

Railroad Topics

It is said that the baggagemen will again be put in service on the Southern Pacific. Some time ago they were taken off and the duties formerly performed by them were put upon the express messengers. The experiment, it is said, has proven a failure, as the express messengers already have all they can do.

The W. R. Stubbs Contracting company of Chicago, with a capital of \$100,000, was granted a permit to do business in Texas. This company is to do construction work on the extension of the Choctaw, Oklahoma & Texas railroad west from Amarillo to Tucuman, N. M. Its Texas office is at Amarillo. W. R. Stubbs' home is in Lawrence, Kan., and he was a prominent member of the recent Kansas legislature.

The San Bernardino Sun says that F. G. Sampson of Albuquerque, where he is in the employ of the Santa Fe, arrived in the city yesterday and will spend a fortnight here visiting with relatives.

Spurious and forged pay checks of the Choctaw, Oklahoma & Gulf are in circulation. The number of the check letter is inserted with a rubber stamp. The letter "S" is omitted from the word "island" at the head of the check.

W. E. Condon, who for over a year resided in Alamogordo and was assistant to Chief Engineer Sumner, has joined the engineering department of the Western Pacific railroad. He is a well known engineer and will have charge of the party that is to operate in and around the town of Plumas, Cal.

WHERE ROCK ISLAND STANDS.

Largest System in United States Except the Harriman Group.

By the acquisition of the Frisco system the Rock Island becomes the proprietor of the largest railroad system in the United States with the single exception of the Harriman, Kuhn, Loeb group, which controls the Union Pacific, the Southern Pacific and the Oregon Short Line railroad. The total mileage under the control of the Rock Island company will be 14,348 miles, including the recent arrangement with the Southern Pacific by which the Rock Island acquires a half interest in 1,346 miles of Texas railroad. The capitalization of the Frisco consists of \$64,000,000 of common stock, \$31,000,000 of second preferred stock and \$5,000,000 of first preferred stock. The capital of the Rock Island amounts to \$150,000,000.

The Leeds, Reid, Moore syndicate, through the Rock Island company, will now have a railroad system extending from St. Paul and Minneapolis to Galveston and New Orleans, and from Chicago to Colorado Springs. It will reach into Alabama and Tennessee and may, in the near future, reach the Atlantic coast by acquisition of the Central railway of Georgia.

Three men joined forces to pass the control of the Frisco. They were B. F. Younk, its president; James Campbell of St. Louis, the largest individual stockholder, and B. F. Cheney of Boston, who was chairman of the reorganization committee of the Atchison railroad. Reports that there had been a difference of opinion between the members of the pool which at one time had threatened to cause its dissolution were officially denied today.

Billion Miles of Tickets.

During the four years that the interchangeable mileage bureau of the Central Passenger association lines has been in operation 1,000,000,000 mileage books, representing 1,000,000,000 miles, have been sold for \$30,000,000. Of this amount \$10,000,000 has been returned to the purchasers in drawbacks, leaving the net revenue to the roads \$20,000,000.

NEW RAILROAD SWITCHES.

E. P. & N. E. Road Building 30,000 Feet of Side Trackage.

The new switches which the El Paso & Northeastern is building between Alamogordo and Santa Rosa will total about 30,000 feet of track and will be located at convenient points along the line where they will be close to a telegraph station.

These switches are being built for the purpose of affording storage room for the coal and coke which is coming onto the El Paso & Northeastern from off the Dawson line, and which is arriving at the rate of twenty cars of coke and thirty-three cars of coal per day.

This is rather a heavy movement, and, taken in connection with the heavy through business which the El Paso & Northeastern is now doing, it taxes the motive power to its utmost to keep the line from being blocked. With the new sidings cars can be switched off and held until business slacks up. The siding midway between Oscura and Carrizozo has already been completed, accommodating about seventy-five cars, and is designated as Polly siding.—Alamogordo News.

The Reason Why.

