

Railroad Topics

J. D. Connor, time keeper for Division Master Mechanic Drury at Winslow, has gone to San Francisco. He will rest up there before returning to his duties.

H. F. Kidder is acting agent at Winslow during the absence of Agent Gillette on his vacation. Mr. Kidder makes a good agent and is very accommodating.

E. J. Null, stenographer for Superintendent John Denair, has commenced suit for divorce against his wife in the superior court at Needles, alleging desertion.

Industrial commissioner of the Santa Fe, Wesley Merritt, accompanied by his wife and brother, passed through this city last night for the Grand Canyon. They are en route to California, where they will enjoy a rest of a few weeks.

General Agent Cox of the Rock Island has just been notified that his road has been chosen as the official route for the southwest to the meeting of the National Mail Carriers' association, which convenes in Syracuse August 31 to September 5.

George L. Feater, at one time section foreman at Danby and Fennar, is now wanted for obtaining money under false pretense at Los Angeles. He had the habit of issuing checks payable to himself in payment of the purchase of goods and keeping the change.

The Needles Eye says: F. C. Ripley, son of President E. P. Ripley, insurance inspector for the Santa Fe, was in the city Friday. The fire department was called out and made good runs, which Mr. Ripley complimented very highly, presenting them with a sufficiency of watermelons in the evening.

Superintendent G. F. Hawkes of the Galveston & Houston announced the appointment of J. C. Alberts as yard master of the Galveston & Houston yards, vice Fred C. T. Tegtmeyer, resigned. He has assumed his duties. James Rivers has been appointed night yard master to succeed Charles Bohler, resigned, says the El Paso News.

Chief Engineer A. G. Kennedy and Land Agent W. P. Clark of the Santa Fe Central railway left at 9:30 yesterday forenoon on a construction train for Torrance. Mr. Kennedy will look after construction and engineering work on the line while Mr. Clark will attend to the sale of lots at Estancia, there being several intending purchasers there awaiting his arrival. Mr. Kennedy and Mr. Clark will be absent until about the latter part of the week.

B. W. Robbins, general freight and passenger agent of the Santa Fe Central railway, left last evening for Chicago, to consult with the general freight agent of the Rock Island system and other railroad officials as to traffic arrangements for his road. Before returning he will visit Kansas City and Denver for similar purposes and hopes to arrange all necessary matters in that direction and for active freight and passenger traffic before returning home. He will be absent about two weeks.

The Winslow Mail says: Word was received here last Friday of a washout on the railroad between Grand Canyon and Flagstaff. A large number of excursionists were on their way to the canyon and were stopped about twelve miles from their destination by the road being out of condition from a cloudburst. The Santa Fe, with its usual promptness, dispatched a wrecking train to the scene; things were soon put in good shape and the excursionists proceeded on their journey. Much praise was given the company for the thoughtfulness displayed in sending out lunches to the passengers. Those from Winslow who went out to the canyon on that day were Mr. and Mrs. C. B. Watts, accompanied by Miss Beattie Keiser and Miss Georgia McIntyre of Arkansas City, Kas.

SANTA FE STARTED IT.

Low Special May Be Responsible for General Speed Increase.

Speed increase from Chicago to the Pacific coast is to be the source of principal interest in railroad circles during the next few months. It is announced that the improvements on the Union Pacific and Southern Pacific have progressed far enough to make it certain that the Harriman roads will make material reduction in the schedules of the fast passenger trains from Omaha west before the coming of winter.

Millions of dollars have been spent on reducing grades, straightening curves and double tracking the Union Pacific and the line west of Ogden. While the work that is contemplated has not been all done, it is declared to be so far advanced that some of the benefits are to be realized.

While there has been no announcement of the schedules which will be made for the fast passenger trains, it is certain that the condition of the road bed is such that several hours can be safely cut from the present running time.

It is said that the recent demonstration by the Santa Fe that a faster schedule could be easily maintained between Chicago and the coast has had considerable to do with the decision on the part of the Harriman lines to quicken their time. The track arrangements of the Harrimans with lines east have been extended until there are many interested in having

the benefit of the Pacific road's improvements.

