

5-29-1869

Santa Fe Weekly Gazette, 05-29-1869

William E. Jones

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Gold in New Mexico.

Maxwell's lead continues to be one of the best paying quartz leads in the whole country, if not the very best. The mill is kept constantly at work up to its full capacity and with almost incredible results.

We are told that it is the intention of this company to increase the number of their stamps to fifty—The mill now runs at fifteen stamps.

Other leads have been discovered in the same vicinity in which is located the one above alluded to, which promise to be equally valuable. Gov. Mitchell who is interested in the development of one of these mines informs us that preliminary steps have been taken to procure a mill from the Eagle Works at Chicago.

Col. A. L. Anderson, Superintendent of the New Mexico Mining Co., informs us that the new machinery ordered by that Company will arrive in a short time, and that it will be put up and ready for operation in July. This will give the N. M. Mining Company forty stamps, with all the latest improvements. Upon resuming operations there will be on hand about seventy-five thousand dollars worth of ore which has been taken out during the suspension of work.

Mr. A. Guttman, who has recently returned from the mines of the Arroyo Hondo Mining and Ditch Co., informs us that six wagon loads of the machinery for the quartz mill of that Company had arrived on the ground before he left, and that the balances would be on hand at no distant day. Those who have the management of these mines in hand are enterprising and energetic and will put them to a full test this season. Experienced miners have the greatest confidence that the ore will prove exceedingly valuable.

At our latest dates from the Moreno Ditch Company, the work was completed all but one mile, and it was anticipated that this portion of the ditch would be finished by the middle of June. This will afford water sufficient to work the valuable placers in the Moreno District.

We have no information from the Pinos Altos district in regard to the progress of mining operations there this season. It would give us great pleasure to lay before the public any favorable news from that section that may be furnished by our friends.

From the Moreno Lantern of the 12th we clip the following in regard to Moreno Valley:

Two years ago the Moreno Valley was a wilderness; now it is inhabited by enterprising business men that are pushing things in a manner to indicate that they are bound to keep up with the spirit of improvement that pervades the age. The discovery of that much coveted material "Gold," is the chief cause of the settlement of the Moreno Valley, and the forming of the Cimarron mining district. This district comprises an area of 400 square miles, (four town being situated within the same), within the boundary lines of the "Maxwell Grant," and in the north western part of Colfax County, New Mexico, including the source of the Moreno river, part of the Moreno Valley, and the most prominent point in the Moreno mountains, known as Baldy mountains, from which mountain the gold found in its immediate vicinity appears to be scattered promiscuously, from the fact of its being found in every gulch and mesa adjacent thereto. Gold was first discovered early in the spring of 1867, by a party of prospectors calling themselves the Michigan company. They established their first camp in the Moreno Valley near the river, and broke the first ground in what they afterwards named Michigan gulch. Finding what they considered a warrantable prospect, they, together with a few other adventurers, organized the Cimarron mining district, by calling a meeting, electing a recorder, framing by-laws, and making the necessary arrangements to commence mining systematically.

The party spent the summer in prospecting and working the claims they had selected, also discovering and naming other gulches and mines; finally locating permanently on their first discovery. They were joined during the summer by other prospecting parties. One of which discovered the well known "Last Chance claims," said claims are situated near the head of Willow Creek, and at the base of Baldy peak. \$30,000 was taken out of said claims before winter, and with the assistance of more water, a much larger amount could have been obtained; valuable claims were also found on Willow Creek, and in Grouse, Hamburg, Nigger, St. Louis, Ohio, Mills and other gulches, also on Spanish Bar, and in the Moreno river. Traders and speculators came in from the surrounding country, and by the first of July, two stores, a blacksmith shop, and saw mill were in full blast and mining claims were springing up in almost every gulch in the district.

Gov. Mitchell returned to the city on Sunday morning last, in good health and cheerful as a May morning. The Governor informs us that the telegraphic dispatches which have been published throughout the country to the effect that he would not remain in office a week to accommodate the "rebel Crowe" are entirely erroneous. He regrets Col. Crowe as an estimable gentleman in all the social relations of life.

We are convinced that the course pursued by Gov. Mitchell in this whole matter meets the approbation of his friends both here, and in the east. The complimentary references that are made to it in many of our Kansas exchanges show the feeling that is entertained towards the Governor.

He did nothing, nor did he endeavor to do anything, that might have a tendency to embarrass the President in his action in the matter of the Governorship of New Mexico. Adjutant General Cook arrived out from the States in Sunday morning's coach.

Kansas Pacific Railway.

On the fourth page of this issue the reader will find some valuable extracts from the second annual report of the directors of the Kansas Pacific Railway Company to the Stockholders.

Every person who takes any interest in the development of New Mexico, and particularly those who wish to keep posted in regard to the progress of the railway which must eventually pass through our Territory, should read this report. The prospect for a speedy completion of the road to the Rio Grande are not so flattering as they were last year, and yet they are sufficiently encouraging to create the belief that the efforts of the company will be crowned with success at no distant day, and New Mexico be in the enjoyment of all the advantages to be derived from the completion of an enterprise of so great magnitude.

By General Orders No. 17, from Headquarters of this Department, dated May 17, 1869, the number of citizens to be employed in the Quartermaster's Department of whatever class or occupation, will after the 20th of June be limited to one hundred and fifty-three in New Mexico.

The commanding officer, General G. W. Gatty, of the District of New Mexico, will designate the number and classes of civil employes to be allowed at each station in his District, not to exceed in the aggregate at any time the number of one hundred and fifty-three.

By a Court Martial convened at Fort Union, N. M., April 12, 1869, Gen. W. N. Grier, President, private Thomas Byerley, Co. F, 37th U. S. Infantry was convicted on a charge of conduct to the prejudice of good order and military discipline, and sentenced to be confined to the United States jail and allowances that are or may become due him, except the just dues of the laundress; and then to be confined at the Dry Tortugas for three years at hard labor.

The sentence was approved by General Schofield, except the confinement was mitigated to a period of two years at the Penitentiary at Jefferson City, Mo.

By the same Court Martial private Alexander Hudson, 3rd U. S. Cavalry, was convicted on charges of desertion and conduct to the prejudice of good order and military discipline, and sentenced to forfeit all pay and allowances, except just dues to the laundress; to have his head shaved; to be indelibly marked on the left hip with the letter D, one and a half inches long; to be dishonorably discharged the service and then to be confined at hard labor for the term of five years in a penitentiary to be indicated by the Commander of the Department of the Missouri.

The sentence was confirmed and the penitentiary at Jefferson City designated as the place of imprisonment.