A number of people have enquired of late as to why the Santa Fe engines drawing the special of President Roosevelt and party were not decorated. Such a step is contrary to all

rules and regulations of the Santa Fe system. It is argued that such use of flags and bunting is often mistaken for signals, while the decorations obstruct the view of the engines more or less, thus courting accident. The company did all in its power to offer the best and finest looking engines in the stalls, but drew the line on frills and ruffs.

VALUABLE APPRECIATION.

Alamogordo Admirers Present A. S. Greig with Draft for \$1,000.

Wednesday evening friends of Col. A. S. Greig, composed of citizens of Alamogordo, together with railroad employes, met him at the News office and, as an evidence of appreciation for his untiring efforts in behalf of Alamogordo, as well as the high regard in which he is held by all, presented him with a New York draft for \$1,000.

Colonel Greig's name is inseparably connected with the growth and prosperity of this section, and particularly Alamogordo. Mr. Greig is now engaged in a project that means substantial development of this section for all time to come, that of the great sanitarium. Because of his energetic work all along he was thus remembered.—Alamogordo News.

Master Car Builders Gone.

The master car builders of the great Santa Fe system left last evening for their various homes. All were well pleased with the two days' session that was held in this city. The matters up for discussion were treated in an informal way and all took part in the talk. These gatherings are of much benefit to the men and help all concerned.

Messrs. Peck, Mason and Staple of Topeka; S. D. Woods, Newton, Kan.; W. H. Taylor, Raton; C. M. Young, Temple, Tex.; Fred B. Reinhard, Chicago; J. W. Mitty, Fort Madison, Ia.; J. W. Hathaway, Pueblo, Colo.; and H. N. Calderwood, Argentine, Kan.

The superintendent of the car department, Mr. Ramsdell, went down to El Paso last night with Mr. Powers, car foreman at the Pass City. Messrs. Whitefeet, George, Miller, Swanson and Whiteside left on No. 7 for their headquarters at Needles, Richmond and other California points.

ARGENTINE STRIKE ENDED.

Santa Fe Boilermakers Secure Satisfactory Settlement of Grievances.

The strike at the Santa Fe shops in Argentine has been settled and the 137 men who have been out returned to work. A conference was held between the officials of the road at Argentine and a committee of the strikers. The amount of work each man was to do was agreed upon and the men decided to return to work. The strike was caused by the men being asked to do work which they felt was more than they should do or was a part of another man's work. Only a small force of boilermakers is employed at Argentine, as only repair work, which is absolutely necessary is done at the shops at that place.

ROBINSON RE-ELECTED.

A. A. Robinson Again Made President of the Mexican Central.

The board of directors of the Mexican Central Railway company, limited, elected at the annual meeting of the stockholders, has organized as follows: Executive committee—H. Clay Pierce, chairman; Breckenridge Jones, Gabriel Morton, F. H. Prince, Eben Richards, E. N. Foss, A. A. Robinson, W. L. Stow, C. D. Simpson, J. C. Van Blarcom. Officers—H. Clay Pierce, chairman of the board; A. A. Robinson, president; Eben Richards, vice president and general counsel; H. R. Nickerson, vice president and general manager; Gabriel Morton, vice president and comptroller; F. H. Prince, vice president; C. A. Browne, treasurer and transfer agent; James Piper, clerk; W. A. Frost, general auditor; J. A. Hendry, assistant treasurer; Wallace B. Donham, assistant clerk.

Given a Life Pass.

Jim Owens is the last Santa Fe employe to receive a system pass for thirty years of service. Mr. Owens is well known in Newton, as almost the whole of his thirty years service has been at this point. This means that he can board any train that runs on the Santa Fe and ride as far as he wishes between Chicago and San Francisco and Newton and the Gulf without asking anybody's permission. It is a nice custom to reward the old employe for these passes.—Newton (Kan.) Republican.