The Santa Fe's run was possible because that line had been improved during late years just as other competing lines have been improved by a betterment of the tracks. Heavier rails, straighter tracks and reduced grades account for the great part of the difference in the time made by the Santa Fe special the other day and the speed possible ten years ago.

As the eastern lines have utilized their improved condition, in which the increased efficiency of the motive power has been a factor, so the lines west of the Missouri are now preparing to do the same thing.

It was said that a few months would see regular schedules in effect which would lessen the time between the oceans through the Chicago gate way by several hours.

GETTING IN SHAPE.

Work of Surfacing the Santa Fe Central Road Bed Progressing Rapidly.

Work of surfacing and improving the road bed of the Santa Fe Central railway preparatory to the commencement of daily train service on Thursday is being pushed energetically under the direction of Chief Engineer A. G. Kennedy. The track is getting into first class shape and on quite a number of miles of it forty miles per hour with a loaded train can be made and on the tangents of which there are two or three of considerable length on the road, a higher speed could be easily be obtained.

Next town sites on the Santa Fe Central railway have been laid out at Moriarty, at Estancia and Torrance. These contain about two hundred acres each and have been surveyed and platted. Town lots are already offered for sale and are finding ready buyers.

Plans for a new union depot to be used jointly by the Santa Fe Central railway and the El Paso & Rock Island railroad at Torrance are completed and work on the depot will be commenced at once. It is to be a handsome two-story affair with commodious offices, waiting rooms, restaurant and other accommodations for passengers.

New Rules for Examination of Firemen.

Master Mechanic Strutters of the El Paso and Southwestern has just adopted a new departure in the method of examining firemen for the position of engineers that is meeting with favor among firemen. Heretofore it has been the practice among railway master mechanics to keep the questions that they ask the applicant for promotion to engineer, a secret until the time of the examination, but Mr. Strutters has changed this method by issuing to the firemen a bulletin containing about two hundred and fifty questions on the mechanism and operation of a locomotive which they will be required to answer to pass the examination. In addition to this long list of questions they will also be required to answer the regular questions on train rules, before the superintendent.

WHAT BECAME OF MILLER?

Boilermaker's Mysterious Disappearance at Needles Railroad Shops.

About three months ago there was in the employ of the railroad as boilermaker one C. F. Miller and his sudden and unaccounted for disappearance has been a subject of much comment and conjecture among his fellow workmen and acquaintances, says the Needles Eye.

Today your correspondent received a letter from Hudson's wife, inquiring as to his whereabouts or any information pertaining to him. On inquiry the last that was seen of Boilermaker Miller was some time the latter part of March, when he entered a boiler through the dome of the engine to fix or regulate something in that region of the engine. His clothes were found near the place where he was at work, but Miller was never seen again. Work in boilers is sometimes done under extreme heat. Did Miller perish in the boiler? is a question that has often been discussed by his fellow workmen—he might have been overcome by the intense heat unnoticed by his companions. Some one might have replaced the dome cap—fired up—and Miller's body in a short time would have been a part of the elements. But if not, what became of Miller? He did not draw his pay nor does any one know what became of him. Again we ask, can any one tell us of Miller or his whereabouts?

SUIT ON INSURANCE POLICY.

Mrs. Emma J. Dickenson Wants the Locomotive Firemen to Pay for Her Husband's Death.

Mrs. Emma J. Dickenson filed suit against the grand lodge of the Brotherhood of Locomotive Firemen for \$1,500. E. P. Dickenson is also made a party to the suit, says the El Paso Herald.

In her petition she alleges that she was legally married to F. C. Dickenson and was his wife on October 2, 1892, when he died, and that his life was insured by the defendant order, and that up to the time of his death he complied with all the laws and regulations of the order, and alleges that the amount of his policy is unpaid and she sues for the full amount, \$1,500 and interest from the date of

her husband's death on October 2, 1892.

In her petition she alleges that F. C. Dickenson has possession of said insurance contract and is making some claim of interest therein, and she alleges that he has no right to the possession of the contract and asks that he be compelled to file the same with this suit and set up claim to whatever benefit he may have under the contract.

