CROP STATISTICS OF NEW MEXICO ARE PUBLISHED

Hay and Forage Away in the Lead for Decade Ending 1909: An Exact Resume of Agricultural Conditions.

Washington, Oct. 15.—Statistics relative to the leading crops for the territory of New Mexico, collected at the thirteenth decennial census, April 15, 1910, are published in an official bulletin issued today by Census Director Durand. It is based on schedules summarized under the direction of Dr. Le Grand Powers, chief statistician for agriculture in the bureau of the census. The figures are preliminary and subject to minor revision, when a few other series whose returns are questionable can be included in the final tables. It is not expected that these additions will materially modify the amounts or rates given in the present statement.

The leading crops of the territory for 1909, ranked in the order of total value, were: Hay and forage, $4,450,000; corn, $993,000; wheat, $[illegible]; oats, $[illegible]; kafir corn and milo maize, $497,000; and potatoes $[illegible].

Hay and Forage More Than Quadruples.

For the decade ending 1909 hay and forage showed an increase of 281,921 acres, or 121.7 per cent. Starting with 17,351 acres in 1879, hay and forage rose to 79,275 acres in 1889, to 47,254 in 1899, and finally to 368,469 in 1909. The aggregate yield in 1909 was 421,052 tons, the average yield per acre, 1.2 tons, the average value per acre, $12.45.

Corn More Than Doubles.

Corn showed an increase for the decade ending 1909 of 44,654 acres, or 103 per cent. From 1879, when 44,449 acres were harvested, corn fell to 26,5529 in 1889, but rose to 47,245 in 1899, and again to 85,999 in 1909. The total yield in 1909 was 1,164,575 bushels; the average yield per acre, 14 bushels; the average value per acre, $11.45.

Decrease in Wheat.

In the decades between 1899 and 1909 wheat decreased 5,566 acres, or 14.7 per cent. From 1879, when 51,236 acres were harvested, wheat dropped in 1889 to 21,858, rose in 1899 to 37,907, but fell again in 1909 to 32,341. The aggregate yield in 1909 was 499,799 bushels, of which 316,998 bushels were spring wheat; the average yield per acre was 16 bushels; the average value per acre, $15.75.

Gain in Oats.

In the decade ending 189 oats increased 17,859 acres, or 112.7 per cent. Starting with 9,737 acres in 1879, oats rose to 9,214 in 1889, to 16,948 in 1899, and finally to 32,597 in 1909. The aggregate yield in 1909 was 720,560 bushels; the average yield per acre, 21 bushels; the average value per acre, $13.65.

Increase in Kaffir Corn and Milo Maize.

From 138 acres in 1899, kaffir corn and milo maize rose to 45,570 acres, an increase of 42,432 acres. No acreage was reported prior to 1899. The total yield in 1909 was 544,759 bushels; the average yield per acre, 9 bushels; the average value per acre, $6.15.

Potatoes Increase.

From 1899 to 1909 potatoes increased 5,103 acres, or 455.3 per cent. From 619 acres in 1889 potatoes rose to 1,122 by 1899, and again by 1909 to 6,230. The total yield in 1909 was 295,255 bushels; the average yield per acre, 47 bushels; the average value per acre, $37.89.

The cereals had an acreage of 276,027 acres in 1909, as compared with 96,462 in 1899, an increase of 124,635 acres, or 128.2 per cent. Among the cereals corn stood first, being equal to about two-fifths of their total acreage and total value. In value kaffir corn and milo maize ranked fourth, and in acreage second, having an acreage about three-fourths as great as corn. Oats was third in acreage and value. While wheat stood fourth in acreage and second in value. The average value of cereals per acre in 1909 was $16.04, slightly less than that of hay and forage, and about two-thirds as great as that of wheat. Barley showed the highest average value per acre; kafir corn and milo maize the lowest. There were a number of miscellaneous crops and the most of these were well above the more usual crops in value per acre.

CARRY THE NEWS TO MR. FLOOD

It is pretty hard for the defeated candidates in the Democratic primary and their friends as well, who voted for them, to have their pledge held over their head when they know that the greatest outrage and most glaring and shameless shoulding of the nominations was made to defeat them. It is safe to say that the ticket before the voters is not the ticket actually nominated by the honest votes. Throw out the 100 illegal votes counted in Chaves and an entirely different ticket under the roaster would be before the voters. It is up to you now to say whether or not you will meekly bow to the dishonest methods of gang rule, or will vote for good men nominated in a fair, open-handed way.—Texico Trumpet.

PREPARATIONS FOR FUTURE ARE FAR SIGHTED AND AGGRESSIVE

Santa Fe Railroad Tells Policies and Statistics Before Commerce Commission: Competes for Transcontinental.