The Denver & Rio Grande train came in last evening as a double header, bringing another eleven cars of steel rails for the Santa Fe Central railway, says the New Mexican. Two cars of steel were left at Buckman's as the load was too heavy to bring up the hill. About fifty more cars of steel for the Santa Fe Central are scattered between Antonio and Santa Fe. The narrow gauge equipment of the Denver

& Rio Grande is wearing out so quickly that at one siding alone seven cars of steel are stalled because the cars on which the steel is loaded have broken down. The Denver & Rio Grande management contemplates changing its narrow gauge lines to standard gauge in the not distant future, and, therefore, is not disposed to replace its worn out narrow gauge equipment with new equipment until the lines have been standard gauged.

OF BENEFIT TO EMIGRANTS.

Santa Fe Announces One-Third Reduction on Household Goods Rate.

A radical reduction in freight on household goods between Denver and California common points was announced at the Santa Fe offices, says the Topeka State Journal. It is understood that all of the roads will adopt the same schedule. The rate has been reduced from \$3 per 100 pounds to \$2 per 100. The change goes into effect at once. A great many years ago a rate of \$2.80 per 100 was in effect on all of the western roads, but by agreement this was raised to \$3, where it has remained ever since. The reduction to \$2 is understood to be due to the large quantities of household goods the railroads have been called upon to handle during the past few years. The increased immigration into California from the east during the past few years has more than trebled, and this has enabled the roads to handle large quantities of this class of freight at lower cost.

Broke His Arm.

C. B. Smith, employed by the Santa Fe at Gallup, came in on the flyer last night and was taken to the St. Joseph hospital. He was suffering from a broken arm. It seems that Smith was on top of a freight car and the train broke in two and he plunged headlong to the ground. He was severely shaken up.

TALKS ABOUT STRIKE.

J. J. Hill Discussed the Situation on Great Northern.

In an interview on the possibility of a strike on the Great Northern Railway system, President J. J. Hill said: "If the men have voted to authorize a strike I can see no common ground on which the matter can be further arbitrated. They will be obliged to accept the consequences of any action they may decide upon. Our information is, however, that the men are holding meetings for the express purpose of opposing the demands of the committee. I am quite sure they would not want to strike if left to act as they would of their own accord. The question is one which does not affect the Great Northern directly; ours is not a double-header road less than 3 per cent of our freight mileage is hauled by double-headers, and this includes the pushers, to which no opposition has been raised. About 1 per cent of the men who would be called upon to strike should the grand officers and men decide to declare one, would be directly interested in the proposition they would go out to vindicate."

BUILD A 300-MILE BRANCH.

Santa Fe Has a Big Project on Hand in California.

The San Francisco & Northwestern road filed articles of incorporation in the office of the county clerk in San Francisco. By the articles filed it is evident that the railway is a branch of the Santa Fe system, the active men in the incorporation being prominently identified with the Santa Fe company. The corporation starts with a capital stock of \$15,000,000. The directors are Capt. A. H. Payson, assistant to the president of the Santa Fe company; H. D. Pillsbury, A. Moreton, W. A. Albertson, H. K. Gregory, all of San Francisco.

The amount of capital stock actually subscribed is \$300,000 of which sum Captain Payson has subscribed \$28,000. The principal place of business is San Francisco and the term of existence is fifty years.

The route of the railway is from Alton, Humboldt county, thence in a generally southern direction to Point Richmond, the terminus of the Santa Fe. The estimated length of the railway is 200 miles.

The Rt. Rev. J. B. Pitaval, auxiliary bishop of the Santa Fe archdiocese of the Roman Catholic church, will return Sunday to Santa Fe from a confirmation tour which has lasted about four weeks. He has visited this city, Bernalillo and other points, and while here greeted President Roosevelt, welcoming him to the territory on behalf of the Roman Catholics of the territory.

COMMERCIAL CLUB DELEGATION

Hustling Kansas City Merchants in Albuquerque This Morning.

WERE WELL PLEASED WITH CITY.

