

LINK AND PIN.

JOINT TRAFFIC ASSOCIATION.

Dissolved By The Board Of Control.

The board of control of the joint traffic association on November 4 decided to dissolve the organization. This step was taken because of a recent decision by the supreme court that the efforts of the association to control railroad rates were illegal. The following are the resolutions adopted:

"Whereas, The joint traffic association was formed January 1, 1896, for the following purposes, as set forth in the agreement, namely: To aid in fulfilling the purposes of the interstate commerce act; to cooperate with each other and adjacent transportation companies to establish and maintain regulations on state and interstate traffic; to prevent unjust discriminations and secure the reduction and concentration of agencies and the introduction of economies in the conduct of the freight and passenger service; and

"Whereas, This association has during the existence of nearly three years endeavored by every lawful means to cause its members to adhere strictly to and carry out the provisions of the interstate commerce act; that it has kept the interstate commerce commission informed of its action upon all questions and furnished the commission with all its resolutions, the conclusions of its committees and the schedules and agreements of every kind adopted; but

"Whereas, It has been decided by the supreme court of the United States that the agreement under which the association was formed in some of its terms is in conflict with the statute known as the Sherman anti-trust law; therefore,

"Resolved, That this association be,

and it is hereby dissolved, and that said agreement be, and it is, canceled and annulled. That each system represented in the association designate one person, and together shall constitute the committee whose duty it shall be to settle and adjust the accounts and obligations incurred in connection with the association, and that all books, papers, documents and property of the association be delivered to said committee, and that said committee proceed as expeditiously as may be to close up the affairs of the association."

Pursuant to the last resolution, the following committee was appointed: H. J. Hayden, representing the New York Central and affiliated lines; C. S. Gray, the Pennsylvania; George F. Randolph, the Baltimore and Ohio; G. G. Cochran, the Erie; John Burton the Grand Trunk; H. C. Hicks, the Delaware, Lackawanna and Western; Gen. Orlan Smith, the Lehigh Valley; M. Knight, the Wabash, and George Olds, the Canadian Pacific.

There seems to be a growing opinion among responsible railway officials, says the Globe Democrat, that the joint traffic decision will not be followed by the general demoralization of freight and passenger rates which had been freely predicted. On the other hand, it now seems likely that the direct contrary will result, and that the managers of the railways will adopt an unusually conservative policy in maintaining rates for some time at least. Some such conditions followed the decision in the transmissouri case, and it was said that rates were never better maintained than for the few weeks immediately following the decision of the supreme court in that case.

In the absence of the controlling power of any association no road is anxious to start rate-cutting. "It is easy enough to cut rates," said a prominent passenger official yesterday, "but another thing altogether to restore them, even with the elaborate association machinery for keeping the roads in line. Without such organizations it would be well-nigh impossible to restore rates after they have been badly demoralized."

Under these conditions it is not thought likely that the standard east-

era lines will take any immediate action in the way of abolishing the differential fares now in effect between Chicago and New York. No one line would care to take the responsibility for starting the fight which such action would bring about, and there is every probability that the differential will not be changed until the conditions in which the decision of the supreme court has left their association.

The S. P. Wreck.

An incoming freight on the S. P., pulled by engine 1838 in charge of engineer Montgomery, met with a costly accident nine miles east of here Sunday night. A flange on the fourth car back of the engine broke and scattered fourteen loaded cars all over that portion of the country. Some of the cars were loaded with wine and raisins, and the contents were strewn along the track for quite a distance. The work train was ordered from this point, and engineer Crane made lively time in that direction. It is said that the wreck will not be cleared up before some time this afternoon. This seems to be an unlucky section for the S. P. company. Within the past month there have been three wrecks in the vicinity of Strauss, and, as peculiar as it may seem, while the wrecks were in a manner very destructive, no lives were lost. It is said that this wreck extends for a distance of thirty car lengths.

They Wrecked the Push Car.

Sunday two Mexicans in the employ of the Santa Fe company under "Supervisor" Johns, took the push car and went east along the line after wood. When at a point some distance from



S. C. CASTILLO.

The republican nominee for district clerk, who by a few days' active campaigning scared the democrats into creating and spending a large corruption fund. Mr. Castillo has held in the past several positions of trust in New Mexico, among which was the office of superintendent of schools of Socorro county. He is well educated and a fluent speaker in both Spanish and English. If the republicans of El Paso county had a few more campaigners like Mr. Castillo they could elect their candidates every election.

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Yardmaster Mudge, of the Santa Fe, who has been on the sick list for the past few days, reported for work yesterday morning.

Geo. P. Lyons, who has been visiting his brother, Bob, in this city for the past several days, returned to his home in San Antonio yesterday.

Mrs. Handibo, wife of the G. H. engineer, returned yesterday from a visit to friends in the east. She was detained one month on account of the yellow fever quarantine.

The Santa Fe firemen have made an application for a ten per cent advance in wages and those who are in a position to know think that the request of the firemen will be complied with in the near future.

The talk of the combined flyer between Chicago and the City of Mexico over the Santa Fe and Mexican Central lines, is fast dying out, and the chances are that it will never be heard of again until the early part of next season.

John Olsen, the old reliable tool-maker at the G. H. shops, is on the sick list. Mr. Olsen is considerably troubled with catarrh and it will be necessary for him to go to the hospital at San Antonio to have an operation performed.

