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OVER HUNDRED MEN ENTOMBED

Manchester, Eng., May 12.—The explosion of a Wellington coal mine at Whitehaven last night entombed 136 miners. Rescue parties today reached four men but were prevented by gas from reaching the point where most of the men are imprisoned.

The colliery is owned by the earl of Londondale and the workings extend five miles beneath the sea. The spot where the men are imprisoned is about three miles from the main exit.

Dr. L. D. Ricketts, general manager of the Cananea Consolidated Copper Company, at Cananea, Mex., is in El Paso.

CONFIRMATION OF McFIE IS FOUGHT

New Mexico Friends and Opponents of the Judge Are Active.

Washington, D. C., May 12.—It takes over 30 columns of the congressional record for the hearing before the senate judiciary committee on Judge McFie's reappointment. Attorney R. H. Hanna, a friend of ex-governor Hagerman, released a long printed document against McFie and the last half of the speech is a bitter attack on T. B. Catron.

Wagner, of Santa Fe, said McFie was weak minded and hundreds who signed the petition and sent telegrams for McFie were weak minded.

The chairman suggested that McFie at least was not inferior to other people. Catron made a scorching reply to Hanna and Wagner.

Judge Mann said he served five years on the bench with McFie and he had the respect of all good people of New Mexico.

Dobson closed the case in a few remarks for McFie.

Lucy P. Waring was appointed postmaster at Artec, N. M., by the president, and promptly confirmed today.

MARFA MINERS LEAVE FOR QUICK SILVER DISTRICT. Marfa, Tex., May 12.—A number of prospectors have gone to the Terlingua quick silver district with the intention of opening up mining prospects.

J. A. Burlington and Ray McCrary left for the Capote mountains on a prospecting tour.

RICH ORE FIND AT CARRIZOZO. Carrizozo, N. M., May 12.—A rich ore strike was made at the Commercial Metal company mine, five miles south of town, which is a copper-silver proposition. A four foot vein was discovered, and a day and night shift are now at work getting out ore for shipment to the smelter at El Paso.

TRAINS WILL RUN TO PEARSON IN SHORT TIME

Steel Is Now in Juarez for the Big Bridge—Drilling a Well.

Within 30 days, trains of the Mexico-Northwestern will be running into the town of Pearson, the present southern terminus of the road, over a steel bridge crossing the San Miguel river, according to a statement of George Rutledge, who has just returned from a trip of inspection to Pearson.

The structural work for the bridge was sent down to Pearson Wednesday, and Mr. Rutledge believes that within 30 days the work will be completed. The cement abutments of the bridge have been completed and work trains are now crossing the river on a temporary bridge. The steel work for the big bridge is now in Juarez. Some idea of the size of the structure may be obtained from the fact that the component parts filled an entire train.

The work on the giant saw mills at Pearson is progressing rapidly, said Mr. Rutledge. Workmen are at present at work on a pond for floating the logs to be used by the mills in the manufacture of lumber. A pond will cover an area of 40 acres. Buildings are raising their heads over night and work is progressing fast. With the visit of Dr. F. S. Pearson next week things are expected to move forward still more rapidly.

To Drill Well. A mammoth drilling machine arrived in Juarez Tuesday for the Mexico-Northwestern. The road is sinking an artesian well 20 miles below Juarez, but the small machine which was being used was found too small for the work on account of the large amount of sand which impedes the progress of the drill. The new machine, which is one of the largest made, will be shipped to the well location within a few days and put at work on the well. Another well will be sunk about 20 miles further down the line.

WHEN NOT BUY TERMINALS. H. C. Ferris, general manager of the Mexico-Northwestern railway, arrived in El Paso Wednesday afternoon from New York and left on the train of the National Railway of Mexico at 6:30 o'clock. He was accompanied by Mrs. Ferris. He was met at the union station by George Rutledge, superintendent of the El Paso division of the Mexico-Northwestern.

Mr. Ferris was seen between trains in the lobby of the Sheldon hotel and asked if the Mexico-Northwestern had purchased terminal or depot sites in El Paso, or intended purchasing such property. "The Mexico-Northwestern has all the property that it wants in El Paso, and it will not purchase any terminal sites in the city," he replied.

Mr. Ferris stated that he knew nothing about the proposed purchase of sites for the building of any of the Pearson plants in El Paso. A recent dispatch from Chicago stated that the F. S. Pearson interests, which own the Mexico-Northwestern, would almost immediately undertake to carry out plans for the acquisition of mill, factory, depot and terminal sites in El Paso.

