

# THE CIMARRON NEWS AND PRESS

NOTE—The type used in this heading is from the old plant of the Cimarron News and Press and was used for a heading for the paper in the seventies.

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## A RAILROAD THAT USES BOTH THE TELEPHONE AND TELEGRAPH

### Interesting Sketch of the Composite Telephone-Telegraph System in Use by the St. L. R. M. & P. Ry. Over Their Entire System.

The enterprises of Colfax county are unquestionably backed by men of experience and ability, and the public utilities are in the hands of corporations which can be relied upon to give the public the very best service.

An evidence of the progressiveness of the management of the St. Louis, Rocky Mountain & Pacific Route, is to be found in the new composite telephone and telegraph system which they are installing along the entire length of their line, from Des Moines to Ute Park.

The complete telephone and telegraph system is a comparatively new achievement in the electric world, and while the Bell Telephone company are now installing the systems for all the principal railroads in the country as rapidly as the special instruments can be made, there are not many lines in use at present. Where the systems are in use, however, they have proven of inestimable value to the railroads in the handling of traffic.

The St. Louis, Rocky Mountain & Pacific Railroad are considerable in advance of other western lines, inasmuch as they have installed their system of telephone-telegraph, and will begin to use it in actual service in the coming week. Trains will be operated by both telephone and telegraph communication, and any train or caboose at any part of the line will be able to communicate with the chief dispatcher or with any station at any time.

Mr. J. A. Kelley, of Denver, a representative of the Colorado Telephone company, has been over the line of the St. Louis, Rocky Mountain & Pacific for some days, installing the necessary equipment for the new system, the details of which are very interesting. A single, ordinary copper metallic wire is used for the service wire, and this wire is used for telegraph, all instruments being grounded along the line to complete the circuit, as in ordinary telegraph systems. For telephoning over this same line, a special instrument is connected by the Bell company, and is supplied to every caboose. This instrument is provided with a long jointed pole with which the trainmen may reach out and connect a single wire of his instrument with the single copper-metallic wire of the composite telephone-telegraph line. The instrument in the car is connected with the wheels and thus to the rails, which forms the "ground" circuit.

A most remarkable feature of the system is the fact that telephoning and telegraphing may be carried on at the same time, and neither interfere with the other. A telephone may be "cut in" instantly, at any time while telegraphers are using the line and not interfere with them, while it is well known that when telegraphers cut in on one another, it breaks the communication.

The new system will greatly facilitate the running of train, and will be an improvement even over the present system of train dispatching by telegraph. The conductor of a special or extra may communicate with the dispatcher from any place along the line, and running time may be lessened or lengthened and meeting orders may be given or changed without the necessity of running to a telegraph station. Work trains may be governed and directed, wrecking outfits may be handled more effectively all without the necessity of taking along a telegraph operator and "cutting in" an instrument. The chief dispatcher may be informed of the whereabouts of all trains, whether they are at remote sidings, or at regular telegraph stations.

It is believed that the St. Louis, Rocky Mountain & Pacific will thus be enabled to handle all trains much more safely and more rapidly than any other railroad in the southwest, as the new system will be put into practical use at once. The operation of the system will be watched with interest.

### C. & N. W. RAILROAD WILL TAP EXTENSIVE COAL FIELDS

The building of the C. & N. W. Railroad from Cimarron to Van Buren will tap twelve miles of the best coal in the southwest. The coal up this canon is the same as all the coal being worked by the St. L., R. M. & P., and the Dawson Fuel Co., in this county, and lies in three immense veins, easy of access, and of the best quality of coking coal. There is virtually no limit to the quantity of coal in these hills, and it is believed that as the demand for fuel increases, these fields will be developed. For the present the C. & N. W. railroad will mine coal for their own use and for the use of the Continental Tie and Timber company in their big mills.

## "OLD TOUCH-ME-NOT"

### WILL BE PROBED FOR ORE

#### Iron Mountain to be Thoroughly Prospected by the Use of Diamond Drill—Experts Will Assess Products and Pass Upon Values

For centuries there has stood among the mountains of Colfax county a hill of most peculiar formation which has interested scientists and prospectors ever since the advent of civilization. Iron Mountain, in the mineral district of the richest county in the territory, is now to be prospected in a scientific manner, and it is believed will show that the prevailing opinion of mining men for the past two generations has been correct, and that ore in immeasurable quantities abounds there.