On being introduced to the Citizen representative, Keene Jackson, secretary of the Kansas City Roofing and Cornice company, said:

"Albuquerque is the best town, up-to-date in all appearances, that I have seen en route through the great southwest, and everything, on all sides, in the city shows activity and business enterprise."

They have come and gone—those enterprising Kansas City gentlemen. While they were here they were busy entertaining the farmers of the Rio Grande valley that came in to meet them. Telling them this and telling them that; showing them this and showing them that, so that by the time the Kansas City gentlemen's special left the farmers were chuck full of the wonders of Kansas City, her great enterprises and her up-to-date business men.

The Commercial club's special train, which left Kansas City Tuesday afternoon at 5 o'clock on the 1903 trade extension trip, which will be the biggest one in its history, reached Albuquerque this morning on schedule time, 9:30. The train consists of seven cars—four Pullmans, a dining car, a refreshment car and a baggage car. On the side of the cars were Commercial club banners proclaiming the identity of the organization, which is to advertise Kansas City and bring additional trade there. The excursionists were met at the train after it had been in several minutes by a committee from the local Commercial club.

The various heads of the big Kansas City houses then saw the farmers, saw the leading merchants and took in Albuquerque. They distributed small booklets, on the front cover of which is a picture of the convention hall. Within is a list of the excursionists, classified by business, the itinerary, pictures of the Commercial club of officers and views of the club's rooms in the Exchange building. Another souvenir, issued with the compliments of the Kansas City Southern railway, contains the list of travelers and the itinerary. Other souvenirs were distributed galore.

The club is due back in Kansas City on May 23. Eighty-two towns in Colorado, New Mexico, Texas, Arkansas, Oklahoma, Indian Territory, Missouri and Kansas are to be visited and 2,793 miles will be traveled over five lines of railroad—the Atchison, Topeka & Santa Fe, the Southern Kansas, the Texas & Pacific, the Choctaw, Oklahoma & Gulf and the Kansas City Southern.

The club stopped last night in Santa Fe. Other all-night stops will be at Silver City, El Paso, Tex., Carlsbad, N. M., Amarillo, Tex., Oklahoma City, Hartshorn, I. T., and Silver Springs, Ark. Zimmer's orchestra furnished delightful music under the porch in front of the Harvey curio rooms, and the vocalists were heartily cheered by the large crowd that gathered around.

The refreshment car contained everything that the inner man wanted, and the farmers and merchants did not leave that feature escape without a visit. The excursionists left at 12:30 well pleased with the result of their stop in the Duke City. All had words of praise for the hustling and growing city of the great southwest.

They will make a stop at South Springs, and from this point will drive in carriages five miles to Roswell. Jerry Simpson, ex-congressman from Kansas, says that this country is the finest in the United States.

The merchants that are on this trip are: R. H. Mullett, C. B. Norton, H. F. Schmetzer, L. M. Miller, W. B. Hill, John M. Stevie, D. R. Spalding, H. T. Ashbaugh, W. H. Weeks, S. G. Puterbaugh, C. J. Carter, E. S. Moser, W. H. Cline, A. F. Stoeber, A. L. Confer, G. W. Evans, W. P. Trickett, Charles Rechner, T. M. James, Jr., John R. Townsend, A. H. Munger, George A. Barton, George B. Peck, L. W. Shouse, C. E. Gould, H. D. Faxon, H. McWilliams, A. J. Liebster, Burton Pierce, E. M. Clendingen, John W. Speas, J. H. McQuaid, J. E. Morton, J. P. Raymond, T. L. Hill, W. S. Cowherd, J. F. Zimmerschied, M. C. Reefer, T. C. Miller, H. D. Cutler, George W. Fuller, J. E. O'Neill, J. F. Richards, C. D. Parker, T. C. Ellet, J. D. Havana, Keene Jackson, E. J. Penfield, J. W. Hawkinson, D. Thornton, O. W. Phillbrook, M. W. Barber, J. W. Jenkins, W. R. Hogsett.

