

Railroad Topics

Dr. J. P. Kaster, the chief surgeon of the Santa Fe line, with headquarters at Topeka, is in the city.

Frank Scott, engineer, has applied for the position of engineer on the Mt. St. Helena railroad.

Jesus Marina, a Santa Fe section hand, was struck by lightning about mile south of Raton the other evening and instantly killed.

H. J. B. ... last night for ... where he will visit relatives and friends. Mr. Bambrook is an apprentice in the local railroad machine shops.

The fatalities to passengers on the British railways in 1901 were nil and in 1902 only six. Passengers injured last year in railroad accidents in the United Kingdom numbered 732.

George De Long, a machinist in the Santa Fe shops in Albuquerque, accompanied by his wife, arrived in the city yesterday and will spend a fortnight here visiting with relatives, says the San Bernardino Sun.

George R. Lemmer, a popular brakeman on the Santa Fe Pacific, is taking a vacation, and has gone to Chicago to enjoy a much needed rest and to see the sights. He will be gone about two weeks.

Conductor Philip Stimmel, who runs the Denver & Rio Grande passenger train between Santa Fe and Anapitito, Colo., is laying off and enjoying a conjour at Pagosa Springs, Colo. During his absence Conductor Daniel McHolland is in charge of the run.

Notwithstanding all the predictions made during the winter months that the days of fast freight trains were numbered, this branch of the service seems more firmly established than ever. Fast freight trains are now being run on all the roads with as great precision and regularity as are passenger trains.

It is reported that E. H. Harriman, the head of the Southern Pacific system, has just practically closed a contract with the United States Steel corporation for 100,000 tons of steel rails for delivery next year. It is understood that the rails will be used by the Southern Pacific and Union Pacific roads.

Sixty thousand square feet of space in the World's Fair transportation palace have been secured by the Baltimore & Ohio railroad. The evolution and development of the new roads of the world will be shown in this exhibit, which is being prepared under the personal direction of Maj. J. G. Pangborn.

The plans of President Harriman of the Southern Pacific for shortening the time across the continent are being realized. One of the Central Pacific cut-offs in Nevada has been completed and the operating department of the Southern Pacific has issued orders to conductors and engineers to run trains over the newly constructed piece of road between Valley and a point two and one-half miles east of Iron Mountain, in Humboldt county.

A friend of Ed. Laville, writing to The Citizen from Kennedy, says: "Ed. Laville, the old railroad man, is laying track at the rate of a mile a day. He is the man that can do it, if he has a show, and there is no use for any person to instruct him in railroad work, as he has spent his lifetime at such work. He is the right man in the right place."

Senator Clark's Road. Senator W. A. Clark has announced that the contract for building all of the remaining portion of the main line of the Salt Lake route between Salt Lake City and Los Angeles would be let inside of three weeks. He also stated that the general headquarters of the road would be established permanently at Salt Lake City. The transfer of the Oregon Short Line south of Salt Lake City to the Salt Lake route would be made in New York before June 30, when it will then be pushed forward as rapidly as possible, and if a shorter time than two years will suffice to make the connection between Daggett and Caliente, the road will be opened just that much sooner.

SANTA FE CENTRAL PROGRESS. Satisfactory Work Friday—Construction Train Ordered to Santa Fe. Satisfactory progress was made Friday by the track laying forces of the Santa Fe Central Railway. Twelve hundred feet of track were laid on the section from Kennedy station south and 4,600 feet on the section from Moriarty station north. An engine and a construction train have been ordered from the southern end of the line to Santa Fe, and these will arrive there early during the coming week. Upon the arrival they will be put to work laying steel tracks in the Santa Fe yards and switcher to be located at Santa Fe. John S. Harris, in charge of the track laying machine, is expected to be there on Wednesday next and after looking over the ground it is probably that the track laying

machine will be taken to Santa Fe and put to work from that end. A scarcity of men exists and this fact has interfered somewhat with construction work. However, General Manager W. S. Hopewell is pushing everything along with his usual untiring energy and perseverance. Several carloads of steel rails which have been delayed by the recent washouts in Kansas are beginning to arrive at Torrance. There are more cars loaded with steel rails still somewhere on the Rock Island railroad which are being pushed along as rapidly as the condition of the road will permit and are expected to arrive right along.

RECOGNIZED.

Laborers From Lantry & Son's Camp Say Dead Man Is Will Krau.