"Somebody has been talking through their hat," said Mr. Ferris, speaking of the report that depot and terminal sites would be acquired by the Mexico-Northwestern in El Paso.

"When will the trains of the Mexico-Northwestern run into the union station at El Paso?" Mr. Ferris was asked. "Probably not before the gap between Pearson and Madera is completed," he replied.

When asked when the gap would be completed, he replied that it would probably not be completed until after the first of 1911. The building operations, he said, were being pushed as fast as possible.

PEARSON CANCELS VISIT TO MEXICO

North Western Railway Owners Called Back to New York—May Come Later.

Advices were received in El Paso Thursday to the effect that Dr. Pearson's tour, which began at Jersey City, N. J., on April 27, was called off at Galveston and that he has returned to New York.

Dr. Pearson was expected to arrive in El Paso from the republic of Mexico on May 18, and was to spend the day here in conference with Mexico-Northwestern officials, H. C. Ferris, general manager of the Mexico North Western, who passed through El Paso Wednesday en route from New York to Chihuahua, had not heard of the discontinuance of the trip.

The tour was to include an inspection of the Pearson properties in the republic of Mexico, ending at the terminus of the Mexico North Western at Juarez. From El Paso, the Pearson party intended going west to San Francisco back east by way of Salt Lake City, arriving at New York, the latter part of May. The tour has not been postponed for good, however, and Dr. Pearson and his party are expected to be in El Paso soon.

MANY BANKERS WILL MAKE MEXICO INSPECTION TRIP. The train of the National railways of Mexico, which leaves the union station Thursday afternoon at 8:25 o'clock, will carry an excursion party of bankers to points in the republic of Mexico, Mexico City, Guadalajara, Torreon and Chihuahua. About 50 bankers will take advantage of the low rates. The tickets carry a return limit of 20 days.

RANDOLPH GOING TO MEXICO. Eyes Randolph, general manager of the Sonora railway, of Mexico, will come to El Paso within the next few days and go from here to Mexico. The private car "Constitution" was sent to Tucson Wednesday morning for the use of the party of railroad men who will be company him. Mr. Randolph will travel in his own private car.

RECLAMATION OFFICER HERE. Welch Maguire, an inspector of the reclamation service, is in the city from Las Cruces, spending a few days of his leave of absence.

RESULTS SURPRISING. You'll be surprised at the results you will get from a small want, rent or for sale ad in the Herald. Will not cost more than 50c. Phone Bell 115. Auto 1115.

E. P. & S. W. MAY GO TO PT. LOBOS

Frank Murphy to Build the Mexican Connection From Tucson, Arizona.

EXTENSION TO TUCSON CERTAIN

That the Southwestern means to build to Tucson, Arizona, seems a certainty, judging from the letter of president Douglas to the mayor of that city. It also looks as if the proposed line from Port Lobos, Mexico, to Tucson, might also be built. It is now talked in Tucson that this line is to give the Southwestern and incidentally the Rock Island, that much coveted outlet to the Pacific—Port Lobos being a Mexican Pacific coast point in the Gulf of California.

Frank Murphy is behind the Port Lobos road, and, as he has a grudge against the S. P., just about as well developed as the Southwestern people are supposed to have, there is every reason to believe that he will take delight in helping to give the Rock Island an opposition entrance to the Pacific.

Following letter has been received by the mayor of Tucson from Dr. James Douglas: New York, April 28, 1910. Hon. P. N. Jacobus, Mayor, Tucson, Arizona.

Dear Sir:—I have to acknowledge with many thanks the receipt of the Resolution No. 217, of yourself and the Common Council assuring the El Paso and Southwestern company that you will render us every possible assistance should we decide to build into the city of Tucson. We are having surveys made with that intention, and unless obstacles or reasons that we do not foresee prevent, I believe and ardently hope that we shall have the pleasure of calling upon you to fulfill what we anxiously believe is your intention, namely, to make our entry into your city as easy and favorable as possible, and our subsequent relations useful to both sides.

Yours very truly, James Douglas, President. Murphy's letter. Frank Murphy writes as follows: New York, May 5, 1910. Hon. P. N. Jacobus, Mayor, Tucson, Arizona.