The interlocking plant at the Rio Grande & Santa Fe crossing at El Moro, Cole, has been put in operation under the company's rules governing such plants and trains may now pass over the crossing at the rate of fifteen miles an hour without stopping.

Joe Grant, the G. H. machinist, is off duty today looking after the interests of the democratic party. Mr. Grant will go to Sanderson Wednesday to meet his wife returning from the east, where she has been visiting for the past several months.

Engineer J. R. McLaughlin has resigned his position with the T. & P. and has accepted one with the Pecos Valley & Northeastern. He has charge of engine No. 3, pulling the regular passenger train between Pecos and Roswell.

In order to make up the time lost in the front part of the trip the limited went out of Albuquerque with two engines attached, No. 119 in charge of Crane and Scott, and No. 120 presided over by Jones and Finlay.—Albuquerque Democrat.

The hunting party consisting of Engineer Slead, Hostler W. G. Henry and Fireman Blight some time ago from San Marcial, and which now run between Lamy and Albuquerque. Johnson and Clark took out one engine and Rempe and Jones preside over the fortunes of the other. All of the men are well known in this city which will now be their home, as first class fellows.—Albuquerque Democrat.

The thirty new engines that have been ordered by the Santa Fe system will be delivered at the rate of two or three a month commencing with December. It is stated that the new equipment will be necessary when the Santa Fe has secured direct entrance to San Francisco, and has started upon a proposed campaign against the Southern Pacific California monopoly.—Democrat.

Two train crews from San Marcial went to work today on the small engine brook some time ago from San Marcial, and which now run between Lamy and Albuquerque. Johnson and Clark took out one engine and Rempe and Jones preside over the fortunes of the other. All of the men are well known in this city which will now be their home, as first class fellows.—Albuquerque Democrat.

Ed Allen, late of Osceola, on the Lake Valley branch of the Santa Fe, has accepted the position as track boss at the smelter, in place of Ed Connors, resigned. Mr. Allen will have charge of the Santa Fe track from the smelter eight miles west. It is his intention to bring his family here from Osceola in a short time. He is well pleased with the change as Osceola is a lonely place and it is seldom that a human being is seen in that vicinity excepting those who pass through on the trains.

The rush of work on the New Mexico divisions of the Santa Fe and on the whole of the Santa Fe is said to be unexampled, and officials are at a loss to tell why. Every bit of rolling stock at Albuquerque, Las Vegas and Raton is on the move, and double the present amount could be used to advantage. As concerns these thirty new locomotives "rush" orders to hurry their completion have been sent in. The road is also short on freight cars at many points between El Paso and Topeka. The southwest is growing.—Las Vegas Optic.

The volume of freight and passenger business is greater than ever before at this season and a larger number of men employed in the different departments than at any time in the road's history. If the public would stop to consider the fact that by far the larger proportion of the earnings of a great corporation like this finds its way into the pockets of wage earners and thence into the regular channels of trade, the politician who spots against monopolies would have to work for a living. The Santa Fe is all right and is adding its share to the country's general stock of prosperity.—Las Vegas Optic.

The French railways have made a reduction in passenger fares of 9 per cent for first, 12 per cent for second and 22 per cent for third-class passengers, and in freight rates of from 36 to 44 per cent. This is brought about by a reduction in the government tax on earnings from 23 to 13 per cent, which will mean a loss to the government of some \$20,000,000 a year. Even with these reductions the average of rates is considerably higher than on American railways, while with the individual owners of roads stand the losses—not the government.—Exchange.

A married person is one who has lost a tooth. See Dr. Alvis the New Dentist and have him save them. Office No. 7 and 8 Morehouse block.

Sparks From the Engine.

Clarence McKie, for some time clerk in the Sierra Madre offices in Juarez, is now clerk in the G. H. yard office.

The Santa Fe company has attached tank cars and is hauling water for the use of engines between La Junta and Trinidad.

The T. P. flyer pulled in on time yesterday afternoon at 4:30, city time, and pulled out for the west at a lively rate fifteen minutes later.

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Shippers are notified that the steamers of the Mallory Line are now running on regular schedule between New York and Galveston and that freight may be routed via Mallory Line, I. & G. N., and Texas and Pacific, and will be put through promptly to destination.

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THE NEW MEXICO RAILWAY & COAL CO.

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El Paso & Northeastern R. R. AND

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To accommodate the public, will carry freight and passengers on its construction trains, to and from the end of its track (86 miles.)

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Connection can be made at Alamogordo with conveyances for La Luz, Tularosa and the White Oaks country.

A. S. GREIG, General Superintendent.

NOTICE TO SHIPPERS.

We are pleased to advise patrons the quarantine at New Orleans has been raised so far as Southern Pacific Sunset all rail and Gulf freight is concerned. All shipments are now moving through that gateway without delay.

T. E. HUNT, Com'l Agt. S. P. Co.

To Cure a Cold in One Day.

Take Laxative Bromo Quinine Tablets. All druggists refund money if it fails to cure, 25c. The genuine has L. B. Q. on each tablet.

An effort is being made to induce the E. P. & N. E. to run an excursion to Alamogordo Thanksgivingday. There will be a ball game up there on that day between the El Paso ball team, and a very interesting contest is expected.

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