The members of the committee are: C. A. Fox, western division; Grant Ray, Chicago division; W. C. Mallory, middle division; William Wilson, Oklahoma division; B. M. Davis, Colorado division; and Burrell Pope, C. A. Fox, of the western division, is the chairman of the committee.

The Santa Fe train porters are organized, but it is not thought that they are strong enough to gain recognition from the officials. From a legal standpoint the train porters have no organization, for they have not yet applied for a charter. In spite of this fact, however, the members of the grievance committee hope that the officials will do their part towards arranging a wage schedule that will be satisfactory to all. They ask that seniority shall be recognized and that the wages of the men shall be arranged according to length of service. They also think that merit should enter into the decision of the officials as to the wages that should be paid to a porter. The porters say that \$45 is all that they receive now, and they think that that is not sufficient. One of the men said today that another request that they would make would be that an investigation should be held in case any porter got into trouble. He says that heretofore they have not been allowed an investigation but were discharged immediately.

TERRITORIAL CHAIRMAN.

The Las Vegas Advertiser, the leading daily newspaper of that city, has the following timely article on the subject of chairman of the territorial republican committee:

"We have recently stated that the factional fight now on in Bernalillo county is getting vehement and the proof of it is in the pretension advocated by the Democrat, a so-called republican sheet, published in the city of Albuquerque. Said paper is agitating quite warmly the Hon. F. A. Hubbell, present chairman of the territorial republican central committee, by removing from the position which he has filled for over two years. The reasons alleged are so flimsy and foolish that it can be seen at first sight that the said sheet is only inspired by prejudice and political animosity.

"As chairman of the territorial republican central committee Mr. Hubbell has rendered excellent service to the party, carrying the same twice to

overwhelming victory and conducting each campaign in a satisfactory and irreproachable manner. The republican party has no complaint against Mr. Hubbell; on the contrary, it is very grateful to the said gentleman for the zeal, efficiency and disinterestedness with which he has served during the period he has occupied the position of chairman. Such record is worthy of praise instead of reproach, for the faithful servant is worthy of the credit and reward to which he is justly entitled. Besides, even if the contrary should be true, the proper time to talk about such matters is when a meeting of the members of the territorial republican central committee is held for the purpose. At the present writing, no political campaign is at hand nor any public matter is in the balance for said committee to act upon and the discussion of the chairmanship at this time amounts to nothing as far as it effects the general political welfare. Mr. Hubbell is filling acceptably and satisfactorily the position of chairman and there is no good reason or motive that can be advanced for his removal, and much less on account of a newspaper that is jealous and prejudiced against him and which does not represent anything except its own sentiments of hostility and antipathy. We are in favor that when the proper time comes Mr. Hubbell be selected again for the position which he has so worthily filled, and we believe that he will be, if he has any aspirations in that direction.

"In any event the time is not ripe for the discussion of such matter. The proper time and place will be at the meeting of the next republican territorial convention and at the organization and meeting of the territorial committee."

Not so long ago a clever young writer was employed as traveling correspondent of the Democrat. To his first articles no name was appended. Then growing bolder, the young man signed the initials C. L. P. Finding that his work was receiving appreciation, the name C. L. Pancoast appeared. Various New Mexicans said nice things and the result was Chalmers L. Pancoast. The last article is signed Chalmers Lowell Pancoast. Further developments are awaited with interest.—Optic.

His last article was dated from Deming and was signed Chalmers L. Pancoast, the cruel linotype operator instead of signing the name in caps, put it in small type—lower case. It is thought here, by Pancoast's friends, that the bump will be considerably enlarged and he will sign his next article C. Lowell Pancoast—putting his name square in the middle.

Connecticut and New York Capitalists.

A private car containing well known Connecticut and New York City men passed through this city last evening en route for the Grand Canyon and Prescott, Ariz., where they will visit several mines that they are interested in.

