

9-17-1909

Carlsbad Current, 09-17-1909

Carlsbad Printing Co.

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JACOB J. SMITH

The Carlsbad Current

Carlsbad Printing Co., Publishers
Wm. H. Mullane, Pres.

Subscription \$1.50 per annum

Carlsbad, N. M. Friday, Sept. 17, 1909

Carlsbad Current established November 15, 1892. New Mexico Sun established May 12, 1905. The two papers consolidated October 11, 1907.

Official Paper of Eddy County.
Official Paper of the City of Carlsbad

James John Hagerman, who died in Milan, Italy, Monday, was undoubtedly the greatest man who ever made his home in the Pecos Valley. Coming here at the solicitation of Robert Weems Tansill in 1889, he met C. B. Eddy, who induced him to invest heavily. Hagerman procured the lands to build the railway from Pecos and succeeded in getting a train into Carlsbad, Jan. 1, 1891. In 1894 he built the line on to Roswell and in 1896 to Amarillo, besides financing the big irrigation enterprise at Carlsbad.

Mr. Hagerman, though a man of affairs of great magnitude, always found time to listen to the appeal for charity and many were the gifts he made to churches and other public enterprises. Carlsbad benefitted much from his wonderful benevolence and public spiritedness while he lived here, he having sent one of the first donations, \$150.00 toward the erection of St. Edwards, Grace church (Episcopal) and all the other churches were also aided by him in an early day. He gave liberally to the Sisters in Colorado Springs, and every community he lived in felt the impetus from his presence as much as if a gold mine were suddenly discovered in its midst. When he left Carlsbad and went to Roswell, lots on the main street of that town could be had at very low figures, the fifty feet now occupied by the Price store being offered at \$1,000, while at present it is worth almost that per front foot. The whole of south Roswell was sold for less than one lot will bring now. As soon as Hagerman left Carlsbad, it was as if a blight had struck the town, and Roswell took a spurt from which it has never reacted. Truly what was Carlsbad's loss was Roswell's gain.

Mr. Hagerman never spoke ill of any one but always sought out the person with whom he had a grievance and then talked as plainly as he could think, though never was he known to mention the matter to others. He was of plain old German stock, born March 23, 1838, at Port Hope, Ontario, Canada, being seventy-on last March.

When he came to Colorado, in 1883, he was told by the doctors that he could not live, that consumption would take him soon, but decided to build the Colorado Midland while dying, which he did at a cost of nearly \$20,000,000. He owned large silver and gold mines in Colorado and the largest ranches and apple orchards in New Mexico. In his early manhood he made his home in Milwaukee, where the big tug J. J. Hagerman was his property in 1870. He operated in the mines of northern Michigan in the 60's. Every enterprise he touched prospered with the one exception of the P. I. & L. Co., here at Carlsbad, which caused him to lose a half a million or more first and last.

Mr. Hagerman was a brother-in-law of our own "Uncle Irv"—Mr. I. S. Osborne—who cherishes the memory of a life-long friendship, never once marred by anything whatever, and "Uncle Irv" is certainly much affected by the death of his one great friend, who married his sister nearly fifty years ago. The only children of Mr. and Mrs. Hagerman are Percy, a farmer, of Colorado Springs, Col., and ex-Gov. H. J. Hagerman, of Roswell. Percy was married Jan. 20, 1896, but Herbert is still un-

The first brick school house to be built in Valencia county was built by the territory at an expense of \$10,000. It was built ostensibly for an orphan school, but after the building was completed it was discovered that there was really no need for a school of this kind in Valencia county, and that the town of Belen, in which place the building had been erected, was sorely in need of a modern school building and so the territory through its republican legislature very generously donated the handsome building to Belen for school purposes. Thus did the tax payers of the territory pay for a modern school building for Belen. At the time the building was erected there was no newspaper in the county of Valencia, and no school houses worth speaking of. The county was overwhelmingly republican and as illiterate as it was republican but it is improving. A school house and a newspaper have worked wonders. In 1904, there were cast in the county 6 votes for the democratic candidate for delegate to congress and 1,841 for the republican candidate. In 1906 there were cast 168 votes for the democratic candidate and 1,474 for the republican candidate. In 1908 the vote for the democratic candidate was 291 and the vote for the republican candidate was 1,482. When Valencia county has as many newspapers and as many school houses as Chaves county, it will be as strongly democratic and the democratic Chaves county who helped put the school house at Belen may conclude that the investment was a good one. Santa Fe Eagle.