BASEBALL GAME.

Fort Bayard Downs the Central Team at That Place on Wednesday.

The Fort Bayard baseball team added another to its many victories of the present season by taking a game from the Central boys at that place Wednesday afternoon, the score being 14 to 6. The Fort club won by superior playing. The members of the team appreciate the fact that to be successful in baseball, as in anything else, requires work and practice and they do accordingly. Central has good talent, but like Silver City, Pinos Altos and other clubs about the country, the boys are not so situated that they can devote the time to perfect themselves, and the result is that Fort Bayard has established its claim to the championship of the county.—Silver City Independent.

Give Up the Search.

A letter received from L. D. Boucher by J. Amineau on Wednesday says that the writer had returned to Bright Angel from Long Creek, and that he had made a careful search as possible of the banks of the Colorado river from the place where P. H. McGonigle and Charles McLean attempted to cross the river to Long Creek, a distance of twenty-five miles, and that he had not found any signs of either of the bodies of the unfortunate men nor of the boat. It is now positively certain that the men lost their lives in the swirling rapids of the turbulent river. There is still a possibility that the bodies may be found when the river is at a lower stage.—Flagstaff Sun.

EL PASO AND DENVER.

The Santa Fe Central Plans Outings for the Business Men of This City.

The Santa Fe Central is planning a complimentary excursion to El Paso which will be given the businessmen of Santa Fe, says the New Mexican. The event has been scheduled for the early part of next month and the excursion promises to be one of more than ordinary importance to the interests of this city and of El Paso. The details of the plan have not as yet been completed but will be shortly. The trip will be made from here to Torrance over the new road of the Santa Fe Central and from there the train will run over the El Paso & Northeastern tracks into the Pass City. General Manager Hopewell is now considering everything necessary for the trip. It is also the intention of the company to run an excursion into Denver for the businessmen of Santa Fe and El Paso. The date of this has not as yet been definitely decided upon but the matter is now being taken up by the Santa Fe Central and the Rio Grande systems. It is the intention to have the businessmen of this city and El Paso get together and arrange plans for the visit to the Colorado capital. The local board of trade, it is expected, will take up the matter with the El Paso people and satisfactory arrangements will then be made by the parties concerned.

The first regularly scheduled train over the Santa Fe Central will be run between Torrance and this city tomorrow. The train will leave Torrance at 5 o'clock tomorrow morning and will reach this city at noon. The engineer of the train will be Edward S. Sower, and the conductor, I. M. Whiteman. The train will probably be a mixed train. The equipment which has been ordered by the Santa Fe Central is being delivered at Torrance and there remain seven tank cars and two combination cars to come.

The arrangements of the Santa Fe Central and the Rio Grande for the transfer of traffic in this city are rapidly being made more convenient. It is expected by the management to have completed the facilities for the running of the Rio Grande trains over to the depot which the two roads will use jointly by the early part of the coming week. The roads will use this terminal until the proposed union depot is built.

The Santa Fe Central is returning the flat cars of the Rio Grande, Sierra Madre & Pacific which have been used in the construction work on the new road. The company is now engaged in putting the track and the roadbed into the best of shape.

The El Paso order of Railway Clerks of America has grown to about one hundred members and is in good condition. The clerks now have up the advisability of running an excursion in the near future to Las Cruces or some other nearby resort. They believe that they can make some money out of such an excursion and besides show their friends a jolly good time.

BURLINGTON TO SPEND MONEY.

This Year's Surplus Will Be Used for Improvements to the Road.

It is now stated authoritatively that the Burlington surplus for the fiscal year ended June 30, will be between \$5,000,000 and \$7,000,000 after full payment of the interest on the 4 per cent bonds exchanged for the stock of the old company, which is equivalent



Just a little too far and the woman who reaches over the cliff for the coveted flower goes crashing down into the abyss below. Just a little too far and the woman, who, day by day, neglects to cure the womanly diseases which weaken her is prostrated upon a bed of sickness. No woman should trifle with the diseases peculiar to her sex. Neglect to-day means a worse condition to-morrow.