Our neighbor, the Rocky Mountain News is vexed. Cause why? If Denver City does not control the Kansas Pacific Railway, the Kansas Pacific Railway will take care of its own interests without counting Denver city as the biggest inhabitable spot between the Atlantic and Pacific Oceans.

Every person who knows anything about the geography of the country knows what a large position Denver occupies on the continent, in Denver's eyes. And who has any right to have an opinion in opposition to that of Denver, in that, or any other, respect? No person, absolutely no person. If, indeed, there be such person he must look for the falling of the wrath of the Rocky Mountain News upon his head as the penalty of his intractability.

We caution all to beware, and here advise the Kansas Pacific Railway Co. to look well before it leaps.

A Denver house calls the attention of New Mexico dealers to its stock of dry goods, &c.

That is rich. One of our Santa Fe stores sold a bill of sixty thousand yards of prints the other day to a country dealer in Socorro County, and that out of what was remaining over from last year's stock—We mean Messrs Z. Staab & Bro.

There are other houses in Santa Fe which could easily dispose of this, and a larger quantity of prints, and observe no perceptible diminution of the stock in hand. Their other articles are in the same proportion abundant.

How ridiculous, therefore, does it appear to our people to see the merchants of a provincial town scarce ten years of age jactating in this absurd manner.

Notice.—It will be seen by advertisement in another column under this head that the firm of Elberg & Amberg of this city has been terminated and that Messrs Amberg and Hildel, members of the firm, will settle up all business pertaining to said firm, but will be responsible for no debts contracted in the name of the said firm, from and after the 15th of this month.

The notice will appear to our readers as a rather curt one considering the extent of business this house has been engaged in for many years past in New Mexico.

If all man wister does not stir himself pretty soon he will have to be invited to get out of the lap of June. Heretofore the old gentleman has never been accused of trespassing beyond the lap of May. The weather clerk will make a note of this.

THE MANUFACTURER & BUILDER.—We are in receipt of a copy of this publication from the office, 87 Park Row, N. Y. It is a monthly, published by Western & Company at \$1.50 per annum, single copies.

The Manufacturer & Builder is a valuable monthly.—The copy before us contains a variety of reading some of which is suited to every variety of taste that may be found in any reading community.

Obituary.

Hon. Henry St. John, of Ohio, died at his residence in Tiffin City, on the 17th inst. in the eighty seventh year of his age.

The subject of this notice, father of Mrs. Gov. Mitchell, was a native of the state of New York, born in 1782, removed to Ohio when twenty years of age, and settled at Woster. He was an officer in the War of 1812 and served throughout the war with distinction. He afterwards resided respectively at Bucyrus and Tiffin City.

In 1842 he was elected to the House of Representatives in Congress and was re-elected for several terms. During the Mexican war he was Chairman of the House Finance Committee, and was considered one of the ablest members of that body, as his appointment to that position at that event in the nation's life would naturally indicate. He closed his public life by declining a reelection and thenceforward engaged in the avocations of private life—being largely interested in the railroad enterprises of the State—until the time of his death.

During his long and useful career the deceased was highly respected and honored by his fellow-citizens as one possessed of all the christian virtues and an ornament to the society in which he moved.

The Santa Fe Gazette is hopeful of defeating Chaves, when he next runs for Congress. It expects to do the job cleverly, with a clever man named Clever—Arizona Miner.

There is now scarcely a doubt but Mr. Chaves will be defeated in the race for Delegate this fall. He has been in the field since the meeting of the Legislative caucus in January last, and, without active opposition, has been losing strength every day since. Old supporters desert him. No new ones come to his assistance. Out of inherent weakness he loses public confidence and gradually disappears from public view.

It is a great mistake to assert that because a man may once have been elected Delegate, he may perpetrate his hold on the place. As in the case of Mr. Chaves in his election in 1865, circumstances entirely disconnected with the merits of the candidate, may combine to effect his election. As in the case of Mr. Chaves in the contest for the seat as Delegate in the last Congress, influences may combine to defeat the will of the majority of the voters in any District or Territory and do violence to their declared will at the ballot box, but that has only the effect to make the outraged constituency more demonstrative in the expression of the disapprobation with which they regard the wrongs practiced upon them.

New Mexico's pulse beats full, free and healthily. Her thinking people are more than ever alive to the importance of the part they are destined to perform in the great work that nature has pointed out to be accomplished by the United States. Every step in this direction militates against the strength of Chaves and his party—who are anti-improvement, anti-progressive and anti-American in every conviction of their souls.

We certainly expect him to be most cleverly beaten in the coming race for Delegate in Congress.

It is said that rich placer diggings have been discovered recently in the neighborhood of Abiquiu, Rio Arriba County. The distance from the Plaza is reported to be about six miles.

We have received the first number of the Moreno Lantern, D. G. Sevinton, editor, published at Elizabethtown, New Mexico.

We welcome the Lantern to our table and hope it may receive abundant patronage to ensure it a long, useful, and honorable life.

Judge Turner of Arizona has been in the city for several days past. He returns to Arizona to resume the duties of his office, he having been re-appointed by President Grant.

Ten years ago, W. H. Harriman of Quincy, Iowa, left home for the Rocky Mountain gold regions. In 1863 he wrote that he was coming back. Then a report was received that he had been killed by the Indians and his estate was administered upon. A short time since he suddenly appeared at home.

R. M. Stevens, Esq., has received his commission as Post Master of this city and proposes, we understand, to take charge of the office on the first of June.

A new prohibitory liquor law has been enacted by the Massachusetts Legislature.

There is a warm contest in the Bay State on the rum question between the drinkists and the anti-drinkists—Last year the former took the lead—Now the latter are masters of the situation.

Messrs. Johnson & Koch are in receipt of their new stock of goods, and are now in the market for customers, wholesale and retail.

ARRIVED—Col. Chas. McClure, Chief Commissary of the District of New Mexico, arrived from the east on Wednesday morning. His numerous friends in the city were glad to give him a hearty welcome.

During the Colonel's absence Lieut. Francis Jones performed the duties of Commissary.

Capt. Ed. Thompson and Mr. Catnach have gone to Abiquiu.

Col. Ludington and Mr. Wm. Rosenthal have gone to Fort Wingate.

Mr. G. Elberg of the former firm of Elberg & Amberg arrived from the States on Thursday morning.

The advertised sale of the Mount Vernon estate, the Washington Star says, does not affect that portion of the property owned by the Laddier Mount Vernon Association.

