

DAILY GAZETTE

J. H. KOGLER, Editor.

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ENTICING TO GOULD.

An American Principality Through Which the Railway Magnate Should Build a Railroad.

THE MAXWELL GRANT.

The GAZETTE has spoken in very positive terms of the rich region lying between Las Vegas and the Raton Mountains, and the good local trade that could be secured for a railroad that should be built south from Trinidad through Long's canyon to New Mexico and thence over a practicable route to Las Vegas through Colfax, Mora and San Miguel counties. Such a line would pass through the Maxwell Grant, and its projectors would undoubtedly be granted valuable franchises and voted material aid. The Grant forms a part of Colfax county, one of the three rich counties that would be tapped by a railroad building along the base of the foothills to this city. Mr. Sylvester Baxter, special correspondent of the Boston Herald, who has spent two or three months in traveling over the Territory and examining different sections with a critical eye, contributed the following to the Herald of July 10th:

CIMARRON

is the seat of Colfax county, the most important part of which is included in the Maxwell grant. It is now a town of only about 300 inhabitants. But, with its beautiful situation, nestling at the foot of the noble mountains and just at the mouth of one of the most picturesque canyons in the range, with its nucleus of cultivated society, it ought to be one of the most charming places on the eastern slope of the Rockies, especially when it has been made accessible by a projected branch of the Atchison, Topeka & Santa Fe. The entire place makes an impression of good taste. The houses are nicely constructed, and kept in perfect order; young and flourishing shade trees border the irrigated streets, and the town has recently received from Col. Reynolds the gift of \$5,000 for a public library.

A VALUABLE ESTATE.

The Maxwell Grant is unquestionably a valuable piece of property. Besides 1,000,000 acres or more of some of the finest grazing land in America, the mountains contain inestimable treasures of the precious and baser metals. Gold, silver, copper and iron are found in rich quantities and there is a magnificent coal area of 1,000 square miles. The celebrated Aztec gold mine is on the grant. The neighborhood of coal and iron of the best quality will doubtless make Raton a great manufacturing centre. It is on the grant, close to the northern boundary of New Mexico and is now one of the most rapidly growing towns in the territory. The object of the company is to sell no land except that of town sites. To develop its various resources, separate companies are formed, in which the Maxwell Company takes a controlling interest. As with the San Pedro & Canon del Agua Company, prospectors are given a half interest in the vein of any precious metal they may discover. Dr. Meyer, a German scientific journalist, and one of the editors of the Vienna Fatherland, who is in this country with a party of Austrian and Hungarian noblemen and is studying American agriculture, to-day with all subjects relating thereto, recently paid a visit to the grant. Mr. Baxter, who accompanied the party to Colfax county, makes the following allusion to his investigations in passing: "Dr. Meyer naturally finds the grant extremely interesting, and is making a close study of it as a remarkable example of a great American landed estate, far exceeding in magnitude anything among the great estates of Austria and Hungary."

STOCK RAISING.

The Maxwell Company is now making preparations to go into stock raising on a most extensive scale. The traveller over the Atchison, Topeka & Santa Fe railroad is astonished to see running straight across the prairie, from west to east, a short distance to the south of Springer station, a wire fence. This is the southern boundary of the Maxwell grant, which is thus fenced in on the south and east, making one of the longest lines of continuous fence in the world, inclosing a 700,000 acre pasture. By this means the cattle can be securely kept, and by a mounted patrol along the fence, they will be thoroughly guarded from theft and prevented from straying. Including the inner inclosures for various classes of cattle—it being desirable to keep the various kinds separate, such as those ready for the market, breeding cows, etc.—there are now 175 miles of fence on the grant, and there will soon be 200 miles. Some of these inner inclosures are 10 miles square.

The method to be pursued is to buy herds of cows in Texas and cross them with thoroughbred bulls. The first cross is said to be the most profitable for market. The grazing lands of the grant will support at least 100,000 head of cattle, and the herds of the company will probably ultimately reach that number. The grazing lands are fenced only on the south and east, the mountains on the north and west forming a natural fence. During the summer the cattle will be kept in the rich pastures of the mountain valleys, saving the prairies for the winter pasturage. The grama grass of the prairies, which springs up under the rains of July and August, is cured as it stands, forming the most nutritious kind of hay for winter grazing.

A competent authority has made an estimate of the profits which might be made in five years with an investment of \$800,000 in 11,000 cows, with 85 per cent. calves, at \$15,000 1-year steers at \$10, 440 thoroughbred bulls at \$100, 50 horses at \$50, corrals, wagons, saddles,

etc. This, it is estimated, after a repayment of capital and interest, would give a profit of \$384,302 for the whole five years, beside leaving 32,611 cattle to begin the sixth year with. The whole is reckoned upon an extremely conservative basis, especially as far as selling price and rate of increase are concerned, while a most liberal allowance is made for expenses."

WRECKED BY A WASH-OUT.

The Pay Car on the A. & P. Road Thrown from the Track—Charles Ellis, the Engineer, Killed

The first accident of any importance which has occurred on the A. & P. road for a long time, took place yesterday. The pay car was on its return trip, when about six miles this side of Allantown, it was wrecked by a wash-out. The engineer, Charles Ellis, was killed, and R. C. Brown, train-master of the second division, received a bad cut over the forehead. As soon as the train was thrown from the track, word was sent back to Allantown to the telegraph car, which pulled down to the scene of the wreck, connected with the wire and telegraphed the sad intelligence to the railroad officials in this city. Charles Ellis, the engineer, was buried under his engine for three hours before he could be gotten out. When he was found, life was almost gone, and in spite of all that could be done, he expired in a short time. His remains will be brought to this city today, and will be sent to his home in New Bedford, Massachusetts, where he leaves a wife and child to grieve over his untimely death. He left his home in February last and brought an engine out for the A. & P. company. During his short sojourn in New Mexico he had become a favorite with all his companions. C. F. Metcalf will accompany the remains to New Bedford. Mr. Dimmison, the cashier of the road, Will Clark, Walter Sanders, Trainmaster Brockway and Will T. Craft, were the only persons on the train besides Ellis and Brown, and all escaped without a scratch.—Albuquerque Journal, of Wednesday.

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