

Examinations for Lieutenants

Washington, May 17.—Thirteen examinations will be held, July 14 and 21 and August 1, to fill second lieutenant vacancies in the army. There are on file fifty-seven applications from candidates who will be authorized to take examinations.

Just the thing for outings and picnics---those Ratine Hats at Fern C. King's. See them.

Results from Journal Want Ads.

Traveling Bags and Trunks



We offer for this week some rare bargains in Leather Bags, Dress Suit Cases and Trunks. EXTRA SPECIAL--A 24-inch Massing Suit Case, worth \$2.00 for \$1.35. All Leather 24-inch Suit Case, worth \$7.50 for only \$4.50.

SEE WINDOW DISPLAY



OUR SPECIAL SALE

is not old, out-of-date stock, but the very latest designs and finish. Come in and see the many new styles and learn how much money you can save. These prices won't last much longer. 'Nuff said.

GRAY STUDIO

219 West Central—Down Stairs. PHONE 522.

LUMBER Glass-Paint Cement-Plaster Albuquerque Lumber Co. 423 North First Street

Fresh Sassafras Bark at WILLIAMS DRUG CO. PHONE 789. 307 WEST CENTRAL.

JEWELRY

S. T. Vann Jeweler

Artistic Wedding Presents

Acceptable Graduation Gifts

214 W. Central



HUNDREDS WILL JOIN OUR Christmas Savings Club

WHICH STARTS

Tomorrow, May 19, 1913

Will You Be One of Them?

Open for membership for a short time only, SO START NOW. Membership costs nothing and it is open to all.

Here Are a Few Christmas Savings Club Suggestions From Other Cities:

Christmas Savings Clubs such as we are conducting are very popular in many other cities and towns in this and other states.

IN SEVERAL CITIES—

One hundred or more members of a congregation have joined and will use their combined savings as a fund next Christmas towards paying church debts.

IN SEVERAL TOWNS—

The members of Sunday School classes have joined and in each instance will club together and use the money for the purpose of buying the teacher a present.

IN OTHER TOWNS—

Societies, Churches, Sunday Schools, Charity and other organizations have joined to save money for a specific purpose.

The plan is an excellent one, and can be applied to a number of commendable enterprises. The small amount payable weekly into the club can be spared by each person without inconvenience, and when a number of persons associate together for a special purpose the combined results of their efforts will be a large sum which may be applied as a Christmas offering or used in other ways for a good cause.

It's an Easy Way to Save Money---A Sure Way to Have Money. Join Now---Get Your Friends to Join

The American Trust & Savings Bank

"SECURITY AND SERVICE"

Second Street Entrance

State National Bank