They will visit Los Angeles and San Diego, from which city they will go by steamer to Ensenada, lower California. Then an overland trip will be taken to the Alamo Mining district, where they will visit the well known Aurora and Vignola gold mines. The Golden Gate city will be visited and Salt Lake and Denver, and the party expect to reach Connecticut on June 6. Ex-Mayor Alexander Harrison of Hartford, Conn., heads the party. Others along are R. L. Spencer, C. S. Allen, R. Hawley, Harry Lindsey, J. G. Reed, A. G. Lord, M. H. Hughes, A. E. Sidwell, Horace B. Ely, F. E. Beckley, H. M. Armstrong, E. Baldwin Hammette, A. B. Batterson, M. J. Brewer, E. G. Hutchinson, J. P. Branigan, H. M. Gardner, G. E. Cruittenden and George H. Hall.

HERE TO SEE MUDGE.

Colored Porters on Santa Fe Asking for Increase in Wages.

The colored train porters are the next body of Santa Fe employes to ask for an increase of wages, says the Topeka State Journal. A grievance committee composed of six men are in the city with the purpose of securing a conference with General Manager H. U. Mudge and laying their case before him.

The members of the committee are: C. A. Fox, western division; Grant Ray, Chicago division; W. C. Mallory, middle division; William Wilson, Oklahoma division; B. M. Davis, Colorado division; and Burrell Pope, C. A. Fox, of the western division, is the chairman of the committee.

The Santa Fe train porters are organized, but it is not thought that they are strong enough to gain recognition from the officials. From a legal standpoint the train porters have no organization, for they have not yet applied for a charter. In spite of this fact, however, the members of the grievance committee hope that the officials will do their part towards arranging a wage schedule that will be satisfactory to all. They ask that seniority shall be recognized and that the wages of the men shall be arranged according to length of service. They also think that merit should enter into the decision of the officials as to the wages that should be paid to a porter. The porters say that \$45 is all that they receive now, and they think that that is not sufficient. One of the men said today that another request that they would make would be that an investigation should be held in case any porter got into trouble. He says that heretofore they have not been allowed an investigation but were discharged immediately.

POLICE COURT OFFENDERS.

The City Magistrate Had a Full House Today.

H. G. Rhea, a New York barber, who tried to deceive Pete Dinelli's eye Wednesday evening with a bogus \$10 bill, as related in The Citizen of yesterday, was before Judge Crawford's at 5 o'clock yesterday afternoon. He was found guilty of attempting to defraud and was given sixty days in the county jail.

Al Crippen, vagrant, was given ten days in jail. He was before the court a month ago.

Plutarco Nuñez, for thirteen years in the employ of the local Santa Fe storehouse, was arrested late yesterday afternoon and taken before the court. He was charged with grand larceny by the railroad authorities. He waived examination and was held for the grand jury under \$500 bond. This morning Attorney W. C. Hancock appeared for him, stating that Mr. Nuñez did not understand when he waived the examination. However, it was thought best to let the matter stand. The bond was furnished by Eladio Vigil and Jose S. Chavez. A quantity of small articles have been taken from time to time in the past three months. The special officers of the road have been at work and several arrests have been made. Nuñez has been under suspicion for some time, and some of the goods stolen have been found hidden at his home. It is thought that several other men will be arrested before the matter is settled.

Captain A. B. Fitch, of Magdalena, and C. T. Brown, of Socorro, are in the city today. Captain Fitch is the lessee and manager of the Graphic mine and mill at Magdalena. Both are well known gentlemen and are interested in mining in Socorro and Sierra counties.

Money Being Expended in Some Necessary Improvements.

MORE ROOM FOR PATIENTS.

The Rocky Mountain News of recent date publishes a half page article on Fort Bayard, Grant county, and the marvelous cures of consumption in New Mexico by climate alone. The article is well illustrated and a good advertisement of New Mexico's climate. Among other things, the article which is under Fort Bayard date, says:

The United States general hospital for consumptives at Fort Bayard, is coming in for a measure of Uncle Sam's special attention just at present. The big sanitarium has had such phenomenal success in the treatment of tubercular cases that the government has decided to greatly enlarge its capacity, improve its equipment and, in short, make it the greatest tuberculosis hospital in the country. The plan is to expend the sum of \$100,000 in enlarging and improving the sanitarium, and the appropriation for that purpose has already been made by congress.