Dr. Pierce's Favorite Prescription is a safe and reliable remedy for the cure of diseases peculiarly womanly. It establishes regularity, dries encrusting drains, heals inflammation and ulceration and cures female weakness.

"My wife, Mrs. Mary Kates, has been taking your medicine and received great benefit from it," writes Mr. Geo. W. Hates, of Spring Grove, Va. "Was troubled with female weakness, heavy, bearing-down pains, severe pain in back and head, and a tired, worn-out feeling all the time. Tried all the remedies we could hear of but they did no good. Finally we wrote to you and your wife commenced taking 'Favorite Prescription.' Took ten bottles and is in better health than before in a long time. We shall always recommend Dr. Pierce's Favorite Prescription to all who are thus afflicted."

"Favorite Prescription" makes weak women strong, sick women well. Accept no substitute for the medicine which works wonders for weak women.

The Common Sense Medical Adviser, 1008 1/2 g. pages, in paper covers, is sent free on receipt of twenty one one-cent stamps to pay expense of mailing only. Address Dr. R. V. Pierce, Buffalo, N. Y.

lent to 8 per cent on the old stock, says a dispatch from Chicago.

This surplus, however, will not be divided among the holders of Northern Securities stock. The bulk of it has been or will be put back into the road in effecting permanent improvements and in the acquirement of new feeders.

Grade reductions, double tracking, the elimination of curves and other improvements which will have the effect of bringing about a material and permanent reduction in the cost of operation have been going on at a rate truly characteristic of the Hill management. In the last two years very large additions to equipment have also been made, all of which go to increase the earning capacity of the road. All of the year's surplus and several millions additional have been spent in this way, so that the holders of Northern Securities will have to wait for the cash returns from their investment. They are sure to come in the end, and when they do they will be all the larger for the patience exercised at the beginning in relation to them.

A general reduction in speed of all trains entering Chicago on tracks which are not yet elevated was the recommendation made by a coroner's jury Saturday. The jury also censured the Chicago, Burlington & Quincy Railroad company in connection with the death three weeks ago of Albert Skibbe, Mrs. Elvina Skibbe and Dorothy Skibbe, 9 years old. The cause resulted from evidence given to the effect that the train which killed Skibbe, his wife and daughter was moving at a high rate of speed, some of the witnesses declaring that it was running at a rate of thirty miles an hour.

SHORT NAMES FOR RAILROADS.

Railway Age Takes Exception to Lengthy Titles.

Another "Big Four" railway title is to tax the memory now that the Rock Island company has grouped about 2,100 miles of its newly acquired north and south lines into the "Chicago, St. Louis, Memphis & New Orleans railway," says the Railway Age. In respect to ponderosity this title compares favorably with Cleveland, Cincinnati, Chicago & St. Louis and Pittsburgh, Cincinnati, Chicago & St. Louis, while it slightly outdoes, in number of letters, Chicago, St. Paul, Minneapolis & Omaha. The tendency in late years in railway system building has been to substitute short names for long ones—the bigger the new system, the shorter the title generally, as witness Burlington route, Southern Pacific, Santa Fe, Southern, Rock Island and so on. For the sake of writers, printers and wayfaring people in general, it was hoped that no more four-barreled railway names would be put forth, and yet here comes the C. St. L. M. & O. to join the C. St. P., M. & O., the C. C. & St. L. and the P., C. C. & St. L. in straining the memory and confusing the mind. It behooves the passenger department of this new polysyllabic company to make haste and invent a trade-name that will differentiate it from the others and so spare the public much needless mental effort.

The eleventh annual convention of the National Railroad Blacksmiths' association opened at Buffalo, N. Y., yesterday and will last four days. Every state in the union is represented in the convention, and the time will be devoted largely to discussing methods of improving the efficiency of work in the blacksmith's branch of railroad service.

If the Territorial Fair association, through their representatives, who are east now, succeed in prevailing upon Congressman Hearst and his statehood committee to put in a week at Albuquerque during the fair, we believe that they will leave the terri-

tory fully convinced that there is intelligence, enterprise, character, business wealth and ability in the people who compose the population of the territory, sufficient to entitle them to statehood.—Gallup Republican.