Thanks to your letter of the twenty-second ultimo, enclosing copy of the resolutions passed by the common council of Tucson with your approval, we hope to have something interesting to submit for your consideration before long and I hope that Tucson is doing all possible to get the El Paso and Southwestern route, but there is a great future in store for your city. F. M. Murphy.

TRAINLOAD SHIPMENT OF BUICK AUTOS OF SANTA FE

Thirty cars of Buick automobiles, comprising a special train, will be shipped from Chicago this week for Los Angeles and San Francisco over the Santa Fe route. The cars to be used are the new 50 foot style. The shipment is one of the largest on record. The special train will run from Chicago to Barstow, Cal., direct.

GOES TO SELECT SITE FOR THE BABY SANITARIUM.

Dr. H. E. Stevenson, one of those having in charge the matter of the erection of a "baby sanitarium" at Ciudad Juarez, left for the resort Wednesday morning to select a desirable site for the erection of the building.

MEXICO TERMINAL STATION.

The National Railways of Mexico is said to be making plans for a large office building and terminal station to be built in Mexico City.

ABOUT RAILROAD PEOPLE.

A. Goodman, switchman on the G. H., has tendered his resignation.

P. N. Nangle, a brakeman on the G. H., has left the service of that road.

W. D. Herring, general claim agent of the G. H. system, of Houston, is here.

H. Schwelzer, superintendent of the Harvey system at Albuquerque, N. M., was in El Paso, Wednesday.

J. Breaux, statistician in the office of the superintendent of the Louisiana Western railway at Lafayette, La., is visiting in the city.

T. E. Gallinger, traveling freight and passenger agent of the Santa Fe, with headquarters at Amarillo, left for Amarillo Thursday morning.

J. L. Douglas, formerly with the Southwestern route, but now a banker of Bisbee, Ariz., is in the city attending the bankers' convention.

T. J. Anderson, general passenger agent of the G. H., is in the city attending the bankers' convention. He will leave for Houston Wednesday evening.

F. M. Myers, superintendent of the Rio Grande division of the Santa Fe, who has been in the city for several days, left for San Marcial Wednesday morning.

J. F. Huckel, general manager of the Harvey news and curio business, of Kansas City, was in El Paso Wednesday, on his annual trip of inspection. He was accompanied by Mrs. Huckel. Mr. Huckel is a son-in-law of the late Fred Harvey and established the string of Harvey curio houses in the southwest.

E. D. Morgan, a prominent capitalist and one of the largest stockholders of the party of railroad men who will be interested in southwestern mines, arrived in El Paso Thursday on a special Southwestern train from San Pedro, Ariz. They left for New York on the Golden State limited, Thursday afternoon.

TEXAS AFTER A PART OF NEW MEXICO

Stephens Tries to Get Amendment to Indian Bill, But Falls—Pennsylvania Helps New Mexico.

Washington, D. C., May 12.—Representative Stephens offered an amendment on the bill relating to Indians that the president appoint one Texan as a member of the commission and add all land south of the Red river to Texas; also take a million acres from New Mexico and add to Texas. The Pennsylvania delegation was asked to fight the bill. Representative Stephens said it was not germane and not in order. Burke, of Pennsylvania was in the chair after the debate and ruled that it was not in order.

CITIZENS COMPLAIN AGAINST THE NEW STOCK PENS

Ask Council to Take Action. Protests Made on Missouri Street Paving.

S. P. Weisiger, representing citizens residing in Magoffin addition close to the river appeared before the city council Thursday morning and entered a protest against the establishment of the Southwestern stockyards. The matter was referred to the council as a whole for investigation.

These yards are located on the Texas & Pacific and El Paso & Southwestern railroad property in Cotton addition between Twelfth street and the river, although the streets have not been cut through there. The property is owned by the railroad and the joint tracks of the two companies run past the pens, which are full at the present time.

On March 25, 1910, building inspector S. B. Haggart issued a permit to John T. Cameron, cattle dealer, to construct these yards, which are 800 feet long, by 600 feet wide, the estimated cost being \$5000.

To the north are several small farms while to the south is railroad property which has not been laid out in streets. There are only a few houses located near the pens, these being used by the farmers.

Weisiger pointed out that a man living within three blocks of the pens had been arrested for keeping two cows in the city limits in violation of the city ordinances and said he believed this was the only case of the kind. It would bring millions of flies and make the neighborhood noisy.

Three protests were entered against the paving of East Missouri street by J. Ormsbee, G. M. Cunningham and Al Howard, though Cunningham withdrew his protest when assured that the connecting street would be properly graded through Cotton addition.