Since the days of Lucien Maxwell the entrances to the Iron Mountain have been locked and the keys have been lost. All other portions of the county were open to the prospector under regulations more liberal than the government regulations, and prospectors were free to go and come at will, except upon Iron Mountain. This, Maxwell would not throw open to the miners, and in years past it was always referred to by them as "Old Touch-Me-Not." Ore in immense quantities was known to abound here, and it was always believed that work-

ing it would have been profitable even in those days of almost prohibitive transportation rates. But Maxwell was obdurate, and no prospector in his day ever set a stake on Iron Mountain.

Now, the most advanced science will be enlisted to probe the dark sides of the mysterious old mountain and the well-known fissures of the hill will be carefully investigated with the aid of the diamond drill, and the cores assayed by specialists on copper and iron, which are known to abound in the mountain.

The diamond drill apparatus passed through town over the Rocky Mountain Route Saturday to Ute Park, from which point it will be taken over to the mountain and placed in operation immediately. Experts in the use of this machinery will accompany it, and Manager Colgrove, of the Grant company, will give the work his personal supervision. Well-known mining men from all over the district are much interested in the trial of "Old-Touch-Me-Not" and the results will be closely watched.

## SWASTIKAS LOSE GAME TO RATON

The Swastika base ball team met its first defeat Sunday afternoon at the hands of the Raton aggregation. The game was an excellent one, despite a few ragged plays by the home team, and the large crowd present were well pleased. Captain Barr had an opportunity to try out several of his men in new positions, and some of them made good. There will be some changes in positions before the next game. Catcher Batz was badly hurt by a foul tip, which will give him a very sore hand for some time, but it is not believed this will incapacitate him from playing.

The new uniforms of the Swastikas, navy blue of best quality, are very neat and attractive.

Sunday the team will go to Raton, accompanied by a good crowd of rooters, and it is believed they will be able to bring the scalps of the Raton team back with them.

Raton was first at bat, and Brooks the first man up, struck out. Wilson failed to hit and was thrown out by first. Wimmer was hit by pitcher, and went to second on a passed ball. Fisher hit to Snyder, who threw the ball away and Wimmer scored. Leason hit to Griley who failed to handle the ball and Fisher scored. Shine got a hit, but Cordova flew out to Rupert.

Two scores.  
Cimarron made a run in their half, too, after two men were out. Rupert was thrown out, catcher to first, Duckworth struck out. Livingston hit safe and went to second on a passed ball. Griebel was hit by pitcher. Griley was given a life through the extreme courtesy of Mr. Fisher, of Raton, and Livingston scored. Chadwick struck out.

The game then developed into a

pitchers' struggle, neither team being able to bunch hits so as to net runs for the next six innings, and the contest looked mighty good. The score stood 2 to 1, and the sides were retired almost in one, two, three order. All the players worked hard and the crowd was in good humor.

It all happened in the eighth. Raton got five scores, two of which were earned. Cordova, first up, flew out to Griley; Hodges hit, Baldwin hit and Brooks fled likewise, scoring two earned runs. Wilson made first at Griley's expense, Wimmer flew out to Griley, Fisher hit a light one to Snyder who threw home and kept Wilson from scoring. Leason made a hit a moment later which scored Fisher and Wilson, but attempted to take too much ground and was thrown out at second.

In their half of the eighth Cimarron got two scores by good stick work and base running on the part of Chadwick, Snyder and Batz. Griebel was first up and got a scratch hit. Griley struck out, advancing the runner to third. Chadwick hit to Barr, and Griebel was caught in a foolish attempt to get home. Snyder got first on a scratch and both he and Chadwick were scored on Batz's long hit. Barr flew out to Wimmer. Score, 3 to 7.

Raton made two in the ninth inning neither of which were earned.

Score by innings:  
Raton.....2 0 0 0 0 0 5 2-9  
Cimarron.....1 0 0 0 0 0 2 0-8

Summary—Batteries—Barr and Batz, Cordova and Brooks. Struck out—By Cordova, 14; by Barr, 8. Wild pitch—Cordova. Passed balls—Brooks, 1; Batz, 2. Bases on balls—Off Cordova, 1; off Barr, 2. Umpire—Belton.