The stranger who expired Thursday evening about 6 o'clock at the top of the stairs in the Farr building on South Second street, as the result of a hemorrhage of the lungs was identified yesterday afternoon.

Several laborers from Camp 10, of Lantry & Son's, at Belen, were up and went to O. W. Strong's Sons' undertaking parlors, where the dead man was. They said he was Will Krau and had worked for Lantry & Sons at Camp 10 for several weeks, but they didn't know where he came from or anything else about him.

This morning he was laid at rest in the Fairview cemetery.

Later—This afternoon it was learned at the St. Joseph's hospital that the man's real name was Sterling and that he hailed from Bloomington, Ill. He had been there a day or so before his death on account of consumption. Nothing more is known about him.

Territorial Veterinarian Appointed.

The cattle sanitary board has recently appointed Dr. H. F. Spencer to the office of territorial veterinarian, whose duty it will be to prevent and stamp out all contagious and infectious diseases of cattle. New Mexico has been obliged to quarantine against cattle from Oklahoma, Texas and the republic of Mexico, owing to the prevalence in those places of contagious cattle diseases. Kansas, too, has had to make it obligatory for owners in certain counties to dip their cattle on account of the prevalence of mange.

Dr. Spencer has established an office in Las Vegas.

ALL MODERN IMPROVEMENTS.

Nabobs Can Live in Luxury While Inspecting Grand Canyon.

Seven thousand persons visited the Grand Canyon of Arizona last year. The number may reach 10,000 for 1903. This is a hundred times as many as used to go annually to the canyon in the old stage coach days. Plans have been adopted by the Santa Fe, says the Railway Age, for a magnificent new hotel to be built this summer near the head of Bright Angel trail. The location selected is in a pine forest, 200 yards east of the present temporary structure and further back from the rim. At this point the gorge is 6,000 feet deep and thirteen miles wide. Bright Angel tavern, as the hostelry will probably be called, will cost upward of \$100,000. It will be under the management of Mr. Fred Harvey. The Swiss chalet style of architecture has been adopted, native stone and logs being used as far as practicable. The furnishings throughout will be as luxurious and unique as those of the other Santa Fe hotel at Albuquerque, the Alvarado. There will be hot and cold water in every room, electric lights and steam heat; also an Indian curio establishment. Another new hotel, less pretentious but affording all necessary comforts, will be erected this summer at the head of Grand View trail, six or seven miles east of Bright Angel. This is near the terminus of the old stage line from Flagstaff and on the trail to the Last Chance copper mine. The trail down into the canyon there is being greatly improved.

J. A. Harlan, who is building the San Marcial depot, received the good news that he had been awarded the contract for five of the nine new brick and stone buildings to be erected at Fort Bayard. Their construction will occupy fully a year.

LOTS OF GOOD ENGINE WATER.

Santa Fe Central Railway Plan for Having 100,000 Gallons Always Available at the Track at Estancia Station.

The Santa Fe Central railway has arranged to use the unlimited water supply of the great Estancia Springs to their fullest advantage. The water of these springs is believed to be as pure as any in New Mexico and not surpassed by any for railroad use. The springs are 2,800 feet from the main track of the railway and there is a rise of nine feet from the track. The company has cleaned up, walled with concrete and connected four of the

springs so that the water flows into a reservoir. From this reservoir it is conducted through a cemented tile pipe to a reservoir of 50,000 gallons capacity. There is also at the track a tank of the capacity of 50,000 gallons which is filled from the reservoir. This gives the company a capacity at the track of 100,000 gallons. An eight-inch water tower is located between the tracks and the water is conducted to this from the tank through an eight-inch pipe. An automatic arrangement has been provided at the reservoir at the tracks by which, when the reservoir is filled to the capacity of 50,000 gallons, the water is directed and flows into Estancia lake.

It is reported at Austin, Tex., that the Texas Midland railroad, which is owned by Mrs. Hetty Green, has been sold to the Rock Island-Frisco and it is to be extended south from Ennis to Waco, where it will connect with the Aransas Pass. It connects with the St. Louis line of the Frisco at Paris, Tex.

WIDESPREAD RATE WAR.

Likely to Follow in Case Western Passenger Association Collapses.

The Chicago Evening Post says: The general opinion among western railroad men is that the Western Passenger association with all its bureaus is on the verge of collapse. Its downfall is likely to be accompanied by a widespread rate war. Indications have pointed in this direction for some time, but the result of Friday's meeting of the executive committee of the association and the Chicago-St. Paul lines has brought the expected and considerably nearer and has made dissolution almost inevitable. No hope is entertained that the recommendation of the executive committee to substitute a 2,000-mile book, good on all trains, for the credential form of interchangeable mileage now in use, will be adopted.