THE CIVIL WAR IN CUBA—TERRA OF RETALIATION.—The following extract is furnished by Mr. F. J. Basora, Secretary of the Cuban Republican Junta:

When Bayamo fell into the hands of the patriots the garrison of that place capitulated and bound themselves never to take up arms against the Cubans. These same soldiers and their officers, regardless of the pledge given when they surrendered, have by the kind treatment they received, have by degrees all returned to the enemy's ranks, and are to-day remarkable for their spirit of destructiveness and their acts of savage cruelty. Therefore, since the system of leniency which the liberators have heretofore adopted meets in this case, as in all others, with inevitable treachery, the General-in-Chief of the Cuban Liberating Army, Carlos Manuel de Cespedes, sends to the President of the Central Republican Junta of Cuba and Puerto Rico, established in the city of New York, a dispatch addressed to General Domingo Dulce, threatening to enforce the decree of reprisals, already issued under date of the 8th of February, 1869, from the application of which he has thus far, for the sake of humanity, refrained.

The Moreno Mines.

From Mr. James Luttrell, of Fairplay, who called on us a day or two since, on his return from the Moreno mines, we learn that operations are being pushed forward there with great vigor, and that the prospects for a successful season's work are exceedingly flattering. Mr. Luttrell is an old miner, who has lived in the mines of Colorado since fifty-nine, and has visited nearly all the mining States and Territories west of us, and he pronounces the Moreno mines the best he has ever seen; in this particular, that they are uniformly the richest and most easily worked. He states that he himself prospected several placers in different localities over this mining district, with a result of an average yield of fifty cents to the pan, and this, too, in ground that is not yet worked for want of water. This scarcity of water is the great drawback to the working of the placer mines in this region, as is the case in New Mexico generally, and Arizona.

The great forty-mile ditch is being pushed to completion as rapidly as possible, but will yet require several months to finish. Mr. Luttrell witnessed the closing up of Maxwell's mill on Saturday evening, resulting in \$5,000 of the week's run, and states that one thousand dollars a day is now the average yield of the mill.

Maxwell has sent for, and has now on the way out, another mill of the capacity of fifty stamps.

Mr. Luttrell thinks that, whatever may be the results of efforts to procure water sufficient to work the placers, there are ledes in number and richness sufficient to make it the most productive mining region in the country, since water can always be obtained enough for milling purposes.

Mr. L. exhibited to us substantial evidence of the fact that gold abounds in the Moreno ledes, by allowing us to handle and see about a dozen of what the boys call "Maxwell's eggs"—chunks of retorted gold about the size of a hen's egg—and of a quality which assays over seventeen dollars to the ounce.

Maxwell was worth half a million before these mines were discovered, and now, with an income of a thousand dollars a day, from one mill alone, should this continue for ten or fifteen years, it would go far towards placing him, peculiarly, in quite easy circumstances.—Colorado Chronicle, May 13.

MARRIED.

On the 17th of May 1869 by the Rt. Rev. Jos. de Jesus C. Baca, Dr. O. H. Woodworth to Soberita Jesuita F. Ascarate daughter of Señor Don Cristobal Ascarate, all of La Mesilla, New Mexico.

Advertisements.

NOTICE.

The co-partnership heretofore existing between Gustave Elberg, Jacob Amberg and Herman Hildel, doing business under the firm name and style of Elberg & Amberg, terminated on the 15th day of May, A. D. 1869. The undersigned will settle up all business pertaining to said firm at their office in the city of Santa Fe, but will be responsible for no debts contracted in the name of said firm from and after this date.

JACOB AMBERG, HERMAN HILDEL. Santa Fe, May 15, 1869. No. 51-1 t.

These are no diseases which have proved so much suffering, or been so successfully treated as those natural to the Eye, though rarely involving life, yet they will do all for usefulness and enjoyment. Dr. T. L. STEPHENS' CHEMICAL EYESALVE as a remedy for all diseases of the Eye is recommended by regular Physicians as well as by thousands who have tried it, and found it to be an infallible remedy. Price 25 cents per box. Sold by all dealers.

RICHARDSON & CO., St. Louis Mo., Wholesale Agents for the United States. No. 50-1 t.

Agents Wanted—\$10 a Day. TWO \$10 MAPS FOR \$1.

LLOYD'S PATENT REVOLVING DOUBLE MAPS

Two Continents, America and Europe, and America with the United States portion on an anamorphic scale. COLORED—in 4000 COUNTIES.

THESE great Maps, now just completed, 24 x 36 inches large, show every feature of importance, all Railroads to date, and the latest alterations in the various European States. These Maps are needed in every school and family in the land—they occupy the space of one Map, and by means of the Reverser, either side can be thrown front, and any part brought level to the eye. County Rights and large discount given to good Agents.

Apply for Circulars, Terms, and send money for and see sample Maps first, if not sold taken back on demand. J. T. LLOYD, 23 Cortlandt Street, N. Y. No. 50-1 t.

JOHN & M. M'GEE, ARCHITECTS AND BUILDERS.

Plans and specifications furnished for all kinds of public and private buildings. Contracts of public and private buildings taken in either brick or stone. Monuments and Tomb Stones cut and erected.

Also mills, furnaces, smelters and deodorizers erected. Stone cellars and foundations put in. Work of the above description taken in any part of the Territory. Address as above, Santa Fe, Post Office, Box 13. No. 23-1 t.

Advertisements.

SUPPLIES FOR NAVAJOES.

SEALED PROPOSALS in duplicate, with a copy of this advertisement attached to each, will be received at this office until Tuesday, June 1st, 1869, at 11 o'clock a. m., at which time the bids will be opened, for the delivery at Fort Defiance, N. M., to the U. S. Indian Agent for the Navajos.

20,000 POUNDS OF COARSE SALT.

The SALT must be of pure crystals, and clean, in strong sacks, and must be delivered on or before July 15th, 1869; samples of the salt must accompany each bid. Two or more responsible parties must sign each bid guaranteeing to furnish exactly to the amount of \$1,000, if the contract is awarded to the bidder they endorse. The right is reserved to reject any or all unreasonable bids. By command of Brevet Maj. General G. W. GATTY.

FRANCIS B. JONES, 1st Lieut 37th Inf., Aet. C. C. S., District of New Mexico, and Disturbing Agent of Ind. fund. Office Chief Com. Sub., 1 District of New Mexico, Santa Fe, N. M., May 10th, 1869. No. 50-2 t.

THE GREAT BENEFACTOR!



WASHING MACHINE!

WARRANTED THE BEST WASHING ETANY, and the machine that washes throughly all kinds of fabric, from the finest laces to the coarsest bedding, without injury. Will wash 500 collars and 50 shirts in one hour. Sent for Circulars.

Any one purchasing a machine may return the same and money will be refunded if it does not work as represented. STATE & COUNTY AGENTS DESIRED. ADDRESS: HOME MANUFACTURING COMPANY, SIX N. FOURTH ST., & 81 BROADWAY, ST. LOUIS MO. SAMUEL CUPPLES, President. JOS. B. WILDE, Secretary. No. 50-1 t.

