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NEW MEXICO'S OUTLOOK.

ANYONE who reads the newspapers from all sections of New Mexico cannot fail to be impressed by the tone of healthy optimism which is present in all their editorial utterances. From the stock growing sections come statements of abundant crops, of fine increase of stocks and herds, and of healthful conditions as to dry, and as to prospects. From the dry farming sections the reports of abundant rainfall are almost jubilant in tone; and well they may be, for the people in these sections have known bitterly hard times, and their prosperity last year only served to pay a portion of their debts. Another such year, which now seems certain, will place them on a sound financial basis and give them room to turn around and to expand. From the irrigated and irrigable districts the reports tell of too much water, if anything, and of abundance for the whole season; while an even more encouraging note is sounded in rumors and a few authentic reports of new irrigation enterprises under way, or of those ones on which construction or extension has been resumed.

The price of copper and its reasonably sure position at the end of the war is causing greater activity in mining this metal than has ever been known in the state before. Several very large deposits are being developed by corporations with ample means, and not only copper, but the whole mining industry of the state is looking up.

There is reasonable assurance of important railroad construction and extension during the next twenty months which will open sections which heretofore have been entirely shut off from development, through lack of transportation.

There is a strong movement of new people into the state; a movement almost entirely voluntary and of a better class, as a whole, than we have ever had.

These are conditions which should bring a solid prosperity to the state during the next few months, in which all will have a share.

THE TREASURER'S RESPONSIBILITY.

INTERESTING statistics and a powerful argument for more rigid laws forbidding trespass upon railroad rights of way, are contained in a recent editorial in the Saturday Evening Post. The National Safety Commission, an organization in which all of the great railroad systems of the country have membership, last year drew a uniform law of trespass, designed chiefly for the protection of the public, which it asked to have introduced in all state legislatures. A copy of this proposed law, which many of the states have adopted, was introduced in the last New Mexico legislature by Melquiades Martinez of Taos; although it appeared too late in the session to secure consideration.

That there is need for this legislation the Post makes perfectly plain. In five years, it says, over thirty thousand persons, WHO WERE NEITHER PASSENGERS NOR RAILROAD EMPLOYEES, were killed in railroad accidents. Continuing the Post says:

"Almost all were struck by trains while walking along the tracks or crossing them; and in nearly every case the victim's carelessness either caused or contributed to the accident."

"Casualties of this sort now run steadily about six thousand a year, or nearly equal to the total number of deaths from wounds and disease during the Spanish-American war. A majority of the victims are trespassers on railroad property—that is, they are using the tracks as a public highway to the usual American fashion of taking the shortest cut, regardless of consequences. Many of them are youths. The statistics bureau of a trunk railroad reports that in a decade 32,000 persons under 21 years of age were killed while trespassing on railroad tracks."

"Two years ago an interstate commerce commissioner said that in 20 years 86,000 trespassers had been killed and 55,000 injured, a majority of those injured being crippled for life—for a locomotive deals no gentle blows."

"Navigation of railroad track in cities has done much to prevent acci-

ents at crossings and trespassing; but in the total account growth of population and of the railroad systems overcomes that factor, so that fatalities to non-passengers and non-employees have increased materially in twenty years.

"Many country road crossings are unsafe, view of the tracks being obscured by bushes or embankments. That should be remedied. But above all, people should learn to keep off railroad tracks except when it is necessary to cross them. That a railroad right of way is always dangerous ought to be impressed on children."

WELL WORTH TRYING.

PLENTY of people have the firm conviction that in the life of this generation at least the federal government cannot be persuaded to give up the public domain in the public land states, to the control and management of the state governments. These point out that the preponderance in congress in numbers and in influence is with the eastern states and that public sentiment in those states would make the transfer of this vast area in the states in which it lies impossible.

When a little band of earnest men met in Albuquerque last in the '80s in the first irrigation congress, it was with the ultimate idea of securing federal aid for the development of irrigation in the western states. Then, it was felt that it would be a practical impossibility to overcome the opposition of the east to such enormous expenditures of public funds as these men had in mind. The pioneers in this instance were persistent and the direct result of their effort was first the National Irrigation congress, a body of mighty influence and driving power, and second the reclamation act. The ultimate result is a magnificent reclamation project or more in every one of the western states.

The proposal of Robert P. Ervieu, New Mexico land commissioner, is in the nature of pioneering. The idea of state control of the public domain is as old as the public land states. Those who believe in that idea, however, have never been brought together in any compact organization. The scattering attempts at legislation to that end which have been made in congress have excited interest but have lacked support. Mr. Ervieu now suggests a conference, preferably in New Mexico, at which those interested in the proposal of the general transfer shall be brought together to plan concerted action. It is the only way such action ever will be had and it is to be hoped that Mr. Ervieu will find sufficient interest in and support for the undertaking to carry it to the point of an interstate organization. Then we may expect results.