THE TREND OF WHEAT.

Its Movement Westward Has Been Steadily Increasing.

With favorable weather conditions the wheat area of eastern Montana, western North Dakota, western central South Dakota, western central Nebraska, western Kansas and eastern Colorado, all in the semiarid region, can produce from 2,000,000 to 10,000,000 bushels more wheat than ever before. That is, the country may absolutely gain that much for this increased area is not in wheat at the expense of some other locality.

Last season the crop was light in the semiarid region because of drought. But in the winter wheat part of it there is so far as is known, a promising amount of moisture, while in the northwest, in the "dry country," the ground is in perfect condition, which will insure a large acreage in spring wheat.

But a few years ago the western and northwestern counties of Kansas were beyond the wheat country. The westward trend of wheat has been so steady, however, that now, with sufficient moisture, several of the group of northwestern counties will raise a million to a million and a half bushels each. Cheyenne county, in the extreme northwest corner of Kansas, has a submergent area in wheat to produce over half a million bushels. In western central Nebraska and South Dakota the westward trend of wheat has brought about the same remarkable change. Given favorable conditions this season these two states will take a more important position among the wheat producers than ever before and by reason of new acreage in the semiarid region.

Last season North Dakota had a remarkable increase in wheat acreage in the west and northwest, and but for the drought, which west of the Red line cut down the yield over a large area one-half but for this North Dakota would have raised the heaviest crop any state has ever produced. West of the Missouri river the traveler over the Northern Pacific or the Great Northern can form no conception of the area under cultivation. At some small stations—New Salem or Glen Ullin, on the Northern Pacific, for instance—the traveler will see two or three fields and a waste of drear, brown hills suggesting loneliness rather than energetic agriculture. Yet there may be marketed at each of these stations and others like them a quarter of a million bushels of wheat. Where does it come from? From ten fifteen, twenty-five and thirty-five miles north and south of the railroad, banded in by teams. Thus the whole great country west of the Missouri and north of the Northern Pacific has been and is being brought under cultivation. In eastern Montana it is the same, but with the difference that irrigation and dry farming methods are making the crops more sure. And this is the country hardly yet known to the grain trade and not at all to the outside world.

Plains Blossom Again.

A once barren empire practically as large as the state of Missouri has been reclaimed by two plants, the sugar beet and alfalfa. Within half a dozen years the western third of Kansas, a portion of southwestern Nebraska and nearly half of eastern Colorado have increased half a million in population, raised the value of their products from almost nothing to a respectable figure and demonstrated the one time theory that the production of sugar is not limited in America to the south.

The industries of this section are, to be sure, in the infant stages of their possibilities. There are no cities, few railroads and practically none of the things men choose to form civilization, but there are acres and miles verdant blue months in the year with succulent grasses and sweet roots which in time will make the whole section into another great farming commonwealth. Little towns have grown up in a few years, and thousands of families have arrived and what is more to the point, are established and prospered.

Cull Out the Weeds.

It should be remembered that there are such things as pure breeds. Every breed has its weeds.

WORK FOR WOMEN.

How They Can Help In the Conservation Movement.

MUST BEGIN WITH CHILDREN.

To Have Town and Country Beauty
Chief of Forestry Bureau Pleads For
Support of Women to Point Out
Wickedness of National Waste.

Hon. Clifford Pinchot, chief of the United States forest service, pays a high tribute to the work of women in all branches of civic improvement and problems looking to the public welfare. Speaking particularly of the women of California and the gigantic tasks they undertake and accomplish, he says:

"I have known of no case of persistent agitation under discouragement finer in a good many ways than the fight to save the great grove of Calaveras big trees. The government is going to have possession of that and preserve it for all future generations. Time and again the women have made it perfectly clear what they can do in this work. Now, let me suggest that obviously the first point of attack is the stopping of waste in our forests. Women can bring—and this is my suggestion—can bring, as no other body of citizens can bring, to the children in the schools the idea of the wickedness of national waste and the value of public saving. The issue is a moral one and they are the first teachers of right and wrong."

