

DAILY GAZETTE

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RATES OF SUBSCRIPTION

Daily, 1 year, \$10.00. Daily, 6 months, \$6.00. Daily, 3 months, \$3.00. Weekly, 1 year, \$3.00. Weekly, 6 months, \$1.75. For Advertising Rates apply to J. H. Koogler, Editor and Proprietor.

A WORD TO DENVER.

That City Can Increase Its Commercial Importance by Co-operating With New Mexico.

How and Why It Can Be Done.

A Railroad From Trinidad to Las Vegas.

The advantages to result from building a railway line south from New Mexico's northern boundary to Las Vegas, along the base of the foothills, in order to control the rich local trade and secure the transportation of the bulk of timber and coal that will, for the next ten years, be reckoned as of the greatest importance in the commercial world, are apparent to the people of Northern New Mexico and Southern Colorado.

Men of influence are using their utmost endeavors to induce railway magnates to build over such a route, fully resolved that the line must be built, the dernier resort being the construction of a road by a home company. When the road is built it will develop into an enterprise of such magnitude, that no railway company can afford to refuse pro rata agreements, and thus the line will be a power not to be treated slightly.

No railway manager will be in a position to "freeze out" the enterprising men who build the road, because it will be of sufficient importance to stand alone, its carrying trade between Pueblo or Trinidad, whichever may become the northern terminus of the new line, and Las Vegas on the south, being ample to support it.

But if the road must be built by local capital, and although the cost of construction will be considerable, on account of the easy, natural, water grade route that can be selected from one of the many that Nature has made, and the abundance of bridge and tie material to be found right on the line of the road, yet this amount of capital can be ill spared from the business operations of the men who would be called upon to raise the money to capitalize the scheme for the construction and equipment of the road. Still, if necessary, those gentlemen, to whom we have made allusion, and who form a class of determined and patriotic citizens who see the necessity for building the road, are likewise convinced that as a business operation it presents unusually great advantage for investment, and would build the road. Their hesitancy is based solely on this—the withdrawal of so much capital from their business at this time would cripple individual enterprises, to which, in the light of business honor, they owe their whole attention and capital. It is seldom politic to step out of the path mapped out by those who engage in private enterprises and an established business, to engage in another enterprise when they expect to continue in the former until they shall have realized a competence.

This is the only explanation for our having called upon the business men of Denver to assist us in building this line. We have not asked them to engage in any speculative scheme, but have asked their co-operation in our plan to include the rich section of country lying between Trinidad and Las Vegas on their proposed railway line to the Gulf of Mexico. If great reliance can be placed in the following, then Denver business men must do something to protect her interests. The Denver Times says:

The Pueblo Chieftain publishes a lengthy article announcing the fact by direct authority from prominent officials of the Denver & Rio Grande that the discrimination which has always enabled Denver to ship goods to El Moro, Trinidad, Alamosa, and all points in the southern country, as cheap as the same could be sent from Pueblo, will be abolished in a few days, and hereafter all Denver freight for the southern market will be compelled to pay the regular tariff rate over the one hundred and twenty mile haul between this point and Denver. This move, which has been in contemplation for some time by the Rio Grande railroad company, is justly regarded as a big card by Pueblo wholesale dealers, and the direct result must be to secure the rich southern trade for their benefit, for with cheaper rates and improved railroad facilities all other competitors will be shut out of the field. The contemplated change is a very important one in a business point of view, and will soon revolutionize the wholesale trade of southern Colorado and the San Juan.

Once before have those, who have the interests of the "Queen City of the Plains" at heart, been confronted by such a problem—how to maintain her commercial importance—and it demanded solution as urgently as it does at present. After the Union Pacific Railway had reached Cheyenne, the Colorado Central Railroad was building south from that point, and President Loveland in his zeal to up-build Georgetown, had determined to make that town the terminus of the latter road. Georgetown would thus have

been able to control the mountain trade that hitherto had been Denver's. Cheyenne was a point of considerable importance and was growing fast, and at the expense of Denver. The latter was being deserted by some of her largest houses, business was falling off, and Cheyenne was gaining the former, and her increased business activity made the balance of loss to Denver. Denver realized that she must have railway connection, and, since she could not afford to pay the price asked by the Kansas Pacific Railroad for building into the city, and could expect nothing from Loveland, who was bent on building up Georgetown by the Colorado Central Railroad, the "Queen City"—whose power to rule the heart of the Rockies was waning—found that she would have to do something for herself.

Of the gloom incident to the depression of business in Denver was born the Denver Pacific railroad project. Business men of Denver were obliged to cripple themselves for the time being to put that scheme on a good working basis. But the sacrifice, although considered great, was not only a lucky investment, but it saved Denver from collapse. The Kansas Pacific shortly after built into Denver and the Colorado Central came in; those who had gone to Cheyenne returned to Denver to re-engage in business, and the city has continued to increase in importance ever since.

Now Denver contemplates the probable result of Pueblo's building itself up at her expense, by the discrimination of the D. & R. G. R.'s against the former. She must build a line from that city to Pueblo if the Cheyenne experience is to be repeated. Denver seeks a Gulf connection, and must build somewhere, and why not to Pueblo, that would be but a slight deflection from an air line to Fort Worth. She must build her line to Pueblo, and after reaching there must go on to Trinidad for coal in order to compete with the A. T. & S. F. and D. & R. G. for the transportation of an important commodity. But the great coal fields of that section lie to the west of Trinidad, and once built to that region there is no outlet to the plains to the East except by crossing the Raton mountains, and building through Colfax county. The best course then would be to cross the length of the county, building along the foothills across Mora county and a portion of San Miguel county to Las Vegas. Having reached this city there are two feasible routes, either to the east, to a connection with the Ft. Worth road or to the south, down the Pecos Valley, to a connection with the Texas & Pacific R. R., reaching New Orleans by either route.

The Denver & New Orleans R. R. has practically announced its intention of building to Pueblo. If the Denver merchants assist in constructing that line, they will accomplish as much as they did by their Denver Pacific project. Then by coming on to Trinidad they gain additional advantages. Here they are on the edge of a vast area of coal averaging from sixty to seventy-five miles long and very broad. By selecting any one of the numerous practicable routes leading south they would cross these vast coal fields, where in many cases the coal could be thrown from the mine into side-tracked cars. The wealth of coal and timber, in the first place, a valuable consideration in the construction and operation of a road; and, again, as furnishing good traffic by hauling these products to market, are not to be lightly considered.

Denver's interests demand that the Denver & New Orleans, or some other road, should be built to Pueblo; good trade, and coal in particular will draw it to Trinidad, and a rich section of country, with no competing railroad line, will draw it into New Mexico, and sustain it the entire length of 130 miles to Las Vegas. Then build an air line to Ft. Worth or down the Pecos.

A representative of the GAZETTE, after a careful examination of the country lying just this side of the Raton mountains, has found proof in evidence of our oft-repeated assertion that no better railway route through a rich section of country can be found than down Long's canon, across Red river, down the Caliente canon to the Vermejo river and then down the valley. In other issues we will have somewhat to say of this route in particular.

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