Another important change has been made. Heretofore only enlisted men of the regular army have been admitted to Fort Bayard. Under the new arrangement the institution is to be thrown open to soldiers and sailors alike, and made a regular army and navy hospital. Already about twenty-five men of the navy and the marine corps have entered the hospital, special authority, however, being given in each of these cases.

Fort Bayard lies in a beautiful little valley in the foothills of the mountains of southwestern New Mexico, at an altitude of nearly 7,000 feet. It is nine miles from the flourishing town of Silver City, one of New Mexico's best little cities. Here there is perpetual golden sunshine, unclouded azure sky, fine scenery and pure, dry, bracing air all the year round. These splendid natural conditions, in conjunction with the most skillful, scientific and thoroughly systematized treatment, have produced cures which are little short of remarkable.

There are now at the sanitarium nearly 250 patients, and the number is increasing daily. Larger facilities are already a necessity. When all the projected improvements materialize it is probable that the sanitarium will be able to accommodate between 400 and 500 men.

A recent substantial increase in equipment is the new solarium, or sun parlor, which has been in use since February. It is a large structure, built entirely of steel and glass, and gives delicate consumptives a chance to enjoy comfortably the germ-killing sunshine regardless of the outside temperature.

The hospital owes much of its success and efficiency to the masterly management of Major D. M. Appell, who for several years was in command of the post and who brought the work of the sanitarium prominently before the public eye. Major Appell has been transferred to the Philippines, for which point he sailed in January. His successor is Lieutenant Colonel Comerys, deputy surgeon general of the United States army, who is an officer of great ability and energy, and who will undoubtedly keep the work of the institution up to the highest standard.

An important arrangement has been made lately, which does away with much of the red tape heretofore connected with admission to the hospital. The consumptive is now admitted by direct negotiation between the commandant and the officer in charge of the post from which the patient comes. Formerly it was necessary to make a trip to Washington and to go through other tedious preliminaries before one could be admitted. Under the new arrangement the applicant gets into the hospital a month sooner than formerly—sometimes a month of precious time to the man who is suffering from the ravages of the dread disease.

Fort Bayard is a very picturesque and interesting place to visit, with its great quadrangle, around which stands the big hospital, the neat officers' cottages, the long rows of hospital ward buildings and the rambling edifice in which the general offices and the post-office are located. The long adobe fort, with its arched gateway, the storehouse, dairy barns, etc., make up a complement of buildings that amounts to a fair sized village.

The Fort Bayard hospital is a great boon to the soldiers and sailor boys who fall a prey to pulmonary consumption, and it is doubtful if there is another place in the country where they would stand such a splendid chance of soon regaining vigorous health. The changes to be made soon will add greatly to the usefulness of this magnificent institution and make it one of which the government may well be proud.

A few Sundays ago, the good people of Mountainair, Valencia county, got together and organized a Sunday school John W. Corbett was elected superintendent; Mrs. George W. Hanlon, assistant superintendent, and Mrs. M. L. Corbett, secretary and treasurer. Sunday school meetings are held every Sunday afternoon at the home of Mr. and Mrs. W. R. Green.

Miss Mahle Green, who was here on a visit to friends, has returned to Mountainair, Valencia county.

FORT BAYARD HOSPITAL.

Money Being Expended in Some Necessary Improvements.

MORE ROOM FOR PATIENTS.