If we are to realize the town and country beautiful we must begin with the children, and upon the women devolve this duty of proper instruction. Mr. Pinchot says that "patriotism is the keynote of the success of any nation, and patriotism which does not begin in early years may, though it does not always, fail under the severest trials—not always, for many men and many women have proved their deepest patriotism to this country, although they were born elsewhere. Yet, as a rule, it must begin with the children. And almost without exception it is the mother who plants patriotism in the mind of the child. It is her duty. The growth of patriotism is first of all in the hands of the women of any nation. In the last analysis it is the mothers of a nation who direct that nation's destiny."

While Mr. Pinchot is chiefly interested in the conservation of our forests, his remarks regarding woman's work, both directly and through the child, apply with equal force to all matters of public welfare. Preservation of our natural resources affects the town as well as the country, and as our chief forester says: "I think it cannot be disputed that the natural resources exist for and belong to the people, and I believe that the part of the work which falls to the women—and it is no small part—is to see to it that the children, who will be the men and women of the future, have their share of these resources, uncontrolled by monopoly and unsullied by waste."

"It is a question of seeing what loyalty to the public welfare demands of us and then of carrying enough for the public welfare not to prefer to set a personal advantage first. It is a question of having our future citizens inspired as boys and girls with the spirit of true patriotism as against the spirit of the man who declines to take into account any other interest than his own, whose one aim and ideal is personal success."

"Women can, both in public and at home, by letting the men know what they think and by putting it before the children, make familiar the idea of conservation and support it with a convincingness that nobody else can approach."

"In practically every state legislature that held its session during the past year conservation measures were up for consideration. If women will support these conservation measures, if they will put their influence behind them, I have lived long enough in semi-political life to know what that influence will mean. When I ask for their interest in the conservation movement and to secure the saving of waste I ask it with the fullest possible realization of the value."

"One more thing. Let me ask the women to remember that, however important it may be for the lumberman, the miner, the cabinetmaker, the railroad man, the house builder, for every industry, that conservation should obtain, when all is said and done conservation goes back in its direct application to one body in this country, and that is to the children. There is in this country no other movement, except possibly the education movement—and that, after all, is in a sense only another aspect of the conservation question, the seeking to make the most of what we have—so directly aimed to help the children, conditioned upon the needs of the children, belonging to the children, as the conservation movement, and it is for that reason more than any other that I ask the support of the women of this country."—Los Angeles Times.

Great Value of Trees.

That town is rapidly better made beautiful particularly where the people are awake to the value of trees, and are available. They increase the beauty of the town, enhance the value of the property, and the air in summer and restful in winter and purify the atmosphere, create sentiment, counteract the unnatural conditions of city or town life, promote education of children and encourage outdoor life.

The Raspberry Crop.

Do not weaken the growth of red raspberries by cutting back the canes this year. Wait until next year, then cut back to three feet. It will be necessary to pass through the plantation of blackcap raspberries several times



SPRIG OF REDBERRY RASPBERRIES.

to catch the plants at the proper height. Varieties of this class should seldom be headed higher than two feet. This secures stocky plants, and when the laterals are cut back the following spring a strong, healthy plant is formed, from which the crop is readily picked. A fine sprig of raspberries is shown in the cut. The berries are known as the Herriot class.

Colic Remedy.

A home mixed colic remedy which is a favorite with many horsemen is composed of one ounce each of tincture of opium, sulphuric ether, tincture of ginger, spirits of niter, essence of peppermint. Give two table-spoonfuls in a pint of hot water and give one table-spoonful every half hour until improvement begins. After an attack of colic horses should be fed with care for a few days.

To Be Happy.

You must have good health. You can't have good health if your liver is not doing its duty—slow but sure poisoning is going all the time under such circumstances. Ballard's Liverine makes a perfectly healthy liver—keeps the stomach and bowels right and acts as a tonic for the entire system. Sold by Eddy Drug Co.

Notice.