J. J. Byrne, wife and daughter were here yesterday, leaving last night for the east, where Mrs. Byrne and daughter will spend the summer months with eastern relatives and friends. Mr. Byrne will return in a few days, he being the popular general passenger agent of the coast lines of the Santa Fe now.

CHARGE BY THE POUND.

New Method Suggested for Handling Heavyweight Passengers.

"Some time ago," says the Railway Age, "this journal ventured to note the manifest inequity of charging the same price for carrying a 100-pound passenger, occupying single seat space, as for a 300-pound individual, requiring twice as much room; and the suggestion was offered that passenger as well as freight rates might properly be fixed by the pound. The proposition, although widely noticed, was not received with favor by the majority of the press, while the railway journals of Europe inclined to criticize it seriously. But now that Swedish statesmen have presented a proposition to tax all persons weighing over 125 pounds at a fixed rate per pound, more respectful attention is likely to be paid to the similar proposition for taxing passengers by weight. If it is right to require big men, who, of course, consume more of the air of heaven and enjoy more of the space of earth than their smaller brethren, to pay more for the privilege of living, surely it is fair to charge for the transportation of their surplus weight. Excess weight of baggage is scrupulously charged for now; why not excess weight of passengers likewise? Is a big trunk of more value than a big body?"

A CONTINUOUS LINE.

Santa Fe Is Being "Tapped" by the Salt Lake Road.

A San Bernardino paper says that an order has gone out from the offices of R. B. Burns, chief engineer for the Santa Fe coast line, directing that the stakes marking the "mutual tap" which is to connect the Salt Lake and Santa Fe main lines in Riverside, be at once set in place.

Some time ago a contract was entered into by these two companies whereby the Salt Lake trains will run over the Santa Fe's tracks from Riverside to Barstow. The latter company is now preparing to throw out the necessary connecting track. The link will be a half-mile in length and will connect the Salt Lake at the North street station. It has already been surveyed and now the center stakes will be driven.

As is the rule in such cases the Salt Lake will build half of the connection and the Santa Fe will build the other half.

At the present time the Salt Lake graders to the number of 100 are at work on an immense fill which is being built not far from the point where the company's main line will end. As soon as the fill is completed the track will be extended across it and then the final spikes driven and the Salt Lake and the Santa Fe will become a continuous line.

OF RAILROAD INTEREST.

Some Interesting Facts About the Santa Fe Cut-Off.

WORK PROGRESSING NICELY.

A trip along the line of the New Mexico Eastern or Santa Fe cut-off railroad, now in course of construction, from Belen on the Rio Grande division of the Santa Fe, to Willard where the two roads cross, revealed a greater part of the grade work accomplished and the cut work well advanced.

Tracks are now being laid out from Belen, eleven miles on the mesa. The grading is finished to the mouth of the canyon, and material is now being delivered to lay tracks to the end of the mesa grade.

Piers are being built for the first bridge entering the canyon. The piers are constructed of a cement concrete, which, although very expensive, is considered the most substantial of modern construction. A frame jacket is built in the dimensions of the pier. Into this the freshly mixed concrete is dumped by a steam hoist and left to harden. The first bridge is to rest on five piers sixty feet in height, built on a solid rock base.

The first pier of some twenty to be built supporting the five large bridges spanning Abo canyon—that is the canyon proper—was built last week and the board mold had been removed. It hardened nicely and is a power in strength.

Work of all kinds everywhere along the line is being rushed. Camps are scattered along through the canyon and over the pass at intervals of a few miles apart. Each camp is a small city of tents, nesting close up to the canyon walls grouped close together with one big tent and a little black screened house; the mess tent, where the laborers are fed, and the smoke house, where meat is kept in the center. Obtaining fresh meat, which is very essential to the working man, is the hardest proposition the contractor experiences.

None of the many rock cuts to be made are as yet finished. The rocks are loosened by powder and dynamite blasting. Most of the blasting is done in the early morning and afternoon. At this time the shots occur in different places and follow in rapid succession. The roar can be heard for many miles and resembles very much the cannonading of battle. So much of this work is being done that traveling through the canyon is dangerous and forbidden. The grade work is very pretty. The soil is of red clay; the grades are very smooth and even and symmetrical in formation.

