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## Albuquerque Weekly Citizen, 12-05-1891

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# Albuquerque Weekly Citizen.

VOLUME 1.

ALBUQUERQUE, NEW MEXICO, SATURDAY, DECEMBER 5, 1891.

NUMBER 50.

## A YEAR'S RAILROADING.

The Figures Prepared by the International State Commission.

### SEVENTY-THREE HUNDRED RAILROADS.

Washington, Dec. 2. The third annual report from the international state commission on the statistics of railways in the United States, which covers the operation of railroads for the year ended June 30, 1891, is made public. It shows that railway mileage in the United States on June 30, 1891, was 102,587 miles, the increase in mileage brought into operation during the year was 9,080 miles. The total length of track for the United States, including all tracks, sidings and spurs, is 209,930 miles.

The number of railroad corporations on June 30, 1891, was 1,376. Of these 87 are classified as private roads, with a total mileage of 816 miles. Of these corporations 927 are operating companies and 735 are subsidiary companies, representing a mileage of 1,436 miles, were organized during the year, and 31 companies, representing a mileage of 1,200, merged their corporate existence into other corporations. Fifty companies, representing a mileage of 6,195, were consolidated with other companies. Thus 8,191 miles of line during the year disappeared as independent companies.

Forty railway corporations reported 77,872 miles of line. The average length of line for these forty roads was nearly 2,000 miles. There were 24 companies in the United States whose gross income in 1890 was \$837,000,000, out of a total gross income of all railroads in the country of \$1,951,877,332.

The total number of locomotives in the United States was 22,228, of which 8,281 were passenger locomotives and 14,140 freight locomotives. The number of cars used on the railways of the United States was 1,105,138, of which 26,511 were in the passenger service.

The number of passengers carried by the railroads of the United States during the year was 42,439,985. The number of passenger miles traveled by all passengers, was 11,847,585,017. This shows an average journey of 216 miles per passenger.

The number of tons of freight carried by the railroads of the United States during the year covered by the report was 636,411,627, the average carriage per ton having been 119.71.

The number of passengers carried one mile per mile of line for the railways of the entire country was 17,751. The number of tons of freight carried one mile per mile of line was 487,215. The total number of persons reported by railroads as killed during the year was 6,329, and the total number reported as injured was 29,094. Of the total number killed 2,451 were employees, 285 were passengers and 3,582 were classed as "other persons."

Of the total number injured 22,380 were employees, 2,441 were passengers besides 4,200 unclassified.

Railway travel is found to be the least safe in the states south of the Potomac and Ohio rivers. In this territory one employee is killed for each 241 men employed, one trainman is killed for each 107 men employed, and one passenger is killed for each 824,555 passengers carried. In the states lying east of Illinois and north of Ohio and Potomac rivers one employee is killed for each 241 men employed, one trainman is killed for each 107 men employed, and one passenger is killed for each 824,555 passengers carried. The statistics of the western territory show that railway employment and travel is slightly safer there than in the southern states.

The report suggests that the law be amended, so far as statistics are concerned, in three particulars. It suggests, first, that statistics be collected from express companies, which under the present interpretation of the statutes is not done. It is suggested in the second place, that the commission should have the right to call for reports from corporations engaged in the transportation of passengers and freight by water. In 1890 the great lakes carried freight which was equivalent of 22 per cent. of the ton mileage on all railways. The shipping lines on the Atlantic seaboard are in many cases links of railway systems. It is impossible to present comprehensive statistics of transportation unless these lines be called upon for reports.

The third suggestion is that reports be called for from all companies furnishing rolling stock to railway companies providing terminal facilities. These companies own an enormous amount of property, which is properly devoted to the business of transportation. It is impossible to make a complete exhibit of the business of transportation unless they make report.