Those who by mistake, did not put the number and correct letters on season tickets should do so or they can not get a seat at the chautauque.

Residences for Sale.

The undersigned will sell, one or ten houses, for cash, or part cash, balance on time to suit purchaser. Would sell on the installment plan to proper parties. These houses are all frame well located, and desirable property and will be sold very cheap.
A. J. CRAWFORD.

McLenathens—Insurance.

Hoppy Hop.

Are you just barely getting around by the aid of crutches or a cane? Unless you have lost a limb or have a deformity—if your trouble is rheumatism, lumbago, sprain, stiff joints, or anything of like nature use Ballard's Snow Liniment and in no time you can throw away your crutches and be as well as anyone. Price 25c, 50c and \$1.00. Sold by Eddy Drug Co.

Notice for Publication.

Department of the Interior, U. S. Land Office, at Roswell, N. M. Aug. 24, 1909.
Notice is hereby given that George M. Tracy of Queen, New Mexico, who, on February 10, 1909, made Homestead entry Serial No. 01952 for N. W. 1-4, Sec. 4, Township 2-S, Range 2-E, N. M. P. Meridian, has filed notice of intention to make Final commutation proof, to establish claim to the land above described, before A. R. O'Quinn, Probate Clerk Eddy Co., at his office in Carlsbad, N. M., on the 24th day of September, 1909.
Claimant names as witnesses: Walter E. Thayer, Fred Thormeyer, Thomas Gordon, William F. Cochran, all of Queen, New Mexico.
T. C. Tillman, Register.

Notice of Suit.

In the District Court, Eddy County, New Mexico.
Marshall K. Holt vs. Eddy Bissell Live Stock Company.
On this 9th day of September, 1909, came on to be heard plaintiff's motion for an order to require the defendant, the Eddy Bissell Live Stock Company, to cause its appearance to be entered in this suit.
And it appearing to the court that a summons has been issued to said cause against the Eddy Bissell Live Stock Company and that the same has been returned by the sheriff of Eddy County "not served."
And it further appearing to the court from an affidavit filed in this cause that process cannot be served upon said corporation.
It is ordered by the court that the defendant, the Eddy Bissell Live Stock Company, cause its appearance to be entered in this action on or before the 16th day of October, 1909, and it is so directed.
It is further ordered that this order be published in some newspaper published in this territory once a week for at least three weeks and copies thereof posted in three public places in this territory for at least three weeks prior to the 15th day of October, 1909.
At Fortale this 9th day of Sept., 1909.
Wm. H. Fogg, Judge.

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FRANK REISTLE
ENGRAVER AND ELECTROTYPY
OUR CUTS PRINT
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Cars leave Palace Hotel at 7 a. m. Mondays, Wednesdays and Fridays, for Pearl, Lovington, Knowles and Seminole connecting with cars for Shafter Lake and Midland. Returning leave Seminole at 8 a. m. Lovington for dinner arriving at Carlsbad at 5 p. m.
If you want an enjoyable trip of 200 miles which traverses the best portions of Eastern New Mexico, and the Plains of Texas, try a trip.
Midland & Seminole Auto Co.

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"DEERING" Mowers and Rakes
"DEERING" Grain Harvesters
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"PETER SCHUTTLER" Wagons
"R. T. FRASIER" Pueblo Saddles
Builders Hardware and Paint.
Finlay-Pratt Hdwe. Co.

PHONE 66
The Groves Lumber Co.
Building Material

French Merino RAMS!
FOR SALE
Bred by A. G. Anderson. All Two-Year-Olds.
I will be at my place two miles west of Carlsbad after September 1st 1909.
They are the finest lot of bucks ever brought here. Those making purchase can have privilege of leaving their rams at my place free of charge until needed. The flock will leave for Roswell on Sept. 20th. These are the only Anderson rams in this section and as there will be no more shipped in this fall this is the only chance to procure these celebrated rams reasonable for the next bunch will be high priced.
J. B. CHERBINO.

Carlsbad Furniture Co.
UNDERTAKERS
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LICENSED EMBALMER
Telephone 70
Carlsbad Dairy
Pure Jersey Milk and Cream Delivered to all parts of the city.
J. O. Wersell, Proprietor

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A hand-drawn sketch and description will secure a patent. Free whether successful or not. No cost until a patent is secured. The Patent Office is in the U. S. Department of Commerce, Washington, D. C.
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Joyce-Fruit Co.