The city's health officer W. H. Anderson showed a total of 36 deaths, 8 being Americans, 27 Mexicans and 1 Chinese; 13 births, 4 being Americans, 9 Mexicans of which 7 were males and 10 females. The cases of contagious diseases reported existing were given as whooping cough 64, smallpox 2, measles 25, scarlet fever 3, chickenpox 2, mumps 1, typhoid fever 6, 124 inspections were made of meat markets, 129 of dairies, 29 of slaughter houses, 19 of fruit and vegetable wagons and stores; 134 of premises, 114 cattle inspected, 48 calves, 32 hogs, 118 sheep, 73 pounds of meat condemned.

Police and Sewers. The report of police chief B. F. Jenkins for the month of April showed collections amounting to \$1542.75. The report also showed 1200 pounds of meat collected for making Y connections.

The sewer commissioner J. W. Hadlock's weekly report showed 200 feet of sewer laid in Highland Park, 10 Y's put in, 12 plugged sewers cleaned, 30 flush and 124 inspections were made of meat markets, 129 of dairies, 29 of slaughter houses, 19 of fruit and vegetable wagons and stores; 134 of premises, 114 cattle inspected, 48 calves, 32 hogs, 118 sheep, 73 pounds of meat condemned.

Salary Reduced. Alderman Blumenthal recommended that Dr. Thatcher be paid \$175 per month instead of \$125. This carried.

Alderman Clayton, reporting on the cement curbing work supervised by Nick Carter on North Grand street, recommended that he be allowed 10 percent of the total cost of the work which is \$191. Engineer Todd said that he understood Carter was to have been paid 10 percent on his part of the work.

Carter said: "There has been a misunderstanding with Mr. Todd and I understood 15 percent was to be paid on the total cost. I am willing to take a man's wages which are \$5 a day; that would be \$250."

Robinson said: "Ten percent seems a just return on this work."

Carter said: "I have saved the city \$1000."

Hewitt said: "As for his saving the city money that is what he is supposed to do; 10 percent is customary and that is what I think he should have."

The motion made by Clayton to pay 10 percent was carried.

To Pay for Shacks. Alderman M. Ghee reported that Jose Hernandez had been ordered destroyed, 12 shacks or rooms on south Santa Fe street, some of them only 4 feet high, and he believed \$100 would be sufficient reimbursement.

Blumenthal moved that the recommendation be approved and as done.

To Excavate Under Sidewalk. Hewitt recommended that Richard Caples be granted permission to excavate under the sidewalk where the Bazaar formerly stood and this was granted.

J. L. Campbell entered a protest against paving in front of his home on Rio Grande street with petroleolithic pavement.

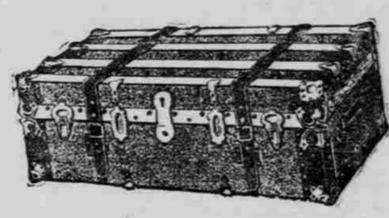
H. L. Howe and others presented a petition asking that Roosevelt street be repaired. This was referred to the street and grade committee.

Protest at Stock Yards. S. P. Weisiger, representing 1200 signers to a petition protesting against the new Cameron stock yards said: "It was our understanding that the work had been ordered stopped but after being referred to the chairman of the sanitary committee, the yards were built. It is not the desire of those whom I represent to prevent the establishment of new industries but we believe it will prove a nuisance. We have an ordinance which prohibits the keeping of cows within the city limits. It is unsanitary to have a stockyard in the city limits where cattle are shipped in and out. It will draw millions and millions of flies and will make it noisy. It is true, the greater number of residents there are the poorer class but they have rights. It is not to me it would be a great injustice for the city to permit a stockyard to be established there. If we lived within a mile of there, we would not want the stockyards."

Citizens Want to Be Heard. "I recognize the fact that there are legal obstacles there preventing the city from stopping these pens until they become a nuisance. Before any definite action is taken on this is laid aside, we would like to have a committee appointed to hear the protests of these citizens. I believe it is in direct violation of the law when I am informed that a citizen living within three blocks was arrested because he kept two cows. If this was a nuisance, the stockyards must be made so."