About two miles of grade will connect the cut off with the Santa Fe Central at Willard, and track laying will begin there shortly—the material being brought in from the east over the Rock Island and the Santa Fe Central. There is a significance in this latter occurrence. It might hint that the Rock Island merger had gone through and that the Santa Fe intended using the Santa Fe Central tracks from Willard to Torrance. The Santa Fe has let no contracts for work east of Willard and their engineers seem lying idle. No bids for the work have been asked for and there seems to be quite a mutual feeling between the roads interested.

Work has just begun on the approaches of the big thirty foot dirt cut to terminate on Abo pass. The major portion of the work in this cut will be done by a steam shovel brought in over the Santa Fe Central road.

Ties and piling for small bridges are being delivered along the line from Willard to Mountainair and tracks will be laid on this part of the road first.

You Know What You Are Taking When you take Grove's Tasteless Chill Tonic, because the formula is plainly printed on every bottle showing that it is simply iron and quinine in a tasteless form. No cure; no pay; 50c.

TO CRIPPLE CREEK.

Pike's Peak Cog Road Will Be Extended Nine Miles.

The Mantou & Pike's Peak Railway company has completed surveys and plans and secured rights of way for an extension of its line, the famous cog road, from the summit of Pike's Peak to Cripple Creek, a distance of nine miles. The extension will be electric and will cost approximately \$750,000. It will leave the main or steam road at a point near the summit and will descend the mountain along the horseback trail through Gillett.

GALLUP GLEANINGS.

Batch of Interesting Notes From Carbon City.

Special Correspondence. Gallup, N. M., June 21.—The northern terminus of the semi-weekly mail route from Zuni and Ramah has been changed from Fort Wingate to Guam.

Some new evidence is expected this week in the Pipkin murder case. The people of this section have borne all

they intend to from the Indians, and the general opinion is that if New Mexico was a state the Indians would be kept on their reservations.

Carr & Neuman have purchased a traction engine, for use in hauling logs to their mill south of Guam.

Gus Mulholland has returned from northern Sonora, where he has some mining interests. He is figuring on boring for artesian water near Gallup for the development of agricultural land.

The officers here are on the lookout for one Frances Martinez, a native of Chihuahua, who murdered his wife in Winslow last Monday night.

A black bear cub was seen on the outskirts of Gallup last Friday.

A woman tramp, dressed in men's clothing, passed through here yesterday, headed east.

E. L. Boyard, clerk for the Denison Freeman, is enjoying a few days' lay-off.

J. W. Kemmerer, a local switchman, who lost part of his foot six months ago, left for the Los Angeles hospital this morning for treatment. His wife and son remain here.

On account of the floods coal cars have been scarce this week, and some of the mines have been idle. The prospect is good for a full summer's work.

L. Sponser of Navajo county, Arizona, was here this week, looking for a sheep range.

H. Miller, a prosperous cattle man of the Zuna country, is here today on business.

Mark Bennett, the Zuni trader, was in Gallup for supplies on Friday.

Charles Colton left on Friday for Los Angeles. He will return next week with his sister, Miss Barbara, who has been attending a young ladies' seminary at Los Angeles.

William Norton is the new corral boss at Gibson.

Fred Nitz is now using a gasoline engine for raising water at his home place.

We have had good rains and the ranges are in fine shape.

JOHN MASSA ARRESTED.

An Italian coal miner, hailing from Gallup by the name of John Massa, was arrested Saturday afternoon here by City Marshal McMillin. He had left a debt of nearly \$100 in the coal town, and after a little persuasion on the part of the marshal, settled. Sunday afternoon he departed for Globe, Ariz.

GOVERNMENT POSITIONS.

A Few Choice Situations for the American Youths.

The United States civil service commissioner, announces that on July 22, 25 and 24 an examination will be held for the positions of hull draftsman in the light house service, treasury department. On July 29, for the position of special laborer (male) qualified as stenographer, typewriter and telegrapher, yards and docks department, navy yard, Pensacola, Fla., at a salary of \$3.04 per diem. On July 29 and 30, for the positions of assistant engineers and hydrographers in the geological survey, at a salary of \$60 per month. On July 29, 30 and 31, for the position of engineer and machinery draftsman in the light house service, treasury department. On July 29, 30 and 31, for the position of cadet in the revenue cutter service, at a salary of \$500 per annum, and one ration per day. On August 1, for the position of dairy inspector in the bureau of animal industry, department of agriculture, at a salary of from \$1,500 to \$1,800 per annum.