### THE BRIDGES.

We called attention yesterday to the fact that one of the first and greatest benefits to be derived by Albuquerque from the building of the new bridges which are to span the Rio Grande near this place, would be a reduction in the price of coal to about one-half of what we are now paying. An advantage which will be worth more to the town every month than the cost of both bridges. But in addition to this there will be numerous other advantages of minor importance, and prominent among these we may mention a regular stage line from Albuquerque to Jemez springs, an

### RAILROAD NEWS.

Only seven counties in Missouri are without railroads.

Many of the railroads in this city are suffering with the grip.

Car repairs will work one hour per day until further orders.

Freight business is keeping up finely on this division of the Santa Fe.

Jay Gould is arranging for a trip to the south and thence to the west.

The new general yardmaster at La Junta is J. McGinnis, vice J. H. Hartwick resigned.

Robert Shannon, of the freight department, is just recovering from an attack of the grip.

Tom Menefee, the brakeman, is a patient at the Atlantic & Pacific hospital. He has the grip.

J. G. Chavez, the head live stock agent for the Santa Fe, is up from his vacation home.

It will be a sensible thing to do for the Santa Fe company to build a new passenger depot in this city.

Frank Rains has resigned as train master for the Atchison, Topeka & Santa Fe, with headquarters at Las Vegas.

Charles Edwards, an engineer on the Santa Fe road, left Las Vegas this morning for a ninety days' trip to England.

George Brier, in charge of the car repairing force at Las Vegas, was for four years a bridge policeman in South Chicago.

Charles Hickman, one of the Atchison's popular conductors, has been tussling with the grip at Raton for a few days past.

Johnny Miller left Raton for Harrisburg, Pa. Rumor has it that when John returns he will no longer be one, but a small part of two.

Reduced railroad rates will be furnished those attending the southwest silver convention to be held at El Paso, December 15, 16 and 17.

Night Yardmaster Bouchers, in the Santa Fe yards, is acting as general yardmaster, vice T. H. Sears, who takes Transmitter Rains's position.

J. C. Connor, late traveling engineer for the western territory of the Atchison system, has been appointed master mechanic of the Pueblo division.

Eleven of the train boys on the run between Raton and La Junta, over the mountains, are sick with the grip, five of whom are in the La Junta hospital.

V. Vizzetti, head of the culinary department of Harvey's railroad eating houses, at the San Felipe, after a tour over the line of the Atlantic & Pacific.

The railroad presidents of the country are in session in Chicago to legislate on the free pass evil. The meeting is held earlier than usual. Perhaps it means something this time.

Conductors Boucher and Hays have exchanged runs, for the time being. Hays taking the Las Vegas springs branch and Boucher the main line from Albuquerque to Las Vegas.

T. H. Sears, the excellent yardmaster here, has been appointed trainmaster of the New Mexico division of the Santa Fe road, vice Frank Rains resigned. Mr. Sears is a competent railroad.

Manager F. H. Lowry, of the train dispatcher's office, was married to Miss Eva Hubbell, assistant to Manager Eccles, in the Western Union office, the other evening. Both parties reside at Las Vegas.

The annual statement of the Atchison, Topeka & Santa Fe, filed at Topeka, shows the road to be in good condition. The report is for the year ending June 30, 1891, and shows no floating debt, but a surplus of \$2,261,355.04.

The depot used by the Galveston, Harrisburg & San Antonio, the Texas & Pacific and the Southern Pacific roads at El Paso, caught fire from a defective flue the other afternoon, but before any damage was done the fire was put out by the fire companies.

The hold-ups of Agent Brady at Wingate are still unapprehended, although the officers are working on several clues. It is now quite positive that the robbers rode off in the direction of the San Mateo mountains, and are secure from capture by hiding in their fastnesses.

The first car load of express goods ever sent into Santa Fe arrived the other day over the A. T. & S. F., and proved to be a superb lot of furniture from Washington City, the property of Rev. Dr. Chappelle. The express bill on this shipment was \$580, and was paid by Rev. Antonio Jouveuenn.