FOR SALE.

Valuable Ranch in Valencia Co.

The undersigned offer for sale their valuable ranch in Valencia County, New Mexico, containing about four thousand acres of land, and known as the Ojocitos.

There is abundance of water supplied by springs for irrigation to the tillable portion of the ranch, which is adapted to the cultivation of all kinds of vegetables, corn, oats and potatoes.

The grazing lands are unequalled in New Mexico, and the climate being mild, cattle, mules, horses and sheep can be kept in the best condition throughout the year without being fed on grain.

The dwelling house is commodious—containing ten rooms, besides two staircases. There are two corrals, in one of which there can be put at one time one thousand head of cattle—One fine stable for horses. The tank attached to the house is twenty five feet deep and about a thousand yards in circumference, and can be constantly kept full of water from the springs.

The ranch is one of the most desirable in New Mexico, and can be seen and examined by calling on Lewis & Bro., Peralta, New Mexico, or a more full description of the same can be obtained by addressing them by letter.

All required information may be obtained from the undersigned. LEWIS & BRO., Peralta, N. M. Peralta, N. M., May 17, 1869. No. 50-3 t.

1869. SPRING, 1869.

SPIEGELBERG BROS. SANTA FE, N. M.

Being in receipt of our first spring train consisting

TWENTY WAGONS

Of General Merchandise, to wit, Fancy and Staple Dry Goods, Clothing, Boots and Shoes, Hats, Furnishing Goods, Hard Ware, Queensware, DRUGS, Groceries and Liquors, Fancy and Toilet Articles, CARPETS &c. &c.

To an examination of which we respectfully invite our friends and the public generally, feeling assured that the quality and price of our goods will give general satisfaction to WHOLESALE and RETAIL purchasers. Our entire stock is purchased in the Eastern and European Markets for net cash, which enables us to offer extraordinary inducements to the trade. Hereafter we will be in receipt of regular trains which will keep our assortment always full.

April 29, 1869. No. 47-1 t. SPIEGELBERG BROS.

LUMBER FOR SALE.

Lumber of all dimensions and in quantities to suit, for sale by me at the saw mill west of Fort Craig, N. M. Wm. V. B. Wardwell of Fort Craig, is my authorized agent to whom all orders will be sent, and monies paid. GEORGE HELLER, April 14th, 1869. No. 48 t t.

Advertisements.

NEW GOODS.

JOHNSON & KOCH, SANTA FE, NEW MEXICO.

WE ARE NOW IN RECEIPT OF OUR

FIRST SPRING TRAIN.

With a complete assortment of every description of merchandise suitable for the market and the wants of the Territory. We invite the attention of wholesale buyers and the public in general, feeling assured that we are prepared to offer inducements. Having purchased our stock at the best advantages we can offer it at lowest prices. During each month in the year we shall be in receipt of New Goods.

JOHNSON & KOCH. Santa Fe, N. M., May 1, 1869. No. 47-6 t t.

LAS VEGAS HOT SPRINGS.

The proprietor has fitted these celebrated springs up with the most modern improvements for hot and cold bathing, so that those who are desirous of availing themselves of the medicinal qualities of the waters can do so with every convenience and comfort.

BOARDING WITH ROOMS.

Will after the 1st November be furnished at fifteen dollars per week without baths and with baths at twenty dollars per week

A GOOD BILLIARD TABLE

Has been fitted up for the use of visitors, and the choicest Liquors and Cigars will be kept constantly on hand. Public patronage is respectfully solicited. SAM. B. DAVIS, Proprietor.

No. 20-1 t.

POWDER! POWDER! POWDER!

Z. STAAB & BRO.,

AGENTS AMERICAN POWDER CO.

The undersigned beg leave to inform the Merchants and Mining men of New Mexico that they have been appointed agents for the American Powder Company, and will keep on hand all brands of their celebrated powder, in sufficient quantities to supply all demands of the Territory during the whole year.

PRICE LIST UNTIL FURTHER CORRECTED.

Blasting Powder per keg 25lbs net \$13.50 Rifle do " " 25lbs " 15.00

We shall at a later date give the prices of this Powder put up in different packages. Wholesale dealers can obtain more favorable prices in purchasing by the quantity.

Z. STAAB & BRO. No. 48-1 t.

Laborers Wanted.

To work at making adobe at Fort Stanton, N. M. For particulars enquire at the Quartermaster's Office Fort Stanton. No. 48-2 t.

NOTICE.

I would respectfully announce to the Quartz Milling Public of New Mexico with a long experience in Quartz Milling and Quartz Mill Building, I am now prepared to build new Mills on the latest and most improved plan; also old Mills remodeled and refitted; also all kinds of other machinery repaired and warranted.

Any one wishing any thing in the above line done will for the present find me at Elizabethtown, New Mexico. CHAS. H. BARTHOLOMEW.

REFERENCES:

J. J. Blanchard, Esq., Trav. Agt. Eagle Works, Chicago. Geo. G. Brown, Esq., New Placers. No. 48-1 t.

THOS. B. CATRON, Attorney at Law.

SANTA FE, NEW MEXICO.

Will practice in all the Courts of law and equity in the Territory. Especial attention given to the collection of claims, and remittances promptly made. No. 48-1 t.

MESILLA MAMMOTH STEAM MILLS

MAIN STREET, MESILLA, New Mexico.

The undersigned beg leave to call the attention of the public to their MAMMOTH STEAM FLOURING MILLS, which have been rebuilt with new and improved Machinery imported expressly for them, will capacity for grinding

15,000 POUNDS

EXTRA SUPERFINE FLOUR DAILY.

Having constantly on hand a large amount of WHEAT and CORN we are prepared to fill orders for FLOUR, CORN MEAL, SEMOLINA, BRAN, SHOOTS and HOMINY, with promptness and dispatch, at short notice. Perfect Satisfaction Guaranteed. LEMON & PRIETZE, Proprietors. Office Steam Mills, Mesilla, N. M., February 1869. No. 47-1 t.

MANUEL A. OTERO. JNO. P. SELLAR.

OTERO & SELLAR, Green and Forwarding and

Commission Merchants.

SHERIDAN, KANSAS.

No. 38-6 m.

Kansas Pacific Railway.

The following being an interesting portion of the second Annual Report of the Directors of the Kansas Pacific Railway Company to the Stockholders was republished for the information of our readers in New Mexico:

Of the freight transported in 1898, 85,584 tons was west bound, and 34,738 east bound showing that the freight moving west was more than twice that moving east. Fifteen thousand eight hundred and seventy-nine tons of Government freight were carried during the year, almost the whole of which was moved westward.