Joyce-Fruit Co.

For Comfort

Style and economy we know we are your friend when you allow us to sell you a pair of our "Red Cross" shoes. We carry a complete line in Kid, Calf and Patent Leather and in the new 1910 models. They are sure to please you.



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Are the lines we carry that are built for us under this name and we guarantee them. They are for men, women and children. None are better for the price we ask you. Remember, we guarantee them.

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"We want your trade"

MONEY to LOAN

at 5 Percent

Now get busy! Buy a home! Build a house, rent it and it will pay for itself. For particulars, see or write.

A. THURSTIN,

Malaga, New Mexico.

DAIRY RECORDS.

How One Progressive Dairyman Weighs and Tests His Milk.

On our farm we weigh every cow's milk at each milking. The time required to do this and record it on one of the milk sheets does not average over ten minutes per cow each day.

We use a pair of good spring balances in weighing our milk, and they must be correct or they cannot show in our barn. These balances will weigh up to thirty pounds and divide the pounds into tenths of pounds.

We have a case built for this milk sheet with a door, so we can shut it when we are done recording. This keeps the record clean. This case hangs on the wall right close to the scales, so as to be handy.

We used to use a scale and take the record off into a book every fifteen days. This, however, made a lot of hard work every two weeks, and we like the sheet much better. I had this sheet made to order, and it gives each day's milk for the entire herd and shows each cow's milk each day and total for the month, with average total for the month.

We do not seem to have any trouble in getting the men to weigh and record the milk. They seem to be as willing to do that part of the work as any of it.

We test part of the milk every week or every two weeks in the year. I could not estimate the value it is to the man in the dairy business to weigh and test every individual cow. It surely is worth many times what it costs, and I think there is no other work that we can do on the farm that will pay so well, provided we are students and will profit by what this work will bring out in the way of return from the feed and the results from certain lines of breeding.

Partners who are trying to be progressive are following along the latest methods and it does not matter whether or they learn a good thing from books or from experience, so long as they learn it. They see it. H. H. Rushing.

Points For the Shepherd.
See that the water supply is pure and clean.
Lamb grow faster if they can get

plenty of water to drink a portion of the time, who is in a hurry to get the milk to market.

See that the supply of salt does not run low.

Have olive sheep, milking, clean and comfortable. If this does not, you are sure to have a customer and pay the price.

Keep their sheep separated with a good fence and a good fence. If the sheep are not separated, they will be a nuisance and a loss.

Have a good horse. A good horse is the chief part of the business, and it should be a very fast kind and fit the owner's needs. It should be a good one, so all times and the horse's shoulder, neck, and head should be in good shape.

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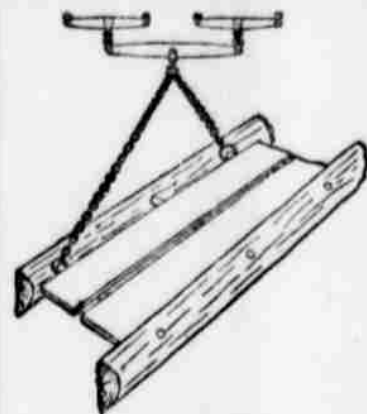
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ROAD DRAG SEASON.

Any Month if the Conditions Are Right For Its Use.

The road drag is like the manure spreader—in style any month in the year if the conditions are right for its use. Other machines are put in the shed to wait their season, but the road drag should always be ready to hitch to if we are to use it to the best advantage. The accepted time for the use of the drag is when the roads are drying up after the rains. It is surprising what an immense amount of good can be done the roads in an hour or so. Enough dirt is brought in to keep the road well rounded up, the water is allowed to run off, and the mud is pushed and plastered down so that the surface is quickly dried and compacted ready to shed the next shower a little better. Some people seem to have a wrong conception of the time to drag. I have seen one of our trustees carrying in the township money after the roads had been



SPILT LOG DRAG.

dry a day or two. He seemed to think the mission of the drag was to fill up the ruts. At any rate, he would drive merrily along, leaving in some places hardly a track among the clots.