Sam. White, one of the worthy freight conductors on the Atlantic and Pacific, between this city and Winslow, is taking a lay-off, and is around this morning telling his friends that "It is a boy."

Mr. White and son are doing finely.

Jim Hall, the lunch counter man at the Las Vegas depot, for the last eighteen months, will leave in a day or two for his home at Montgomery City, Mo., where he will spend a vacation. Mr. Hall, of St. Louis, will have charge of the lunch counter.

The new trainmaster, T. H. Sears, will be found fair and honest in his dealings with railroad men. By his courteous treatment he made many friends here as general yardmaster, and it is regretted that he leaves the city. His business, however, will bring him here quite frequently.

James Samuel Tate, a civil engineer, is in the city. He was thirteen years on

the engineering staff of the Great Indian Peninsula railway, Bombay, three years as assistant engineer, and for ten years as a resident engineer in charge of different districts. He was also employed afterward in drawing plans for the underground railway, London.

C. E. Skidmore, who has been in the freight department of the Atchison, Topeka & Santa Fe, Pueblo, has been offered and accepted a position with the same company, which will move him to the City of Mexico. He will first visit eastern relatives, and about January 1, expect to enter upon his new duties.

The car situation among the railroads is reported somewhat improved this week. While the total shortage is but little diminished, the demand has lessened somewhat and the roads are able to accept more of the train proffered. New Orleans cars have been removed in Kansas City by a ten days' extension, and the cars are much easier at present than for some time past.

Walter M. Peckard, an Atlantic & Pacific brakeman, who was in the recent freight wreck at Danby, Cal., was brought here to the hospital night before last. He is in a very bad way, and extensive wounds are on the left leg. He had a very narrow escape from death. In the wreck, which was caused from a broken rail, and fourteen cars went over into a ditch, a train, who was standing a ride, met a horrible death.

All possible efforts are being made to break up the gang of box-car thieves, who affect certain small stations on the Atlantic & Pacific. Private Detective Dyer is diligently watching the suspicious actions of certain parties and a "pull of them" will occur when the time comes. The capture of the Buecks and Malyon at Claves station, where a large lot of stolen goods was recovered, evidently broke up the gang at that point. Manager Gabel is determined to prosecute them to the very fullest extent of the law.

Says the Trinidad Chronicle: "Engender Sullivan and Freeman J. E. Darden, of the Union Pacific, are taking a brief lay-off awaiting repairs on their engine No. 1417. On Sunday some boys living at Gonzales, placed a lot of railroad iron on the track, and were rewarded for their fun by the ditching of the engine. The engineer and fireman did not desert the engine but stood by her and succeeded in preventing what would have been an expensive wreck to the company. The bump of destruction is largely developed in the average American youth of today."

Murdered Her Child.

There is a squaw now in jail who a few weeks ago murdered her two children at Hackberry, says the Kingman, Arizona, Miner. The details of the atrocious crime have just come to light. It appears that the squaw gave birth to a pair of children and another squaw suggested that it being no good it had better be killed. Another squaw, wishing to save the baby's life, carried it to the house of one of Hackberry's good citizens, where she was at work. In the evening she returned to camp and laid the babe beside the mother. The inhuman creature threw the little one from her and when it set up a piteous wail, she picked up a handful of sand and poured it into the child's mouth, and then taking a rock she beat it into insensibility. It was left on the cold ground all night and in the morning was cold and stiff in death. The vile creature who would thus murder her own offspring should be hanged alive.

Took "Hunch on Hays."

A railroadman from the west informs The Citizen of the suicide of Thomas Duckworth, near Flagstaff, last Sunday evening. He was a consumptive from Iowa in search of health, and was stopping at the Lockett brothers' ranch. Sunday morning and a portion of the afternoon he spent in Flagstaff, apparently in as good health as possible. He returned to the ranch, and a short time after his arrival there, one of the Locketts found him lying on a bed in one of the rooms in great agony. To the question, "What is the matter?" Duckworth replied that he had taken several doses of "Rough on Hays." Dr. Cornish was sent for, but the poison had done its work and Duckworth died a few hours later. He was buried at Flagstaff.