PREPARING FOR PEACE.

ONE of the oldest maxims of Roman literature was: "In times of peace one should prepare for war." As the Romans borrowed most of their learning from the Greeks the maxim was probably very old before Horace or Publius Syrus began to ring the changes on it.

One would think that France must be so absorbed in the war that she has neither thoughts nor energies for other directions, but the French are already planning for the future peace.

An aggregation of statesmen in the chamber of deputies, headed by Frederic Brunet, has adopted the maxim: "In time of war prepare for peace."

They urge upon the government the passage of laws for facilitating the rebuilding and repairs that must follow the achievement of peace, and declare that it is a mistake to let the building industries stand idle while the war goes on. Hundreds of villages and several cities must be practically rebuilt when the war is over. To do this speedily they must have materials at hand in advance instead of waiting until the sudden demand swamps the system of supply. What would ordinarily take weary years to accomplish can be speedily done if everything is prepared in advance.

Every lumber mill and every brick yard, Brunet insists, ought to be turning out materials for building, and storing it against the day of peace. By so doing men may be profitably employed, building supplies can be produced cheaply and the entire nation will benefit. To wait means to delay rebuilding indefinitely under a handicap of high prices and inadequate volume of production.

This manifestation of keen forethought proves that France is not only enduring the war with wonderful fortitude but that she is filled with hope and inspired with enthusiasm. The sound of big guns and the sight of millions of enemies in arms on the soil of France no longer dismay Frenchmen, for they are looking to the future with renewed confidence.

SPECIAL Sunday Dinner at Whitcomb Springs.

Let the Herald warn us do your work.

SOLOS
 By the
 Second Fiddle.

A PORTLAND JUDGE has held that a court cannot enjoin a woman from flirting. Any reasonably good looking court will concur.

COLONEL BELLERS is thinking seriously, if the rains start up again, of getting a flock of second hand Zeppelins to rescue stalled touring parties.

"CRUDE PETROLEUM," says an expert, "will make hair grow on a dog." But it won't do anything in the way of hair for the man who owns all the petroleum.

MRS. PANKHURST says it's no time to talk peace. Emmeline gradually spreads the inference that there isn't any time to talk peace.

THE CAPTAIN of the Kronprinz Wilhelm says he'll not interné. But judging from the Kiel he'll interné in turn.

BRYAN might ride into the presidency on the water wagon if there were not so many better men on it.

WHEN ELECTED Mayor Roberts of Terre Haute never considered a six year term.

PORTLAND cement is one industry that even the Republicans admit is on a solid foundation.

For advertising purposes The dandy Rio Grande is dandy dope to work the keys And play to beat the band. But fact is that in seasons When it's not a strip of sand There are many valid reasons Why we call it valid land.

IN ENGLAND a pig is now a pig; and a lot of pigs are no longer a pig.

TUCUMCARI'S new factory is a bear.

BILLY LORIMER has announced his gratification at the outcome of the Chicago election. It is pleasant to know there is still something about which Lorimer can be gratified.

THERE ARE plenty of 42-centimeter guns among the Republican presidential possibilities. But most of them are very short of ammunition to fire.

"Lend me your heart, fair maid," cried he,

"And I'll pay you with love beyond price."

"Your talk's all right, kind air," said she,

"But collateral cuts the ice."

WAR IS HELL sure enough. This summer the man who asks you if it's hot enough for you will also ask when you think the war will end.

Thoroughbreds. Down sunny paths or shady.

They lightly trod the ground; Both held their heads As thoroughbreds

Do wheresoever found. One was a high-born lady.

And one an Airedale hound! —Lida Keck Wiggins in Judge.

SOME THINGS BOOZE MONEY WOULD DO

The American Grocer enumerates some of the benefits which might accrue to the citizens of the country if the annual drink bill, \$1,724,497,519, was thrown into legitimate channels, namely:

- "It would pay interest and sinking fund on the amount necessary to buy comfortable homes for nearly nine million people.
- "It would buy a suit of clothes for every man and boy and a dress for every woman and girl in the United States, with enough left over to buy a pair of shoes for everybody.
- "If the money spent for drink were spent for homes, tenancy would disappear in the United States within one generation.
- "If it were spent for education every child in the country would receive a college education.
- "If it were spent for automobiles every family in the country would own a car before 1924.
- "If it were spent for relief it would in less than a decade carry the gospel of every living creature.
- "If it were spent for railroads it would buy every mile of railroad in the United States in ten years.
- "If it were spent for government it would pay all the expenses in the United States, with enough left over to pay the bonded debt of all the states of the union."

J. O. METCALF, Mabel, Mo.

"After Using Peruna Many Years"

I can say that Peruna is a fine remedy for catarrh and discharges of the bowels and many other ailments. It is manufactured by a well-known company, who are perfectly reliable.