About the most satisfaction we ever realized from dragging the roads came from a job done in the mud just before the last freeze in the fall. How can you tell when to do it? Just guess at it and keep trying. If it shows the next day there is no harm done. And when you do hit it you surely feel like a public benefactor as you watch the teams go gliding by on your pavement to bring up with a bump on your neighbor's rough road. The spring is the time to use the road drag if you want to do some lasting good to the highway. The dirt is soft and easily worked then, and a few trips over the road with the drag, cleaning out the ditches and rounding up the surface will do more good than a gang of men with the grader in the fall. The best job I ever did with the drag was to round up the track on a bad clay hill just as the frost was going out. That hill was good all summer.—C. J. Kelsey in Homestead.

MOLASSES FOR ROADS.

Of Great Value in Improving Highways When Mixed With Lime.

Molasses mixed with lime and oil is being experimented with by the United States department of agriculture in roadmaking, and this combination promises to prove of great value in bettering the highways in certain sections of the country.

Last fall the experts of the United States department of agriculture made several experiments on the streets of Newton, Mass. One that attracted notice on the part of authorities on street construction and no little ridicule was what was dubbed the "molasses road."

The street commissioner selected a difficult piece of road on Summit street, with a steep grade and a sharp curve—just the spot for quick destruction of a road by the automobile and heavy traffic and an equally advantageous place for observation of the effect of the strong wind.

A preparation of molasses, lime and oil was mixed with a small amount of cement and spread on the surface hot. The liquid in the mixture permeated to the substratum of rock and made a surface of from two to three inches of heavy binding material. That section has passed the tests of winter and today the surface is as hard that considerable force is required to dent it with a pickax.

It is not slippery, it gives a firm footing for horses, and automobiles do not skid. On this section of Summit street are located fine residences and a large school for girls, and today, with the windows open, no irritating particles of dirt are driven into the dwelling.

Any one who takes a look at Summit street is not likely to gibe at the "molasses road." It is said to be less expensive than street watering.

Maintaining the Highways.

The New State Automobile association has adopted a bill before the legislature at Albany which provides for a system of automobiles graduated as to light, the proceeds to be devoted to the maintenance of the improved highways of the state. On the basis of present registration an annual income of \$200,000 is expected from this source. The income from automobile registration fees in Massachusetts for eighteen months amounted to \$140,000, which was used for road maintenance last year. But the state has built 175 miles of improved road, which requires for proper maintenance an expenditure of \$200,000 a year. It is estimated that a law passed after that recommended by the New York Automobile association would provide a sufficient income in some years to maintain the improved roads without a specific legislative appropriation.

New Road Preserver That Works.

The Essex county (N. J.) park commission believes that it has found the most serviceable and at the same time the simplest road preserver and dust eliminator in a cheap preparation which is made from wood pulp and mixed with water, is spread on the roads by means of an ordinary sprinkler. The material has been tried on the roads of Orange park with great success. The mixture, while holding the surface together, hardens it and resists the wear of automobiles.

Ordinance No. 96

An ordinance regulating the speed of automobiles, locomotives, motor cycles, and other mechanical driven vehicles, and providing for the use of lights thereon, registration fee and identification number, within the limits of the town of Carlsbad, Eddy county, New Mexico.

Be it ordained by the mayor and board of trustees of the Town of Carlsbad:

Section 1. It shall hereafter be unlawful for any person, firm or corporation to drive or run over the streets or alleys of the Town of Carlsbad any automobile, locomotive, motor cycle, bicycle or other mechanical driven vehicle at a speed to exceed ten miles an hour within the fire limits of said town, and without the fire limits, and within the following described limits of said town, that is to say, between Lea street on the south and Church street on the north, and Main street on the east, and Guadalupe street on the west, at a greater speed than fifteen miles an hour.

Section 2. That every automobile, locomotive, motor cycle or other mechanical driven vehicle shall be provided with a horn or whistle of sufficient tone to be heard a reasonable distance, and such horn or whistle shall be blown or sounded when any such vehicle is passing over any crossing, street or alley, or in turning any corner on any street or alley in said town, or on approaching a team from the rear.