Persons who desire to compete should at once apply to the United States civil service commission, Washington, D. C., for application forms, which should be properly executed and filed with the commission at the national capital.

DISTRICT COURT.

The Case of the General Electric Company vs. Cochiti Gold Mining Company Still On.

In the district court this morning the hearing was continued upon the intervening petition of the General Electric company vs. the receiver of the Cochiti Gold Mining company.

The character of the evidence now being introduced is to show the alleged defects in the electrical machinery and is of a very scientific character. Experts for both sides are on hand from various parts of the United States.

Boys All Right.

A. J. Frost, C. H. Dees, H. C. Wall and J. P. Duff, who left the city over a month ago to camp in Bear canyon, are still located in the mountains and, notwithstanding the rainy weather of the past few weeks, are improving in health. A member of the party, while in the city this morning for provisions, mail, etc., happened to come in contact with a Citizen representative. In an interview with the latter, he said he has found the mountain air to be very bracing and the water all that can be asked for. The scenery in certain parts of the canyon is beautiful and the boys find great pastime in talking jaunts throughout different sections of the mountains.

NEW MEXICO TOWNS

CARLSBAD.

From the Argus. Thirty boxes of apricots were shipped from the Hagerman farm at this place to Roswell and they brought \$40, a most satisfactory figure.

Mrs. N. O. Letcher received a telegram announcing the death of her father, Dr. E. L. Tomson, one of the best known practitioners in Texas. The sad event occurred at the family home in Dallas, at noon last Wednesday.

J. J. Williams was arraigned before Justice Emerson on a charge of assault, and was put under bonds of \$500 to appear before the grand jury at its next sitting. Mr. Williams furnished the necessary security and was released from custody.

Prof. J. D. Tinsley has left to work in the vicinity of Malaga for the next week or ten days. The professor has already made a number of soil determinations and compiled much valuable data.

George Reed was down from the Guadalupe and brought a cinnamon bear cub with him. Mr. Reed killed the mother of the young bear within 300 yards of the ranch house, and what was most likely Mr. Bruin, about a week ago.

Mary, the four-year-old daughter of Mr. and Mrs. J. H. Chicote, fell from a letterbox and sustained a compound fracture of the left arm. The damage was repaired by Dr. Wheeler and the little lady is doing fairly well.

Reports coming from stockmen are to the effect that losses from the late cold rains are very heavy. Sheep and goat owners are especially heavy sufferers, but there has also been heavy losses among cattle and horses. The protracted rain, and the coldness of it, chilled them down.

TULAROSA.

From the Democrat. Mrs. Lon Roberts is visiting friends in Alamogordo.

Frank C. Allen has been reappointed notary public and is still prepared to do work in that line.

The people of Weed will celebrate the nation's birthday in the old-time way, with a barbecue, speeches, music, dancing, and everybody is invited.

Ed Homan is in from Nogal and will remain a few days in our city. He reports everything dull in Nogal. Nothing new in mining circles there.

HILLSBORO.

From the Advocate. D. S. Miller is up from Lake Valley.

Balis McKinney returned Tuesday from a trip to Deming.

Late last week Sheriff Kahler picked up a young man at Cuchillo named John Bradbury, who is wanted in Edwards county, Texas, on the charge of rape. The young man was lodged in jail for safe keeping until the arrival of an officer from Texas, who was to come and take him back. The kid, a docile looking chap of some eighteen summers, evidently yearning for freedom and some other port, patiently awaited the opportunity to do the grand cake walk, which occurred at about 12:30 Monday afternoon, and when last seen was going on a clean trot over the south mesa.

CLAYTON.

From the Enterprise. The mumps is epidemic among the children here.

The business men of Clayton are going to drain the lake.

Professor Tooley organized a dancing class last Wednesday.

The Clayton base ball club is expected to cross bats with Folsom on July 4.

Mrs. O. E. Smith and Miss Maude Wagner and little Dorothy are visiting in Denver.

Mr. Burr bought about 1,000 steers from Fred Birch, H. B. Holland and Kem Ritten, and shipped them from Clayton to Nebraska on Monday.

FARMINGTON.

From the Hustler. It is surprising the number of ranch sales being made this time of year.

Frank Hoff is building himself a neat three-room cottage in the new Locke addition.