The Rocky Mountain News of recent date publishes a half page article on Fort Bayard, Grant county, and the marvelous cures of consumption in New Mexico by climate alone. The article is well illustrated and a good advertisement of New Mexico's climate. Among other things, the article which is under Fort Bayard date, says:

The United States general hospital for consumptives at Fort Bayard, is coming in for a measure of Uncle Sam's special attention just at present. The big sanitarium has had such phenomenal success in the treatment of tubercular cases that the government has decided to greatly enlarge its capacity, improve its equipment and, in short, make it the greatest tuberculosis hospital in the country. The plan is to expend the sum of \$100,000 in enlarging and improving the sanitarium, and the appropriation for that purpose has already been made by congress.

Another important change has been made. Heretofore only enlisted men of the regular army have been admitted to Fort Bayard. Under the new arrangement the institution is to be thrown open to soldiers and sailors alike, and made a regular army and navy hospital. Already about twenty-five men of the navy and the marine corps have entered the hospital, special authority, however, being given in each of these cases.

Fort Bayard lies in a beautiful little valley in the foothills of the mountains of southwestern New Mexico, at an altitude of nearly 7,000 feet. It is nine miles from the flourishing town of Silver City, one of New Mexico's best little cities. Here there is perpetual golden sunshine, unclouded azure sky, fine scenery and pure, dry, bracing air all the year round. These splendid natural conditions, in conjunction with the most skillful, scientific and thoroughly systematized treatment, have produced cures which are little short of remarkable.

There are now at the sanitarium nearly 250 patients, and the number is increasing daily. Larger facilities are already a necessity. When all the projected improvements materialize it is probable that the sanitarium will be able to accommodate between 400 and 500 men.

A recent substantial increase in equipment is the new solarium, or sun parlor, which has been in use since February. It is a large structure, built entirely of steel and glass, and gives delicate consumptives a chance to enjoy comfortably the germ-killing sunshine regardless of the outside temperature.

The hospital owes much of its success and efficiency to the masterly management of Major D. M. Appell, who for several years was in command of the post and who brought the work of the sanitarium prominently before the public eye. Major Appell has been transferred to the Philippines, for which point he sailed in January. His successor is Lieutenant Colonel Comerys, deputy surgeon general of the United States army, who is an officer of great ability and energy, and who will undoubtedly keep the work of the institution up to the highest standard.

An important arrangement has been made lately, which does away with much of the red tape heretofore connected with admission to the hospital. The consumptive is now admitted by direct negotiation between the commandant and the officer in charge of the post from which the patient comes. Formerly it was necessary to make a trip to Washington and to go through other tedious preliminaries before one could be admitted. Under the new arrangement the applicant gets into the hospital a month sooner than formerly—sometimes a month of precious time to the man who is suffering from the ravages of the dread disease.

Fort Bayard is a very picturesque and interesting place to visit, with its great quadrangle, around which stands the big hospital, the neat officers' cottages, the long rows of hospital ward buildings and the rambling edifice in which the general offices and the post-office are located. The long adobe fort, with its arched gateway, the storehouse, dairy barns, etc., make up a complement of buildings that amounts to a fair sized village.

The Fort Bayard hospital is a great boon to the soldiers and sailor boys who fall a prey to pulmonary consumption, and it is doubtful if there is another place in the country where they would stand such a splendid chance of soon regaining vigorous health. The changes to be made soon will add greatly to the usefulness of this magnificent institution and make it one of which the government may well be proud.

A few Sundays ago, the good people of Mountainair, Valencia county, got together and organized a Sunday school John W. Corbett was elected superintendent; Mrs. George W. Hanlon, assistant superintendent, and Mrs. M. L. Corbett, secretary and treasurer. Sunday school meetings are held every Sunday afternoon at the home of Mr. and Mrs. W. R. Green.

Miss Mahle Green, who was here on a visit to friends, has returned to Mountainair, Valencia county.

Grove's Tasteless Chill Tonic

has stood the test 25 years. Average Annual Sales over One and a Half Million bottles. Does this record of merit appeal to you? No Cure, No Pay. 50c.

Enclosed with every bottle is a Ten Cent package of Grove's Black Root Liver Pills.