In explanation of the freight traffic of the road for 1898 it may be stated that much the largest part of the Government business, as well as the commercial freight destined for New Mexico and the Arkansas valley, was transported on the railroad at Fort Harker, 215 miles west of Kansas City, and only a limited amount of freight of any kind was carried beyond that point.

For the present year all Government freight destined for the Southwest, and the bulk of private shipments for the same region, will go to Sheridan, and the Company will secure the transportation over the whole length of the completed road.

22,920 head of Texas cattle were shipped eastward during 1898, chiefly from the stock yards at Abilene, 165 miles from the Missouri river. This cattle trade has grown into very considerable importance within the past few years, and already adds largely to the east-bound freight of the road. With the additional facilities for shipment, which your Board believe it to be the interests of the Company to provide, a very large increase of this business is expected.

The operations of the Land Department during the year are shown in the following statement:

Acres sold.....	111,271
Cash received.....	\$77,578 25
Notes.....	291,084 09
Total.....	368,662 34
Expenses.....	34,477 95
Net proceeds.....	\$324,184 39

Your Board, believing that the true interests of the Company demand the speedy settlement of their lands by an active producing population, have adopted the policy of offering them to actual cultivators of the soil at a low price and on long time. The wisdom of this action is already evident from the steady stream of immigration pouring into the State and along the line of the road, and in the large and remunerative traffic secured to the road as far west as the settlements extend. The sales of land will be greatly stimulated, especially along the western portion of the line, by the completion of the road to the coal and timber east of the Rocky Mountains.

Since the date of the last report 70 additional miles of road have been built, extending the main line from the 35th mile post to Sheridan, at the 65th mile post, the present terminus of the road.

During the year a very considerable reduction has been made in the rates charged for the transportation of passengers and freight on the road, and the Board contemplate making further reductions as soon as the increase in business will warrant.

In order to ascertain the point to which the Government aid in bonds to this Company should extend, the Interior Department directed two surveys to be made from Fort Riley to the Union Pacific Railroad at the 100th meridian. The Department adopted the shorter of these surveyed lines against the expressed conviction of your Board, and ordered it to be adopted as the measurement of the distance for which this Company should be entitled to bonds from the United States. Under protest at this measurement, bonds were finally accepted to a point 293 1/2 miles west from the Missouri river.

This decision of the Interior Department leaves 11-1/2 miles of constructed road for which the Company has yet received no bonds from the Government, and on which there is at present no lien or encumbrance whatever.

The efforts of the Company to secure further legislation from Congress, granting aid in bonds for the extension of their road have not yet met with success. But under the new plan of a guarantee of interest, which meets with much favor, we have reason to believe that aid will be given by the General Government at the next session of Congress to complete the road to the Pacific ocean in connection with a line of road from Fort Smith, Arkansas, by the route of the 35th parallel.

The advantages of the extension of this road through New Mexico and Arizona have been so frequently stated, in and out of Congress, and so clearly affirmed by all military authorities who have held command west of the Mississippi, that it is unnecessary in this report to present any special argument. The Board would merely submit the following extracts from the report made by the majority of the Pacific Railroad Committee of the United States Senate, February 15, 1893, urging the passage of a bill which the Committee had reported, granting aid in this and other lines:

"There are 60 different posts in Kansas, southern Colorado, New Mexico, Arizona and southern California, at which there are permanently kept 100 companies of infantry and cavalry. The annual cost of an infantry regiment in those distant regions is about \$1,000,000—a cavalry regiment about \$2,000,000. Railroads, forage and general supplies for these troops and posts have to be transported immense distances in wagons and at the very highest known rates of freight. At the last session of Congress the bill made before a committee of the Senate that if the Kansas Pacific road, commonly called the Eastern Division, was completed to Albuquerque, the larger part of the cost of this military service and maintenance could be saved to the Government. General Sherman came before the committee and testified that if that road was in operation to the point named, one-half of the troops could be dispensed with, and \$5,500,000 a year be saved to the country. Also at the last session of Congress, the Committee on Military Affairs of the House of Representatives reported, that on the basis of the cost to the Government of transportation in 1897 over the portion of the Kansas Pacific Railroad then finished, (which was \$311,908) if the military supplies had been wagoned, and the mails carried by stage, and the troops marched on foot, the cost, calculated at the average contract price of that year, would have been \$1,528,251, and that the road saved the Government in 1897 the large sum of \$846,383.

"That committee also reported that at that rate of saving the United States bonds thus far issued in aid of the road would be paid and extinguished in less than four years. This was the actual result in one year, in which no extraordinary movement of troops or supplies took place, the force on this route not having been increased by reason of Indian outrages.

"Having considered the subject of the southwestward extension of the road beyond the terminus of its subsidy (near Fort Wallace), the committee reported that nearly all the supplies for the three regiments in New Mexico were wagoned from the end of the Kansas Pacific Road at a cost of \$1.28 per 100 lbs. per 100 miles; and that if the road were in operation to Albuquerque the saving in transportation on these supplies to that point, at the road's published freight

rates, would amount to \$851,980 a year. The committee also found that there would be an additional saving to the Government in the transportation to Albuquerque of troops, munitions, mails, and treaty supplies for Indians, of \$211,922 a year.

"The total annual saving, therefore, to the treasury of the United States by the use of a section of the Kansas Pacific Railroad, only 465 miles long, from the end of its subsidy in western Kansas southward to Albuquerque, would amount to the immense sum of \$1,063,872.

"By a provision of the Pacific Railroad act, 50 per cent of the compensation for service to the Government is retained by the Secretary of the Treasury to be applied to the payment of the interest and the principal of the bonds advanced in aid of the roads. In addition to the facts above set forth, the House Military Committee found that the annual saving of \$1,063,872 would not only keep down the interest of the bonds thus issued for to build the Kansas Pacific Road from Fort Wallace to Albuquerque, but would provide an annual sinking fund, which, in connection with the retention of 50 per cent of the government transportation dues, would wipe out the whole loan, principal and interest, in six years—twenty-four years before it would fall due.

"The House Military Committee, moreover, found that a proportional saving in the public service, quite as large if not much greater than that above set forth, would be effected by the extension of this road along the 35th parallel all the way west to Albuquerque to the Pacific. And well they might come to this conclusion upon evidence like the following, which was placed before them: The surveys of the Kansas Pacific road, in November, 1897, bought of the United States Quartermaster at Fort Bowie, in Arizona, under General Grant's order, 200 pounds of pork and 84 pounds of salt, at the cost price at Fort Yuma of \$47, but had to pay in addition the cost of transporting the salt and pork by express from Yuma to Bowie, which was \$138, nearly three times the first cost of the articles, and five times what the freight would have been by rail all the way from San Francisco if the road had been in operation. And at that time every pound of ration and every pound of forage consumed by the government at Fort Bowie cost the Treasury 20 cents in coin for transportation.