Quite a few homeseekers came in from various northern and eastern points during the week.

The Fruitland & Olio Canal company have been granted a right-of-way across the reservation by the interior department.

The Springer, Skidmore, Chaffee and Duncan ranches, six miles north of Aztec, were somewhat damaged by a hail storm Friday afternoon.

Farmington and San Juan county have gone bug house on base ball—even the old decrepit are indulging in the festive game and have undertaken to show the young 'uns a trick or two.

A well attended meeting of the fruit growers was held at the city hall Saturday evening, it being the regular meeting for the election of officers for the ensuing year. J. A. Brothers

was elected president, C. H. McHenry, vice president, Wm. Locke, secretary, I. W. Danna's treasurer.

S. E. Shoemaker has ordered 30,000 feet of lumber from the Ed Brown mill near Durango, to be used in the construction of government flumes on the reservation.

Private letters from the Colorado Telephone company, Denver, state that the poles for the Farmington exchange have been ordered, but owing to washouts and other delays in transportation they will not be able to get the material on the ground before some time next month. However, by August 1 we may expect the exchange in running order.

The largest real estate deal for the year was consummated yesterday, through the efforts of John C. Hubbard, when J. E. McCarty traded his 100 acre Fruitland ranch and improvements to L. Beck for the Stevenson ranch east of town. Mr. McCarty paying a bonus of \$1,000 to Mr. Beck, the McCarty ranch being valued at \$8,000 and the Beck ranch at \$12,000. Less than two years ago Mr. Beck paid \$5,500 for the place.

GALLUP.

From the Republican. John Quinn, of Williams, Arizona, is in town visiting relatives.

Mrs. J. M. Carman left for California, where she will spend a few weeks.

Dr. C. G. Foulks left for Dalhart, Texas, where he will engage in the electric light and ice business with W. H. Wolf.

J. C. Spears received a telegram from his wife stating that they arrived in Boone, Iowa, without any trouble on account of the floods.

Francisco Garcia is now working at St. Michael's on the new residence of the Franciscans put up by Mr. Owens. We understand that the building will cost over \$10,000 when completed and be a very beautiful convent.

John Beddow, who has been employed at the Clarkville mine as electrician, resigned his position and has accepted a position at the Page ice factory.

Hon. H. McGinn has been invited by P. J. Kepler to accompany him to Colorado and visit with him several districts. The work of Mr. McGinn is fully appreciated by his company, which realizes his worth. The Colorado Fuel and Iron company are not apt to forget the many services rendered by him and every day brings him proof of the esteem in which he is held.

ALAMOGORDO.

From the News. Miss Dora Chipman is quite ill with slow fever.

Mrs. J. H. Laurie and daughter were in El Paso.

Manager S. S. Hopper has been up in the mountains most of the week looking after the extensive lumber business of his mills.

Married, in this city, Miss Buelah Taylor, of La Luz, and Dick Jones, of San Antonio, Texas. Miss Taylor is a sister of James Taylor, of La Luz. The couple have gone to San Antonio to reside.

The Alamogordo Lumber company business is picking up since the mountain trackage has been extended and put into better shape. With the extension made by the lumber company and the Alamogordo & Sacramento railroad the main trackage is about thirty-five or thirty-six miles.

Last Sunday morning some time before daylight two Mexicans became involved in a difficulty at a place some distance from Hibbard Bros' place and one of them, Juan Sauseda, was horribly cut, his bowels being cut open and two ribs cut in two. Juan Pinales did the cutting and skipped out. Sheriff Hunter started out after him and captured him at Dog canyon in a house while asleep. The fellow had a belt round of ammunition and a good six shooter and from his past reputation it is thought that well it was that he was found asleep. Sauseda is in a critical condition and may die. Pinales is held awaiting the results of his bloody deed.

LAS CRUCES.

From the Progress. Charles Reynolds and family have returned to their Mesilla farm from Watrous, N. M.

Tuesday evening last witnessed a pretty June wedding and a very enjoyable occasion at Organ. Mr. Samuel Tonkin and Miss Alice E. Hufford were united in marriage by Rev. Wm. E. Fry, of Las Cruces. The bride's maid was Miss Annie Davis, and the best man E. J. Thorne. About fifty friends of the bride and groom witnessed the ceremony and offered their congratulations and good wishes, afterward enjoying the bountiful banquet and the happy social time. Mr. and Mrs. Tonkin have numerous friends and Organ, are deservedly popular and highly esteemed.