The general items of the Railway Age Gazette contains the following:

In his testimony before the Interstate Commerce commission, President Ripley said that in the estimation of the Atchison, Topeka & Santa Fe it would spend $[illegible] a year in the next two or three years for additions and betterments. In the fiscal year ended June 30, 1911, the Santa Fe spent a total of $32,000,000, of which $25,000,000 was for additions and betterments, and $7,000,000 for renewals, chargeable to capital account. The Santa Fe operated last year an average mileage of 10,836 miles, so that the company spent over $2,000 a mile in the improvement of the property over and above what was spent for maintenance and renewals. This on the face of it seems a very extraordinary expenditure, even when it is taken into consideration that this includes new equipment, shop renewals, repairs and depreciation. The condition of parts of the property, however, calls for it and the earning power of the road justifies it.

The Santa Fe operates over heavy grades on the lines west of Albuquerque and on the coast lines. Over the former divide the grades are as high as 52 per cent. Of course, there is probably not a road in the country which has the wholesale to have a representative who does not think that his division needs certain improvement work, but on the Santa Fe, and especially on the coast lines and lines west of Albuquerque, operation at certain times of the year is particularly difficult, and the operating officers is under a particularly heavy strain because he not only has to handle a heavy freight business over single track line with rather heavy grades, but also has to handle a very high class of fast passenger business, which has established for itself too high a reputation to allow delays. Add to this the fact that the Santa Fe has not been wholly successful in its endeavors to analize power and rolling stock repair system, and the difficulties of operation are made manifest.

In 1911 the Santa Fe handled 20,000,000 tons of freight, with an average haul of 347 miles per ton. In 1910 the company handled 19,150,000 tons, with an average haul of 361 miles per ton. The average revenue per ton per mile was 1.078 cents in 1911, and 1.095 cents in 1910. Total freight revenue amounted to $71,790,000 in 1911, and to $71,190,000 in 1910.

The company carried 14,100,000 passengers last year, with an average journey of 90 miles per passenger. The year before the company carried 13,650,000 passengers, with an average journey of 90.45 miles per passenger. The average revenue per passenger per mile was 2.13 cents in 1911, and 2.056 cents in 1910. Total passenger revenue last year amounted to $27,000,000, as compared with $25,140,000 the year before.

The increase of 2.60 per cent in passenger business, on a mileage basis, was handled with an increase of 1.01 per cent in passenger car miles, and 7.19 per cent in passenger train mileage. It appears that the company has increased its service to the public in rather greater proportion than the increase in business. There is very keen competition for trans-continental passenger business, and while this passenger business yields a high average revenue per mile, it is expensive to handle. The Santa Fe has to meet the competition of the Southern Pacific's New Orleans route in winter, and the Rock Island-Southern Pacific competition and the North Western-Union Pacific-Southern Pacific competition in both winter and summer. Nevertheless, the Atchison's California limited often has to be taken through in two and sometimes three sections in the winter months.

The freight business, which developed 2.63 per cent on a mileage basis, was handled with a decrease in freight car mileage of 1.56 per cent and a decrease in freight train mileage of 5.41 per cent. Car loading was not quite so heavy in 1911 as in 1910, the average tonnage per loaded car mile being 18.92 tons last year, and 19.05 tons the year before. Train loading, on the other hand, was better in 1911 than in 1910. The average revenue and company train load last year was 400 tons, as against 389 tons the year before. Of the total 20,000,000 tons of revenue freight carried, 5,[illegible] tons, or 28.36 per cent, was furnished by products of mines last year. In 1910, of the total 19,150,000 tons of freight carried, almost exactly the same tonnage was furnished by products of mines, but this formed 29.[illegible] per cent of the total tonnage. While, on the other hand, products of agriculture furnished 1,490,000 tons, or 22.27 per cent of the total last year, as against 1,020,000 tons, or 17.[illegible] per cent of the total, the year before. This increase in the tonnage of agricultural products carried reflects a particularly good corn crop year and the high proportion of this tonnage justifies calling the Santa Fe a grainer road. Grain and fruit move east, and last year the loaded car mileage east was 236,000,000, with an empty car mileage of 99,000,000, while in 1910 the loaded car mileage east was 228,000,000, and the empty car mileage 111,000,000.

In 1911 the company had the largest net corporate income, after the payment of expenses and fixed charges, of any year in its history, namely, $21,271,000. This compares with $20,[illegible]000 the year before, and with $21,[illegible]000 in 1907, the best year previous to 1911. While total operating revenues increased last year by $7,750,000, totaling $107,570,000, operating expenses increased by but $1,000,000, totaling $76,770,000. The increase of $1,750,000 in transportation expenses is only what we find on most roads during the past year, but a decrease of $1,750,000 in maintenance of way expense is not all necessarily a permanent economy. The company showed an increase of $1,120,000 in the cost of maintenance of equipment.