The Land Court.

The justices of the land court and the members of the New Mexico Bar association were in session all yesterday afternoon considering amendments to the land court act, which will be proposed to congress, and they have been also similarly engaged all day to-day. The task is an intricate one. The modifications of the rules of practice are also receiving careful attention at the hands of a committee appointed for that purpose. -New Mexico.

More serious sickness is produced by allowing the bowels to remain in a torpid or partially constipated condition than from any other cause. In many instances diseases are produced from people never wholly recovered. Dyspepsia, piles and nervous disorders are three of the most common and most serious. They are caused by neglecting the bowels, and can be prevented by an occasional dose of St. Patrick's Pills, which always produce a pleasant cathartic effect, and not only purify, but cleanse the whole system and regular the liver and bowels. Twenty-five cents per box. For sale by Thos. H. Burgess & Son, druggists.

Use Hall's Vegetable Sicilian Hair Restorer and your thin gray locks will thicken up and be restored to their youthful color, vigor and beauty.

### A PRESENT NECESSITY.

We have frequently called public attention to the fact that Albuquerque needs more accommodations for strangers, who are now seeking this city in such large numbers in quest of health. We have good hotels, and enough to meet the present demand upon them in the ordinary line of business, but the class of persons referred to constitutes a special line, and we need special accommodations for them. The ordinary hotel is conducted upon the theory that every guest is healthy, and good for three substantial meals a day. But invalids require accommodations of an entirely different character, and a hotel, to take care of them satisfactorily must be conducted especially for that class of business, and must be, in effect, a combination of hotel and hospital, just such an establishment, in short, as the sisters of charity conduct at Santa Fe. That kind of a house we need now, and the necessity for it is becoming greater every day. There are already a considerable number of health seekers here, and others are arriving every day. Hardly a train comes in from the east that it does not bring one or more, and it is only reasonable to conclude that the numbers will be far greater when the advantages of the climate become better known. It must be remembered that the work of advertising this point as a health resort has only just commenced. While the most of us who live here have for years been aware of the wonderful curative properties of the air and sunshine of New Mexico, it is only within the last few months that we have made any systematic effort to let these things be known abroad, and if the little work already done has resulted in attracting as many as are now here, we can hardly venture to set a limit to the number that may come when the climatic advantages of this region become thoroughly known to the country at large. And when they come we must be prepared to take care of them.

### MICHIGAN ELECTIONS.

By one of the most barefaced political tricks the democrats have captured a portion of the electoral votes of Michigan. The fraud is so palpable that the verb "to Michiganize" has become current. In all the states of the Union the president's electors heretofore have been chosen by popular vote and a majority for one elector was usually a majority for all the others, thus permitting the state to vote as a unit for whatever presidential candidate the electors favored. Michigan has regularly voted for the republican candidate, and undoubtedly the state will be republican in 1892. At the time of the political cyclone of 1890 the democrats elected a governor, and in Michigan a majority in both branches of the legislature. Fertile brains among these new legislators devised the scheme which is now called "Michiganizing" a state. They divided, according to the census of 1890, the state of Michigan into 12 congressional districts, and by means of a gerrymander gave the democracy a positive advantage in those districts. Each state has in the electoral college a vote equal to its representation in congress, but in order to complete the quota of 14 electoral votes allowed to the state of Michigan it was necessary to have the state into what might be termed senatorial electoral districts. By this process if Michigan should give a republican majority in 1892 the republican representation in the college would be nearly as large as the number of districts carried by that party. The probabilities are that in the state of Michigan next year the electoral vote will be about equally divided.