A Tonic with slight laxative qualities.

"I have noticed a great many others taking this remedy, and I have yet failed to see a case where the continued use of Peruna did not complete a satisfactory cure in reasonable time."

Romantic History of the Steam Engine Told In the Smithsonian Exhibition

Washington, D. C., April 21.—Probably no museum collection in the world better illustrates the development of the steam engine, particularly the locomotive, than the exhibit of the United States National museum at Washington, which includes two of the earliest original locomotives and numerous models and accessories.

The history of the steam engine is a materialistic romance without parallel in the record of human achievements. It covers the stupendous and persistent efforts of many early philosophers and mechanics who found steam a mysterious uncontrollable force, and left it a comprehensible controllable factor of public service.

The steam engine has been termed the most successful invention ever brought into use for converting the potential energy of coal into mechanical work.

No one knows how long after it was observed that by holding down the lid of a kettle of boiling liquid, a certain force was created, due to the compression of the steam, before any use was attempted with this newly discerned force, although it was probably a great number of years. It is certain, however, that a sort of steam engine was exhibited in Alexandria, Egypt, about 250 years before our era began, and it was described in a work of pneumatics by Hero, of Alexandria, written between 150 and 130 B. C. This machine was a rotary affair, more theoretical than practical, as were many of the results of philosophy in those days. A reconstruction of this engine in model form is in the museum exhibit, which conception shows it to be not unlike a Greek Aeolippe designed a little later.

Neither of these machines, however, was much more than a mechanical toy, although the latter type is said to have been practically applied much later on for turning a rotating shaft.

Nothing more is to be known concerning the steam engine for centuries, a fact which is no doubt due to the lack of interest in anything which did not have to do with war or warlike implements. The philosophers were practically forced to devote their time to designing military appliances, while the writers recorded the achievements of the same. A book published in Rome in 1525 gives a description of Brunel's "Archimedes" steam engine, showing it to have been an elementary steam turbine, with the sole defect, that it lacked any appliances for making the steam follow the vapor, or buckets, of the revolving wheel, so that more of its energy might have been converted into useful work. One author in a treatise on locomotives claims that had some genius improved upon this early device, reciprocating engines, which probably never had been invented, but that we would have had the advantage of our modern turbines much sooner.

The museum possesses a model of a very early machine designed by Sir Isaac Newton in 1686, which was propelled by a jet of steam projected backward against the air, and a model of Denis Papin's invention of about

Essen Might Better be Named Krupp

Washington, D. C., April 21.—Describing the city of Essen, Germany, the National Geographic society, in today's statement concerning the geography of the European war, says:

"The town of Essen might just as well have been named 'Krupp,' of course. Essen was founded centuries before the firm began to produce iron and coal mines and blast furnaces. Long before their triumph, however, the Krupps had put into operation those special reforms that were destined to find echo around the world. In C. C. early '50s the firm had established for its workmen a sick, old and pension fund, from which the German empire was to draw the inspiration that led to the establishment of a state insurance system.

"The firm has always remained the personal property of the Krupp family. It is owned today by Bertha Krupp, who in 1906 married the Prussian diplomat, formerly attached to the embassy at Washington, Dr. Gustav von Helldorf and Halbach. Just before Bertha Krupp took over the works, they were organized for administration purposes into a joint stock company. All but four shares of 250 each were taken over by Miss Krupp. The firm's capital was placed at \$25,000,000.

"The Krupp steel works now employ more than 45,000 men in Essen alone. The firm has one of the most highly developed social service systems in operation in existence anywhere. It maintains clubs, co-operative stores, hospitals, general and maternity; boarding houses, pension, accident and sick benefit funds, besides being partner with its employees in a number of other social undertakings. The Krupps make all manner of things of steel, but—this is mainly constitutes their world renown—the Krupp gunshoes have a unique support from its organization. They have made out thousands of rifles for the army, and thousands of machine guns for the army. Bertha Krupp is known in her fatherland as the 'Cannon Queen.'"

Acute Articular Rheumatism

The exact cause of rheumatism is unknown, though it is generally believed to be due to an excess of uric acid in the blood. It may be also said with equal truth that no remedy has been found which is a specific in all cases. In fact the literature of rheumatism shows that there are but few drugs which have not been given a trial. In the hands of our observer we find that a certain drug has been used with the utmost satisfaction; others have found the same remedy to be a great disappointment. All physicians however agree that every method of treatment is aided by the administration of some remedy to relieve the pain and quiet the nervous system and Dr. W. H. Robbins expresses the opinion of thousands of practitioners when he says that Anti-Kamnia Tablets should be given preference over all other remedies for the relief of the pain in all forms of rheumatism. These tablets can be purchased in any quantity. They are also unsuited for headache, neuritis, and all pain. Ask for A-K Tablets.

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