"Bear in mind that the House Committee on Military Affairs reported on the figures and results of a year on the Kansas Pacific railroad in which there was no unusual movement of troops or supplies. Vastly more striking and conclusive would be a comparative statement made up from the extraordinary movement of supplies and troops by General Sheridan this winter. He has about 5,000 cavalry in the field campaigning and fighting in snow. His transportation of necessities is immense. Yet the successful battle of Wichita could not be followed up for want of supplies. Both horses and men had to be marched back temporarily to Fort Hayes. That battle was fought on the winter camping grounds of the Cheyennes, through which the line from Fort Smith in Arkansas and Sheridan in Louisiana will run to connect with the Kansas Pacific road at Anton Chico, or Albuquerque, the two to run thence as one road on the 35th parallel to the ocean. We have no doubt that the accounts of the War Department to be made up next June will show that the cost of this winter's campaigning, against but a part of the hostile Indians, will amount to a sum which would construct the entire line to the Rio Grande."

"The Government surely ought not to wait till that war breaks out to make its economical choice between the locomotive that exerts upon the railway the power of 2,000 horses, and the heavy plains wagon, which draws by ten oxen, and loaded with 5,000 pounds, crawls but sixteen miles a day. The charges for military transportation over the Kansas Pacific Road in 1897 was 10.52-100 cents per ton per mile. The average rate paid by Government for wagon transportation on the plains in 1897 was \$1.25 per 100 pounds per 100 miles from April to July \$1.56 1/4 in July, and \$2.16 1/2 from August to December, inclusive, being an average for the year of \$1.79 per hundred pounds per 100 miles, or 55.8 cents per ton per mile. This difference in favor of steam power over cattle power amounts to over 230 per centum, and should on principle be available of the administration of a nation out of debt, and should be snatched at by a nation in debt. The economy of rail over wagon transportation for the army, on an average, is of 153 1/2 miles of the Kansas Pacific Railroad in 1897, as reported by the Military Committee of the House, has been tabulated as follows:

Wagon Transportation	Rail Transportation	Savings on Rail	
1897-1898	\$1,128,000	\$68,200	\$75,780
1898-1899	1,128,000	108,700	104,328
1899-1900	1,128,000	21,041	16,838
Total.....	3,384,000	211,969	248,446

The Report of the Committee further states: "Our conviction of the economy of the guarantee is founded on these facts: 1. The Secretary of War, in compliance with a resolution of the Senate of February 6, 1893, reported the cost of maintaining troops in New Mexico and Arizona for the years 1895, 1896 and 1897. The amount was \$10,627,922 47—more than \$5,500,000 yearly. The amount does not include the cost of Indian agencies and supplies, of transporting the mails, or of supporting the territorial governments of New Mexico and Arizona. It includes the cost of military outfit in two Territories only of the vast region traversed by the southern line of mail in the bill, extending southward through Kansas, southern Colorado, to the Rio Grande, southern Texas, and southern California. The length of the Kansas Pacific and Atlantic and Pacific roads traversing those two Territories would be 465 miles, on which the interest guaranteed by the United States under this bill would amount to \$5,716,000 annually at and after the expiration of two years. This is less than one-third of the military outfit now made in those two Territories, while the cost of Government transportation would be reduced at least two-thirds by substituting rail for wagons, and the number of troops required to be kept in those Territories could, as General Sherman has testified before this committee, be reduced one-half, owing to the greater mobility of the ransporter and the growth of self-protecting settlements along the line of the road."

"2. The Military Committee of the House, in the first session of the Congress reported that the annual saving to the Government in 1897, in the use of the finished portion of the Eastern Division, or Kansas Pacific line, an average distance of 215 miles was \$867,382. At that time one-half of this road for 2,000 miles (the total length of the southern line) had been built by the bill, and for 2,500 miles of southern lines to be added, making 5,000 miles in all, the saving annually would exceed by \$1,000,000 the amount of interest to be guaranteed by the United States.

"3. In reply to the objection, that the Government would have to meet the liabilities assumed by its guarantee under this bill, the majority of the committee, originally having the actual experience of use of the line embraced within the provision—the eastern division, or Kansas Pacific line, which has now in operation 465 miles of road.

"4. The amount of Government transportation performed by this line from the time it commenced doing business, October 16, 1895, to January 1, 1899, during which the Government's use of the line averaged less than 220 miles, has been exactly \$1,063,872. The whole amount of interest incurred and paid by the government on the bonds issued to this road to January 1, 1899, inclusive, has been \$500,565.50. Had this road been added under the plan of this bill, the whole sum guaranteed would have amounted to exactly \$1,198,697.90—very nearly the amount of its transportation to the Government alone (all of which would have been retained under this bill) during the same period. The result above stated was attained, let it be borne in mind, while the road was in the course of construction.

"The gross earnings of the Eastern Division, or Kansas Pacific Railway, during its construction from October, 1895, to January, 1899, have been \$3,996,255.99. This amount was earned without a pound of 'through freight' and with the line in an unfinished condition."

"The surveys commenced in 1867, from the end of the tract in Kansas, were completed under the management of Gen. J. W. Palmer, in 1868, to San Francisco and Sacramento. A thorough instrumental examination was made of the routes of the 35th and 33rd parallels, and the accurate information thus obtained has enabled the Company to secure an attention to the peculiar advantages of the line of the 35th parallel, and the claims of this Company for a connection with the Pacific coast through New Mexico and Arizona which, without the details furnished by the survey, would have been impossible. A full report of these surveys has been made, accompanied by a carefully prepared map, and these are now received as standard authorities for the whole region examined.

"By an act of Congress, approved July 3, 1869, this company was authorized and required to connect their Road with the Union Pacific R. R., at a point not more than fifty miles westward from the meridian of Denver, and received a land grant of 12,800 acres per mile west of the terminus of the government bonded subsidy, a distance of about 340 miles. As the Company did not desire to construct that portion of the line between Denver and the connection with the Union Pacific R. R. (about 105 miles in length), and the Denver Pacific R. R. and Telegraph Company, a corporation organized under the laws of Colorado had applied to Congress for the right of way and a land grant to make that connection, it was agreed by the two Companies that another act of Congress should be sought, authorizing a contract between them, for the construction, operation and maintenance of the Denver Pacific R. R. Company of the said part of our line and for the transfer of the land grant thereupon.

"This act was passed and approved on the 21st of March, 1870. It fixed the point of connection with Union Pacific R. R. at Cheyenne, and required that 'all the provisions of law for the operation of the Union Pacific R. R., its branches and connections as a continuous line, without discrimination shall apply the same as if the road from Denver to Cheyenne had been constructed by the Union Pacific Railway Company, Eastern Division.'"