### NUMBER THE HOUSES.

By order of the United States post office department the letter carrier system will go into effect in Albuquerque on the first of next month, and it will be absolutely necessary then that all the houses in town be marked with their proper numbers. There is already a city ordinance requiring this, but it has not been generally obeyed. The marshal ought to give notice to property owners that the law must be complied with. The city of Houston, in Texas, had the carrier system established there a few years ago, but the people neglected to number their houses, although attention was frequently called through the press to the necessity of it, and because of this neglect the carriers have now been withdrawn, and it will be a great many years before the people of the town can get the system re-established. We don't want any Houston business in our town, but if we pursue the same course we must expect to pay the same penalty. It is a very small matter to have a number painted on a little piece of tin, and tack it up over the front door, and one would think that such a matter would not be neglected in Albuquerque for twenty-four hours.

### CHEAP FUEL.

There is nothing of more advantage to a town in this age of the world than an abundant supply of cheap fuel, and this is one of the advantages that will come to Albuquerque from the building of the two new bridges which were ordered by the county some time ago, and for which the county commissioners are now letting the contracts. It is well known to all of our people, and especially to the old settlers, that there is an abundance of coal in the Puerto valley,

### NEW MEXICO'S ADVANCEMENT.

New Mexico is advancing rapidly. Two hundred California roads.

There is a great deal of talk about the advance of New Mexico, and it is true that the state is making rapid progress in many directions. The population is increasing, the agriculture is improving, and the commerce is growing. The state is becoming more and more a part of the great American Union.

The present retail price of coal in Albuquerque is \$7.50 per ton, and estimates are now being made by reliable parties to deliver fuel of the same character at a price in town for \$5.50, or just one-half the present price.

This is a matter of no small importance to the people of Albuquerque, because it means a saving to used many thousands of dollars annually. But more than this, it means the foundation for many valuable manufacturing enterprises which are now shut out by reason of the high price of fuel. Cheap fuel is the basis of manufacturing in every line, and cheap fuel is what a municipality, the building of the bridge over the Rio Grande south of town. This will not only be the means of establishing a number of new enterprises in our midst, but it will give employment to a considerable number of our own people, and thus keep at home in circulation among ourselves, large sums of money which are now annually sent abroad to pay freight charges on the railroads.

### A CANNING FACTORY.

We have frequently called the attention of the public to the excellent opening which presents itself here for a canning factory, and it gives us pleasure now to be able to say to our readers that a gentleman from Chicago, who has been figuring on the matter for some time past, has definitely concluded to put up an establishment of that kind at Albuquerque, and is now preparing his plans to have the factory ready for work by the time the fruits and vegetables of next year begin to come into market.

### HEALTH SEEKERS.

Inquiries are on file in the secretary's office at the Commercial club from parties in different parts of the country in regard to the following matters:

No. 1 wants to establish a canning works at Albuquerque.

No. 2 wants to find room and board in private family for one party of three ladies, and three parties of two gentlemen each.

No. 3 wants to contract with parties in this vicinity for cannage root, to be delivered in quantities of from 100 to 1,000 tons. Wants the stuff delivered on board ship at Galveston.

No. 4 wants to make contracts with farmers and gardeners for raising fruits and vegetables next year, for canning factory to be established at Albuquerque.

No. 5 wants to find tract of 500 to 1,000 acres of good land, subject to irrigation, not more than six miles from Albuquerque, for location of twenty families from New England.

### THE ACTUAL FACTS.

How Samuel Dittchenhofer Met His Death. His Murderer.

At the true fact of the murder of Samuel Dittchenhofer, who was killed by the New Mexico railway, the city of Albuquerque is deeply grieved. The man was a well-known citizen, and his death is a great loss to the community. The facts of the case are as follows:

A few weeks ago, at Dittchenhofer's store in Albuquerque, he was killed by a train. The train was carrying a large quantity of coal, and the engine was moving at a high rate of speed. The train struck the man, and he was killed on the spot. The facts of the case are as follows:

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