Section 3. That any automobile, locomotive, motor cycle or other mechanical driven vehicle that shall hereafter be run or driven on the streets or alleys of the town of Carlsbad at night, or after twilight, shall have and be provided with a lamp or lamps attached to the front of the same of sufficient size and brilliancy to be seen at a reasonable distance; also to have attached to the rear thereof a light of sufficient size and brilliancy to be seen at a reasonable distance.

Section 4. Every operator whenever upon any public street, boulevard, parkway or highway and shall approach any vehicle drawn by horse or horses or other animals, or any horse upon which any person is riding, shall operate, manage or control such automobile, motor cycle or other mechanical driven vehicle in such manner as to exercise every reasonable precaution to prevent the frightening of any such horse, horses or other animals, and to insure the safety of the person or persons driving or riding the same. And if such horse, horses or other animals appear frightened, said operator shall reduce the speed of his vehicle, and, if necessary to prevent an accident, he shall not proceed further toward such animal, unless such movement be necessary to avoid accident or injury, until such animal or animals appear to be under the control of its rider or driver.

Section 5. Upon approaching a crossing or intersection way, and also upon traversing a crossing or intersection way, the person in control of an automobile or other mechanical driven vehicle shall run it at a rate of speed less than that above specified, and not greater than is reasonable or proper having regard to the traffic and use of the intersection ways. And no person shall run or drive any such vehicle as described above in any portion of the limits of said town of Carlsbad, in a reckless and dangerous manner.

Section 6. Any person running or driving any automobile, locomotive or other mechanical driven vehicle along said streets shall keep to the right hand side of the street, and shall turn to the left in passing around any person or conveyance overtaken, and going in the same direction.

Section 7. No automobile, locomotive or other mechanical driven vehicle owned or operated within the limits of said town of Carlsbad shall be run or driven upon or along any street or other public place within said town unless such a vehicle shall have first been registered with, and an identification number for such vehicle been issued by the recorder of said town.

Section 8. The owner of every such automobile or other mechanical driven vehicle shall file with said recorder a written petition for registration, stating the name and address, with description of such vehicle, who shall upon payment of an annual registration fee of \$5.00 register such vehicle and is due authority for an identification number, which number can be used on such machine only, and when such vehicle shall be sold or transferred to another person or persons, a new petition shall be filed with the recorder within five days, and upon payment of a registration fee of \$1.00, such vehicle shall be registered in the name of the new owner, except to dealers in such machines who may use a license for demonstration purposes and transfer the same to another demonstration vehicle.

Section 9. The identification number shall be in plain Arabic numerals of four inches in length, and shall be attached to and displayed in the rear of the machine in plain sight and view.

Section 10. That all licenses and fees collected under the provisions of this ordinance shall go into the street fund of said Town of Carlsbad, but nothing in this ordinance shall be construed to mean that the town may not levy an occupation tax on all such vehicles in addition to the registration fee above provided.

Section 11. Any person violating, neglecting or refusing to comply with the provisions of this ordinance shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be fined in a sum not less than \$5.00 nor more than fifty dollars for each and every offense.

Section 12. This ordinance shall be in full force and effect from and after its publication and final passage.

Silence!

The instinct of modesty natural to every woman is often a great hindrance to the cure of womanly diseases. Women shrink from the personal questions of the local physician which seem indecent. The thought of examination is abhorrent to them, and so they endure in silence a condition of disease which surely progresses from bad to worse.

It has been Dr. Pierce's privilege to cure a great many women who have found a refuge for modesty in his offer of FREE consultation by letter. His correspondence is held as a sacredly confidential. Address Dr. R. V. Pierce, Buffalo, N. Y.

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September Excursion Rates

Artesia and return; \$1.75, account Alfalfa Festival, Sept. 16-17-18. Limit Sept. 20, 1909.

New Mexico Medical Assn., Roswell and return, \$3.60, Sept. 10th-16th. Final limit, Sept. 17th, '09.

\$27.65 for round trip to Santa Fe, Sept. 17th to 22nd, account annual re-union Scottish Rite Masons. Final limit, Sept. 25th, '09.

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