"This confirmed and secured a most valuable privilege by which the line of this Company from Kansas City, via Denver to Cheyenne, is placed on the same footing as the road between Omaha and Cheyenne for the transportation of all freight and passengers across the continent. The provisions of law referred to are found in the Pacific Railroad act of July 2, 1864, and are as follows: "Sec. 15. And be it further enacted, That the several Companies authorized to construct the aforesaid roads hereby required to operate and use said roads and telegraph for all purposes of communication travel and transportation, so far as the public and the Government are concerned, as one continuous line; and in such operation and use, to afford and secure to each equal advantages and facilities as to rates, time, and transportation, without any discrimination in favor of either of said Companies, or adverse to the road or business of any or either of the others."

"The contract, authorized by law with the Denver Pacific Co. has been duly executed. The act of March, 1870, further authorizes this Company to mortgage its line between the end of its bonded subsidy from the government (394 miles) and Denver, at the rate of not exceeding \$25,000 per mile.

EXTENSION TO DENVER.

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"The distance from the end of the completed track at Sheridan, to Denver, is about 225 miles. An instrumental survey has been made by the engineers of the Company of one line connecting the two points, and a reconnaissance of others—from which it was satisfactorily ascertained that the cost of construction will not exceed that of the same length of road now in operation.

"The Board find that their cannot too strongly urge upon the Stockholders the importance of an immediate construction of this line. It can and should be finished by the 1st of June of next year, in time for the summer travel and fall freight traffic.

"The existing line, with its most unsatisfactory termini, has established its utility from local trade alone to hold its obligations, pay all interest to Bondholders and to the Government, and leave a considerable annual surplus for improvement and additional equipment. But extended to Denver, and the connection insured as above shown by way of Salt Lake, the Board believe that the business of the Company will be doubled, the first year thereafter, and the relative cost of operating the road will be materially reduced in consequence of reaching the coal and timber west and east of Denver, of the greater proportionate cheapness of operating the longer line, and especially in consequence of securing a return for the cars, of which hitherto they have had none over more than half of the road.

"Without doubt the construction of this division of 225 miles will give the Company: 1st. The entire control of the trade of New Mexico, of southern Colorado, with the rich valley of the upper Arkansas, (our Denver line approaching at one point, within 50 or 60 miles of Fort Lyon and the mouth of the Poudre) and the opportunity of obtaining a considerable share of the traffic of Chihuahua, which has hitherto gone by Indianola, Texas.

"2. The bulk of the trade of Colorado, probably the most fertile of all the Western Territories to the capital of which by this road is 171 miles nearer than by any other route from St. Louis, 68 miles nearer from New York, and no longer from Chicago. Denver lies near the northern limit of the so-called mineral wealth of this Territory.

"3. The largest portion of all trade going over the Union and Central Pacific Railroad to California, Nevada, Utah, Oregon, Montana, Idaho, &c., coming from or while in the mouth of the Poudre, and the opportunity of obtaining a considerable share of the traffic of Chihuahua, which has hitherto gone by Indianola, Texas.

"4. The bulk of the trade of Colorado, probably the most fertile of all the Western Territories to the capital of which by this road is 171 miles nearer than by any other route from St. Louis, 68 miles nearer from New York, and no longer from Chicago. Denver lies near the northern limit of the so-called mineral wealth of this Territory.

in passing, as it will, not only over the additional line to be constructed to Denver, but also over the 440 miles now in operation. In the opinion of the Board this new trade will amount to at least \$5,000 per mile in the first twelve months after completion, in addition to the present traffic.

A further significance is given to this trade from the fact which has already been suggested, that a return loading will be furnished to the cars which now run empty over the greater portion of the line on the eastward bound trip. To say nothing of passengers coming from the Pacific Railroad, and such freight as there may be from the same source, the mountains and pastures of Colorado alone will afford a handsome east-bound business in coal, of which an excellent quality exists in large quantities and is mined near Denver, and has also been found, but not yet developed, at "Cedar Point," 75 miles east of Denver on your line; lumber from the spurs of the Rocky Mountains and the piney south of Cedar Point; wool, live stock, silver and other ores and metals, &c. The business in coal and lumber must be very large from the first, owing to the unworked character of the Kansas and Colorado plains. That the eastward trade will be heavy, there can be little doubt after the experience which this road has already had in carrying Texas cattle. The area of land adapted to stock raising is being so rapidly contracted east of the Missouri river, that evidently these great plains covered with the most nutritious grasses, are soon to raise most of the beef for the people of the United States.

"The experience had the past year by the Union Pacific Railroad, in carrying silver ore from the Clear Creek country, destined for Swansea at New Jersey, show that we are not over sanguine in expecting a considerable tonnage of this character, and there are many reasons to believe that the transportation of such material as profitable as iron as well as of others.

"The summer travel to the numerous Springs and fine scenery of the Rocky Mountains will also furnish a large addition to the passenger business of the Company. It is as near from the Mississippi River to the South Park, Mount Lincoln and Pike's and Grey's Peaks as it is to Saratoga.

"Our conviction that the expenses of our road will be considerably reduced on reaching Denver, are founded greatly on the fact, that of the entire running expenses for 1898 not over one-fourth was for fuel. This was wood, much of it inferior, purchased at high rates at different points along the road, or transported at heavy cost from the timbered district near the Missouri river. By using the coal found near Denver or Cedar Point, it is estimated that, as it can be distributed along the line eastward at the Company's convenience and with scarcely any expense except loading, a saving of 75 per cent, may be gained in this item.

"The Board recommend therefore that, at their present meeting, the stockholders authorize them to use such of the lands, bonds authorized by Congress, and other assets of the Company as may be necessary to insure the immediate completion of the line to Denver, as required by the government, and to make application for legislative aid in the renewal of the application for legislative authority and aid on our line to Albuquerque and by the 15th parallel to California.

"The laws of the State of Kansas authorize the name of any railroad within its limits, and the number of its Directors, to be changed by the vote of a majority of the stockholders at any regularly called meeting. Your Board deeming it advisable also to have authority of Congress for the change of name, obtained the passage of a law at the last session authorizing the name of this Company to be changed to that of the "Kansas Pacific Railway Company," a more appropriate designation, and it is recommended that at the present meeting action be taken, making this change and also increasing the number of your Board of Directors to eleven members.

"Your Board take pleasure in acknowledging the fidelity and capacity with which the business of the various departments of the Company has been managed during the year.

JOHN D. FERRY,

President.

St. Louis, April 1, 1899.

Robbing a Diamond Nest.

