

The Oasis

Saturday, Feb. 3, 1912

Railway Business in November, 1910.

Tables prepared by the Bureau of Railway Economics from the reports made by the railways for that month to the Interstate Commerce Commission show that the business done by the railways of the United States in the month of November was somewhat less than the business done in November, 1910, when measured by the average per mile, the only basis on which comparison can properly be made.

The total operating revenues of railways include their receipts for freight and passenger transportation, for mail and express service, and for all other traffic service rendered. The average receipts in November, 1911, for a little more than 19 per cent of the total mileage of the country, were \$1,054 a mile, a decline of \$18 a mile from the receipts in November, 1910. There was decrease in average receipts in both freight and passenger service. The decline was unevenly distributed. The lines of the eastern part of the country show only a slight decrease for November, 1911, in comparison with November, 1910, while the lines in the southern section show a slight increase and the lines in the western section a falling off. In the total operating revenue, the receipts for freight transportation represent 71.7 per cent and receipts for passenger transportation 20.8 per cent, the remainder coming from mail, express and other sources.

Operating expenses also show a lower average per mile of line. These include all costs of maintaining track and equipment, the cost of operating trains, of securing traffic and of administration, but do not include new construction. Expenditure for maintenance of tracks and buildings was reduced by an average of \$2.40 a mile as compared with expenditure in November, 1910. For the maintenance of equipment there was an increase averaging 10 cents a mile; and the cost of conducting transportation, an item representing about one-half the total operating expense, was reduced by an average of 8 cents a mile. By the reduction in expenditure for maintenance of track and buildings the roads were enabled to make a slight offset to the shrinkage in operating revenues.

The net revenues, that is, the difference between total operating revenues and total operating expenses, averaged \$16 less per mile of line in November, 1911, than in November, 1910, which is a decrease 43 per cent. This so-called net revenue is, in fact, gross profits out of which must come taxes, amounting in November to \$9,676,976 or an average of \$43 a mile, rentals, interest on bonds, dividends, and appropriations for improvements. The falling off of 1.6 per cent in operating revenues contracts with an increase of 12.7 per cent in taxes.

Progressing Better.

Since the article on another page with regard to the election canvass at Phoenix was printed, the Phoenix papers have announced that the progress of the procedure has been better than was anticipated when the article was written. It is stated now that the governor's certificate

to the President was made up and forwarded by express Thursday night; and it is expected to reach the White House Monday. The most sanguine anticipate the presidential proclamation of the state on Wednesday. In that event the new state government can be inaugurated the 15th inst.

Another account in another Phoenix paper stated that Governor Sloan would start for Washington last night a special messenger carrying his certificate to the President.

Trouble in Chihuahua.

Advices from El Paso are to the effect that the garrison at Ciudad Juarez, across the Rio Grande from that city, mutinied on Wednesday, pillaged the leading stores, inflicting heavy losses, and killing some eight people. Rail communication was cut south of the city by burning one or more bridges, and the mutineers are defiant, breathing dire threats against all who may be sent against them. General Pascual Orozco, one of the revolutionary heroes of last year, with a military force is reported advancing on the city, to quell the uprising. The mutineers declare they are in sympathy with Zapata, the revolutionist who is making so much trouble in the south. A later report states that there is an uprising also near or at the city of Chihuahua, and it is thought the movements are concerted. It is hoped there uprisings may be quelled speedily.

Small Pox at Arivaca.

The Tucson Citizen of Thursday evening states that there are fourteen cases of small pox at Arivaca, a small village in Pima county not far from the Santa Cruz county line, some twenty miles westward from Amadoville. The victims of the plague are Mexicans and comprise nearly all of the Mexican population of the village. The disease is said to have come up from the Altar district of Sonora, where it is reported rife.

Application for Grazing Permits.

NOTICE is hereby given that all applications for permits to graze cattle, horses, sheep and goats within the CORONADO NATIONAL FOREST during the season of 1912 must be filed in my office at Tucson, Arizona, on or before February 20, 1912. Full information in regard to the grazing fees to be charged and blank forms to be used in making applications will be furnished upon request.

ROBERT J. SELKIRK, Supervisor.

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