SANTA FE CENTRAL.

First Train Arrived at Santa Fe Yesterday Morning.

The first through train on the Santa Fe Central railway arrived promptly on time at 9:30 o'clock this forenoon, says the New Mexican, August 29. It consisted of engine No. 6, W. E. Sowers, engineer, and Booker, fireman, caboose No. 50 and combination car No. 1. The train was in charge of J. M. Whiteman, conductor, and Mellicee and Robb, brakemen. There were twenty passengers on the train. Quite a lot of Wells-Fargo express matter was brought in by the train. The trip was made on schedule time in five and a half hours and the roadbed is reported as in very good condition.

There was quite a crowd at the station to welcome the first train over the new road and a hearty cheer was given when the train pulled into the station. The train will be run back to Torrance this evening as No. 2, leaving this city at 8 o'clock.

Short Notes.

Jay Turley, United States deputy surveyor, arrived from Torrance this morning on the first train of the Santa Fe Central railway.

S. O. Fletcher, tie inspector for the Santa Fe Central railway, was among those who arrived on the train from Torrance this morning.

Dr. John P. Norris, one of the surgeons of the Santa Fe Central railway, arrived this morning, coming in on the first Santa Fe Central train from Torrance.

Mrs. J. J. Keyes, wife of Assistant Superintendent Keyes of the Santa Fe Central, was a passenger on this morning's train from Torrance. Mr. and Mrs. Keyes will take up their residence in this city.

A. G. Kennedy, chief engineer of the Santa Fe Central railway, came in this morning and enjoyed the ride from Torrance to this city over the road greatly, as he was the engineer who located the line and now finds it to meet all expectations.

Frank Duert, assistant treasurer of the Santa Fe Central, and C. G. Kaadt, official photographer of the road, returned last evening from a visit along the line, during which they spent several days securing fine panoramic views of the scenery and landscapes in the vicinity of the road. They had a rather hard trip, but found it enjoyable and interesting nevertheless.

R. B. Meyers of Albuquerque is in the city. Mr. Meyers is the news agent of the Santa Fe Central and is looking after the business along the line of the new road. Mr. Meyers will make this city his headquarters for the present and will develop the territory along the new line.

SANTA FE OPENS FOR TRAFFIC.

New Connection Will Also Give El Paso Entrance into Rich Portion of New Mexico.

Tonay marks the opening of a new line of railway from El Paso to Denver and the northwest, the Santa Fe Central, says the El Paso Herald.

The new route is via the El Paso & Northeastern to Torrance, thence by way of the Santa Fe Central to Santa Fe and over the Denver & Rio Grande to Denver.

The opening of the Santa Fe Central means a great deal to rich central and eastern New Mexico.

The value of this route can hardly be estimated at the present time, because so little traffic has yet been developed that no one can tell what it will amount to. But the closer connection with El Paso will itself be an important gain, since it will mean competition with the Atchison, Topeka & Santa Fe for all business between El Paso and Denver and points in Colorado.

El Paso has never enjoyed as close traffic relations with the interior of New Mexico as it will now have. That part of the southwest has been looked upon more or less with indifference by persons who might have effected a change, but no chance for El Paso business men is now too good to pass by.

NO SANTA FE TRAFFIC PLAN.

President Ripley Denies a Rumor About the Rock Island.

Regarding an alleged traffic alliance between the Santa Fe and Rock Island system, President E. P. Ripley of the former road, said that he had been misquoted on that subject in the newspapers, says a dispatch from Chicago. He declared positively that there is no alliance between the two roads. When asked if there was likely to be one in the near future, he simply shrugged his shoulders suggestively and said nothing.

Here is President Ripley's statement verbatim: "There is no arrangement or traffic alliance between the Rock Island and Santa Fe more than exists between other large systems that meet at dozens of junction points and exchange business with each other. The Santa Fe is building a line east from the Rio Grande country to the Texas Panhandle country which will intersect the El Paso line of the Rock Island and there has been some discussion of a possible interchange of the business at the junction of these two roads, but nothing definite has been arrived at. It will be probably a year before the Santa Fe's new line reaches the Rock Island."