The condition of the Santa Fe equipment on the lines that connect directly with the Southern Pacific is probably not as good as that of the S. P. When the interstate commerce commission's classification of operating expenses was first put in 1907, it appears the Santa Fe showed a considerable increase in the cost of maintenance of equipment and ascribed this increase to the changes of designation made necessary by the interstate commerce commission's requirements. Since it has been left to the roads themselves to say at what rate they will figure depreciation, this appears to be a confession that heretofore depreciation had not been figured at a high enough rate. In 1911, however, $810,000 was charged for depreciation of locomotives and $1,230,000 for depreciation of freight train cars, in both cases a larger charge for depreciation than was made the year before. This depreciation in the case of locomotives was a little over 10 per cent of the cost of repairs for the year, and in the case of freight train cars was about [illegible] per cent of the cost of repairs.

The Santa Fe has made experiments in scientific management of its shops, a discussion of which can form no part of these comments. Nevertheless, these experiments, together with a leaning toward a departmental form of organization, has led to a certain distrust of the motive power department in the operating department which, if it were allowed to continue, might result in a lower general efficiency of the whole transportation plant.

The Atchison, Topeka & Santa Fe, the Southern Pacific and the Union Pacific will be reasonably directly benefitted in their passenger business when the Panama exposition is held in San Francisco. The Union Pacific last year announced its intention of double-tracking its lines from Omaha to Ogden, and the Southern Pacific is apparently in a position to handle a considerably larger business than it does now with its present facilities. The Atchison, Topeka & Santa Fe will probably have to build considerable double track. During the past year $3,700,000 was spent for additions of main track, and $[illegible]000 for sidings and spur tracks. There is now in process of construction 89 miles of second track, in addition, second-track work has been authorized on the lines west of Albuquerque for about 40 miles, and extensive grade reductions and changes of line have been authorized preparatory to additional second-track work between Albuquerque and Gallup. It is expected to complete most of this work in the present fiscal year, and then the company will have in operation 816 miles of doubletrack line.

As to the future, the company's preparations have been designed and aggressive, both from the point of view of providing itself with additional capital and of making a bid for greater traffic. Since the close of the fiscal year, the company has authorized the issue of $100,000,000 convertible bonds and has increased its authorized stock to provide for the conversion of these bonds. Although none of the bonds have as yet been sold, the directors have authority to sell them when an opportunity offers and whenever addition and betterment work requires it. The company's line running from Texico, by way of Coleman, to Temple has been almost completed, and when this line is finished the Santa Fe will be in position to make a bid for traffic originating at Galveston or brought by water to Galveston and destined for the Pacific coast to be routed over a line somewhat longer, but not prohibitively so, than the Southern Pacific's. Thus the Santa Fe will be in a position to compete not only with the Harriman lines from Chicago to the Pacific coast, but also with these lines from the gulf to the coast.

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A GREAT BIG SHOW

The big program being put on at the Gem theater is sure drawing the crowds, matinee and night. The silk artists give a show so different. It's the Gem and that's the answer. The monkey that lost its arm is already learning shorthand. The accident only caused it to cut out piano playing. J. Sam leaves tonight for Denver to secure animals for the enlarging of the menagerie, which will be a great feature for old and young. Tomorrow afternoon is matinee day, ladies and children.

GRAND LODGE HAS AN IMPRESSIVE INSTALLATION

Appointive Offices Filled and Adjournment Taken to Meet Here Again Next Year in the Masonic Temple.

Following the installation of officers by the Grand Lodge of Ancient Free and Accepted Masons here today, the lodge adjourned to meet here next year. The officers elected yesterday and installed today were as follows:

Grand Master—W. B. Walton, of Silver City.

Deputy Grand Master—Marine R. Williams, of Las Vegas.

Senior Grand Warden—Walter P. Chisum, of Roswell.

Junior Grand Warden—Nathan Jaffa, of Santa Fe.

Grand Treasurer—A. J. Maloy, of Albuquerque.

Grand Secretary—A. A. Keen, of Albuquerque.

The following appointive officers became known today when the installation took place.

Grand Lecturer—J. J. Kelly.

Grand Chaplain—Isaac W. Dwire.

Grand Marshal—W. C. McNatt.

Grand Senior Steward—B. W. Randall.

Grand Sword Bearer—J. P. McNulty.

Grand Junior Steward, A. M. Pollard.

Senior Grand Deacon—R. S. Hare.

Grand Tyler—Paul Tentch.

Tomorrow the convocation of the Grand Chapter of the Royal Arch Masons takes place. The order of the Eastern Star will also open its grand chapter sessions then.

PRESIDENT TAFT

(Continued from page 1)

more from the proper place. A sharp curve, if taken at high speed, it was said, might have thrown the tire completely off, and then it would have been little less than an even break as to whether the engine and several of the cars would have been thrown into the ditch. A hurry call was sent to Kelso and a spare engine was rushed to the scene.

You are not experimenting on yourself when you take Chamberlain's Cough Remedy for a cold as that preparation has won its great reputation and extensive sale by its remarkable cures of colds, and can always be depended upon. It is equally valuable for adults and children and may be given to young children with implicit confidence as it contains no harmful drug. Sold by all dealers.

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WANTED—A few pair mated pigeons; also half dozen laying hens. Call at 523 W. Copper. tf

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