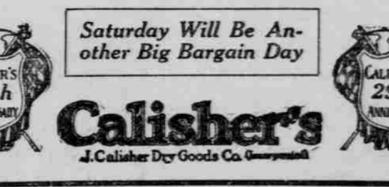
Mayor Robinson asked: "Are you representing the other stockyards?" He said: "No, sir," said Weisiger. "I am representing the people residing in that section who protest against these yards."

Robinson then said: "I will refer the matter to the city council as a whole. It would not be fair to make these



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People in El Paso Hotels

From New Mexico. At the Sheldon—H. D. Bonner, Las Cruces; L. C. Barlow, White Oaks J. O. Lane, White Oaks; Mrs. J. O. Nabors, Three Rivers; J. W. Pinder, Tulare, B. Wilson, W. R. Patters, F. J. Cragen, La Mesa.

At the St. Regis—E. A. Wayne, Silver City; M. H. Peterson, G. F. Wilson, Las Cruces.

At the Angelus—Edward C. Wade, Las Cruces; F. Parker Maybee, Alamogordo.

At the Orndorff—G. P. McCorkell, Hillsboro; G. D. Martin; Robert Durry, W. E. Baker, Las Cruces.

At the Zelger—Alex A. Smith, Deming; A. R. San Antonio, M. L. Powell, Albuquerque; Albert Lindauer, Columbus; David O'Bannon, Albuquerque; Welch McGuire, Las Cruces.

At the Grand Central—K. C. Byens, Clovis; Benjamin Titus, T. C. Nordhaus and wife, Deming; Dr. Jackson and wife, La Mesa.

From Arizona. At the Sheldon—James Douglas, Douglas; W. B. Twitchell, Phoenix.

At the St. Regis—T. A. Smith, Bisbee.

At the Angelus—W. B. Twitchell, Phoenix; James Ashley, Tucson; R. W. Wallace, Phoenix.

At the Orndorff—W. M. Breckenridge, Tucson.

From Texas. At the Sheldon—K. R. Keeling, Dallas; P. L. Campbell, Goliad; G. L. Carl, Ft. Worth; D. E. H. Manigault, Socorro; L. H. Putney, Dallas.

At the St. Regis—J. N. Carlisle, Austin.

At the Zelger—R. C. Bruel, Waco; A. Rocheas, San Antonio; T. D. Love, Sierra Blanca; R. L. McGee, Sierra Blanca.

At the Grand Central—J. E. Perry and wife, Kingsville; Gaspar Giron and wife, San Elizario.

From the Pacific Coast. At the Sheldon—W. J. Reed, Los Angeles, Cal.; H. C. Solnicke, Oakland, Cal.; E. M. Bine, Los Angeles.

At the St. Regis—B. E. McMakin, San Diego, Cal.

At the Angelus—H. L. Shaw, Salt Lake City, Utah; G. W. Hislop, San Francisco, Cal.

yards move and allow the others to stay where they are.

Recess Ordinance Read. The ordinance authorizing the calling of an election for June 18 for the purpose of deciding on the issuance of \$275,000 in waterworks bonds was placed on its second reading and adopted by a unanimous vote.

Paving Protest. C. M. Cunningham protesting against the paving of East Missouri street, said: "I would be only too glad to see Missouri street paved if you would pave across Cotton avenue, but it is sand-pile now."

Mayor Robinson said: "If that is the only objection you have, I can guarantee that we will grade on to the next connection." Cunningham then withdrew his protest.

J. J. Ormsbee said: "I do not believe the paving will enhance the value of the property."

Al Howard said: "I want to protest against paving Missouri street because I have not finished paying for Mesa avenue yet."

Will Hand said: "It will be the end of the year before we can get to it."

Blumenthal said: "Mr. Ormsbee's protest is a legal one and we will have to consider it. I am sorry these people have protested because it will mean they will have to wait four or five years before they can get any paving if it does not go through at this time."

Robinson then ordered an adjournment until 2 o'clock because the polls at Mesa, Sunset and Vilas schools had not been opened up to 11 o'clock, and he wanted to see that all polling places were opened and everyone had an opportunity to vote on the water question.

WICKERSHAM ADMITS ANTECEDATING HIS SUMMARY. Will Be Called as a Witness Before the Ballinger-Pinchot Committee To Tell About It.

Washington, D. C., May 12.—In a letter to chairman Parker, of the house judiciary committee, read by secretary Ballinger to the Ballinger-Pinchot committee today, attorney-general Wickersham admits that his summary to the president of the Glavis charges was antedated, as charged by attorney Brandeis.

AMUSEMENTS.

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