PRINTING

There are different kinds, to be sure. Moreover the quality of stock on which it is done must be considered if you would create a good impression of yourself amongst your customers. You might think it would not make any difference, but if public opinion on that point was weighed you would find that it is quite a factor in drawing trade. Don't be behind the times. If you want to keep pace with civilization, you must follow customs which is naturally the greed of every man, now-a-days, who has genuine pride. The art of printing is something that few people can acquire. They may print, but the art is not present. Again, the art may be there, but the stock on which the printing is done is of the poorest quality, which entirely obliterates the art that would otherwise be apparent. Then again, the quality of ink and nicety and distinctness of color used are something that counts in bringing out beauty of art into display. The CITIZEN printing department carries nothing but the best quality of stationery, such as letter heads, note heads, bill heads, etc., as well as the finest of ink, and turns out daily evidence of the finest workmanship in the city. If you want cheap, tacky-looking print go to the places where you can obtain it; but if you want first-class printing, send it to The CITIZEN printing department, or telephone to us and we will call and get your order.

RULING

requires an exactness that is much admired when accomplished. If your blank books are ruled properly they will always look neat, if in the hands of a first-class bookkeeper. If they are not ruled with exactness they will never look neat, even though handled by an artist in book-keeping. To be exact requires skill and patience, which is acquired by long experience and perseverance. When a person possesses it his services are in demand in any first-class bindery. The CITIZEN has a first-class bindery and therefore employs the best skill.

Bill heads, letter heads, note heads, vouchers, invoices and blanks of every description are ruled with the same skill and neatness as the finest blank book that was ever turned out. If you want such work telephone to The CITIZEN.

BINDING

is everlasting when properly done. Every business man would like to preserve his books, but he cannot do it when they are in a dozen pieces after he uses them up. He does not want them to break, neither does he want them to be tight in the fold, if so, they cause him great inconvenience. There is much in the way a book is sewed. If it is not sewed properly the breaking of a single thread will occasion an entire section of twenty pages to come out, necessitating the rebinding of the book, causing loss of time and inconvenience. If you want a good blank book you should get one with a patent flat-opening back, thereby enabling you to utilize all the space in the fold, that you would otherwise not be able to do. Then the quality of paper used is just as essential in turning out a fine book as is the workmanship. The CITIZEN carries a full stock of the finest ledger paper manufactured. When you want any kind of a fine blank book telephone to The CITIZEN and our representative will call.

Advertising

The word itself is exhilarating to a man that has a high ambition, whether socially, financially or otherwise. It is the same with a business man. He has to obtain advertising in some way before he will be successful. There are different degrees of success. The more advertising you get the greater amount of business you transact, a fact that non-advertisers admit themselves. "All things do not come unto man." He has to go after them. If he wants advertising he pays for it just the same as any commodity. You may say some men obtain advertising for nothing, but the don't. They pay for it in an indirect, if not a direct way. Thus every man pays for his share. The world owes a man a living, but he has to earn it, and if a man wants advertising he must pay for it. It is better to pay in a direct way and obtain more results than to pay in an indirect way and obtain fewer results. The direct way for a business man to advertise is to talk to the people through an advertising medium that has a place by the fireside of every home within his field for business. The CITIZEN has that place and will always have it.

If the ability of its readers to buy articles of luxury as well as articles of necessity is questioned, then forever will The CITIZEN defend them. Regarding the comparative value of morning and evening papers, it is a fact that a morning paper is before its readers but for an hour or so, while an evening paper is before the public from 5 o'clock until bedtime, and is read by men who labor all day and who have not time to read the morning papers. Therefore the superior value of an evening paper over the morning paper as an advertising medium is quite evident.

The CITIZEN is a home paper. Why? Because the residence portion of the city being not more than ten minutes' walk from the business center, the business man has ample time to read the evening paper before going to lodge or to the club, and he does so. When he has finished reading his paper it is left at home and thoroughly read by the other members of his family.

The ladies of Albuquerque read The CITIZEN, and as it contains all the news, both foreign and local, why should it not command the circulation that it does? If you want results advertise in the

The Daily Citizen