## ROCKY MOUNTAIN SHOPS THOROUGHLY EQUIPPED

The shops of the St. Louis, Rocky Mountain & Pacific Railroad company at Cimarron have been completed for some time, and only a few minor details are lacking, now for the most complete shop equipment in the southwest. The shops have been turning out all classes of railroad and repair work for some time, and are at present making a considerable amount of new work for the storehouse, as well as building a large wrecking outfit for use on the Rocky Mountain lines. The shops are in charge of Master Mechanic J. W. Records, who has planned the arrangement of the equipment, and who is assisted by able machinists in each department.

The machinery and erecting shop is a building 80x100 feet, and is fully equipped with the latest and most perfect machinery used in the building and repairing of locomotives and all classes of railroad equipment. Among the massive and intricate machinery in use in this department are, a 48x48 12-foot planer with four heads, which is used for heavy locomotive work. This machine planes and smooths cast iron and steel for frames and driving boxes.

For rod brasses and rod keys, and for all light work, there is a 24-inch shaper. The drill equipment consists of a 4-foot radial drill for the heavy work, and a 28-inch drill for light drilling. A 2-inch bolt cutter cuts and threads bolts and rods of all lengths and all diameters up to two inches. A 57-inch boring mill is used to bore out the face of trucks and car and engine wheels. One of the most interesting pieces of machinery in the entire shop is the immense hydrostatic wheel press. The capacity of this press is 300 tons pressure, and it is used for putting wheels on and off axles.

A 58-inch Johnson lathe is in use for all the heavier lathe work, and a 10-inch engine lathe fitted with turret head is used for screw cutting and all fine work.

A 36-inch combination shear and punch is also a most powerful and useful piece of machinery. The shears easily cut 3-4 inch boiler plate and the punch will cut a round hole 1-inch in diameter through a piece of the best boiler plate an inch in thickness.

In the wood-working machinery is to be found the bit which bores a square hole through wood. This is the hollow chisel mortiser, and cuts a square hole up to two and one-half inches in diameter as rapidly as any augur would bore a round hole. There is a 36-inch band saw, and a 16-inch adjustable table circular saw. The blacksmith shop is equipped with four fires, supplied with a No. 4 blower. In this department is a 1100 pound steam hammer. The blacksmith department proper is in a building 30x40 feet and does all the blacksmith work for the whole line.

The tool room is equipped with all the latest and best appliances.

The boiler room is 22x30 feet and contains a 270 horse power, high pressure boiler, which conveys power to a 60-horse power Atlas engine, high speed.

A 300-foot Franklin air compressor furnishes air for the various pneumatic tools and drills and hammer, and supplies the drop pit jacks in the machine shops and roundhouse. Air is piped from here to all portions of the yards and roundhouse.

A "dummy" engine in use in the Kochler camp for hauling coal trains, is being changed from a forty-inch gauge to standard, and the shops are turning out a fifteen-ton derrick, which is of Mr. Records' own designing. This derrick is for general use on the line of the Rocky Mountain Route.

The Cimarron shops are well equipped for fire protection. The water supply is derived from the Cimarron river, from whence it is pumped to large tanks upon the hill near the

(Continued on Last Page.)

## TAPPING THE WONDERFUL LUMBER RESERVES OF COLFAX COUNTY

### Magnitude of the Lumber Industry in the Country Just Now Being Opened by the Cimarron & Northwestern Railroad.

The building of the Cimarron & Northwestern railroad is being rushed with all possible speed these days, and the favorable weather is giving the contractors a very satisfied feeling. Seven miles of the grade have been completed, and a dozen miles of telephone poles have been set, preparatory to stringing the wire. It is believed that remarkable progress will be made with the building of this road.

The opening of this railroad will open to commerce one of the richest fruit and agricultural districts in the world. Thousands upon thousands of acres of fertile valleys and parks lie along the right-of-way of this new road, and these will be opened for practical farming for the first time when the railroad is completed.

But primarily, the building of the Cimarron & Northwestern is for the purpose of opening the vast reserves of timber which remain untouched in the thirty miles of country to be tapped. The road will be standard gauge for twenty-two miles from Cimarron, and the upper portion, through the rougher country, will be narrow gauge.

An immense amount of preparatory work has already been done in the forests along the railroads, and as rapidly as men can be secured they are being sent to the lumber camps. The Continental Tie & Timber company, who own the timber on this immense tract, find that good labor is a scarce commodity, and are now paying the highest wages ever known in the history of the lumber industry. Tie makers are particularly scarce, and the company finds that it is necessary to teach raw hands this branch of the work, usually at considerable loss to the company. A tie maker is paid at the rate of 12 cents per tie in the camps of this company, and a good workman can turn out about forty ties per day. In 1902 the lumber companies in this section were paying at the rate of 8 cents per tie. During the next three years the price increased to ten cents, and this year an additional advance has been made. The cheaper of common labor is paid at the rate of 20 cents an hour, while a cog-man can earn \$2.50 per day at common work. Loggers are paid \$3.50 per day and are in demand and drivers of single teams in the woods are receiving \$75 and \$80 per month.

The lumber camps are under splendid regulations, and are desirable fields for laborers of all classes. It is hardly probable that the demand for men in this district will be supplied for years to come, as the company has extensive plans for the future.

At present the Cimarron Canon Mill of the Continental Tie & Timber company supplies the Gate City Lumber company at Raton. The product of the Dean Canon mill goes to the Cimarron Lumber company and to the St. Louis, Rocky Mountain & Pacific railroad. A large quantity of ties have been shipped to Cheyenne, Wyoming, for the Colorado & Southern railroad company recently.

The new mills which will be put in operation along the line of the new railroad will greatly increase the lumber output of the country. A mill with a capacity of fifty thousand feet per day will be erected in Hart Canon. One at the mouth of the Celly will have a capacity of one hundred thousand feet, every twenty-four hours, as will also one at Metcalf. The Cook Canon Mill will turn out twenty-five thousand feet per day. The mills will all be operated by steam plants, the coal for which will be mined along the right-of-way of the C. & N. W.

These days when lumber is cash in the bank are in direct contrast to the early days of the lumber industry in the country. Even at as late a date as the building of the Catskill railroad, lumber was only worth \$825 on the cars at Catskill. Now it is worth more than one hundred per cent more. Now the lumber industry is one of the most important of this prosperous section, and will employ large amount of labor in the next few years, all at good wages.

### WILL BUILD THREE GOOD STORE BUILDINGS

Mr. O. F. Macklin, of Goldfield, Nevada, is a new resident of our city and will at once take advantage of the investment opportunities offered. Mr. Macklin will begin at once the erection of three store rooms at the northwest corner of Ninth and Washington streets, and it is believed the buildings will be occupied as soon as they can be finished. Mr. Macklin is willing to build houses or residences for renting, and will be pleased to meet people who are looking for either.

## SHIPPING RATES NOW FAVOR COLFAX COUNTY MINERS

### Low Grade Ores May Now be Mined With Profit—Railroad Rates to Smelters Remarkably Low.

The possibilities of low grade ore propositions in Colfax county have never before been taken into consideration in mining circles. For years the miner has been accustomed to paying almost exorbitant transportation rates on his product, and the small amount of ore which has been shipped from low grade properties has not been profitable. Some ore was shipped a few years ago via Catskill over the C. & S. to Pueblo. The cost of the wagon haul from the mine to Catskill was \$12 per ton, and the freight charges were \$2.63 per ton to Pueblo, making a mine-to-smelter charge of \$14.63. Even then, there was a small profit to the shippers after the smelter charges were deducted. Since that time smelter charges have been materially reduced, and the railroad rate on low grade ore from Cimarron to the smelters at Pueblo is now only \$3.00. With the building of the C. & N. W. Red River district will be brought within seven miles of the railroad, and the Rocky Mountain Route already reaches near to

the other important districts. The ore which has been awaiting the advent of the railroad and cheap transportation rates will now begin to come out of the hills. It will no longer be necessary for the miner to "goopher" for the high grade streaks of mineral, but the big dykes and fissures may now be mined for low grade ore as well as high grade ores, and many a prospect will become a shipping proposition.

### PIONEER MERCANTILE COMPANY INCORPORATED

Articles of incorporation have been filed at Santa Fe for the Pioneer Mercantile company of this city, with a capital stock of \$50,000, divided into five hundred shares of the par value of \$100 each and will commence business with \$25,000. The object of the company is to conduct a general mercantile business and it is to exist for fifty years. The incorporators are Edgar W. Fulghum and Benjamin W. Fulghum of this city and Francis C. White of Folsom.