The Chicago Republican says a heavy robbery was recently committed on Lake street, in that city, which, for the bold and daring manner of its execution, has rarely been excelled in the annals of similar crimes in this city.

The sufferers by the affair are Messrs. Gilles Bros. & Co., a well known jewelry establishment at 112 Lake street, and the modes of operation in which the same was executed was as follows:

"At about half past twelve o'clock yesterday afternoon two men appearing well dressed entered the store and requested Mr. Gilles to show them some silver spoons, saying they wished to purchase. Most of the clerks had gone out to dine, and there were but three besides Mr. Gilles, in the store at the time. The clerks were in the back part of the store, and Mr. Gilles stopped to the place where the article sought, was kept, being about midway from the front door to the rear end of the store, and showed the gentleman some spoons. The two men were very intent in examining the articles shown, and succeeded effectually in drawing the attention of Mr. Gilles, while a boy entered the store unseen, crept behind the counter, opened the show-case, which is fastened only by a spring bolt, and taking a tray of diamond rings therefrom, emptied the contents into his pocket, and ran from the store. Mr. Gilles saw the boy as he was passing out of the door, and as soon as his customers had departed, went to the show-case and discovered what had been done. Then the deep-laid plans of the boy and his accomplice were fully revealed, and he started in pursuit of the thieves, but they had disappeared in the crowded street, and were nowhere to be seen.

"The tray contained about five dozen rings, most of which were set with diamonds, and was valued at \$3,000."

"THE 'FRENCH CURE' AND THE TREATMENT OF WOUNDS.—The dry earth plan first suggested by the English curia, the Rev. Mr. Moulie, promises to make him famous among the benefactors of the race as the immortal Jenner. The wonderful improvement which it is capable of effecting in the sanitary condition of hospitals is already beginning to be recognized. Still another mode of applying it has recently been introduced and practiced by Dr. Hewson of the Pennsylvania Hospital. A patient was suffering from a compound fracture of the leg. The wound, in spite of all treatment, was in a most unhealthy condition; and the excessive purulent discharge filled the ward with an insufferable and absolutely dangerous stench. The dry earth was applied as a dressing. The effect was magical. The odor was entirely destroyed; the wound moreover at once underwent a marked improvement, and in a few days had a perfectly healthy appearance. Subsequent experiments with other patients were equally satisfactory. Not only old and unhealthy ulcers, but fresh lacerated wounds,—both of the soft parts and of bones,—and burns, were treated in this way; and in every instance, the effect, in the relief of pain, and prevention of excessive and exhausting suppuration, was all that could be desired. Surely a boon, as great as that conferred in the discovery of the destroyer smallpox, has here been vouchsafed to poor humanity."

HYDROPHOBIA.

Horrible death of a Young Man.—The Russian Vapor Bath Proves Unavailing.

A young man named William Goodwillie, employed as a foreman in the box factory of his brother Thomas, died, a horrible death from the combined effects of hydrophobia and a Russian steam bath, at Prescott's Medicated Bath Rooms yesterday afternoon. About two months ago, while the deceased was at work at his brother's factory, located on the North Pier, a small car came upon the premises, and running up to Mr. Goodwillie, bit him on the fleshy part of his right hand, between the knuckles of the thumb and forefinger. There was nothing in the appearance of the animal to excite suspicion or alarm.

"The wound was not a serious one, and, unfortunately, Mr. Goodwillie did not take steps to eradicate the poison of the wound immediately after its infliction, or cutting out the bitten flesh. Having had the dog killed, however, he contented himself with bathing the wound in whisky, and that was all. Once indeed, he started to get surgical treatment, but in an unlucky moment, turned back to his home. No inconvenience or pain resulted. The circumstance was almost forgotten. Weeks rolled by,—eight of them—and nothing transpired.

"But now he worked very hard to prepare himself for shipment, and exerted himself especially on Friday and part of the following day. On Saturday afternoon he complained of pains in his bones and physical prostration. He dropped work and went into the office, where he sat down, remarking that he was going to have the small-ox or hydrophobia. He barked in a playful way and tried to treat the matter as lightly as possible. He went home subsequently and laid down on the bed. The night passed quietly. The disease was gathering in force for its final charge. Sunday morning he arose and partially dressed himself. He went to the wash stand to make his toilet. That was the last of his sanity. He looked on the water and went mad.

"He began to rave. That mysterious and agonizing to water, which is the index of hydrophobia, took possession of him. Doctors were called in. The pharmacopoeia was ransacked for remedies. The doctors held consultations. All that human knowledge and skill could do was done. It was of no avail. They told him he could not survive. The long and weary Sunday passed, and the patient grew worse. Toward night, however, he was able to drink water to allay the burning thirst that tormented him. Up to 9 o'clock yesterday morning he continued to drink as much as a cup full of water at a time. Hope began to brighten. He thought he was getting better, and so did the doctors. As morning approached the all horror of water returned, and he would drink no more. The sight of any fluid, or even of a cup in which water had been, threw him instantly into fits. Paroxysms came on and succeeded each other at short intervals. During their prevalence he raved horribly. He attempted to imitate the bark of a dog. Foam began to flow from his mouth. During the intervals between the paroxysms he was lucid. His young wife and his mother went into the room, and the tears rolled up into his eyes and ran down his haggard cheeks. It was too much for him, and they were prevailed upon to leave. His only child, a bright boy of three, was not taken into his presence. At 10 o'clock the sight would have overcome him. The paroxysms succeeded each other more rapidly. He raved wilder than ever. He was placed in hot baths, covered up so that he could not see the horrible water. His throat swelled. Swallowing became impossible. He tried to expectorate, but when he yawned, his eyes were fierce, his cheeks pale and parched, the lower jaw hung down, leaving the mouth wide open. Altogether, it was a sad sight.

"Anxious to do for him every thing that could be done, the patient's friends telegraphed to Peoria, to the proprietor of what is known as a 'mad stone,' to come by the first train and bring the stone. This stone is of a porous nature, and is invested by the popular mind with healing power. In the case of hydrophobia, it is said, whether truly or not, that the application of it to the wound draws the poison out of the system.

"In the meantime something had to be done, and the physicians unanimously recommended the famous remedy of the French Dr. Bruison—a Russian steam bath. Between 4 and 5 o'clock yesterday afternoon, he was placed in a close carriage, and conveyed to the bath-rooms. The moment he entered the vapory atmosphere of the bath-rooms, his madness increased, and distending his mouth to its widest reach, he expertly choked himself in vain endeavors to expectorate. During the ride to the bath-rooms, a friend in the carriage told him that a certain remedy had been suggested for him. At the news he brightened greatly, and remarked: 'It is a most tonic, thank you, thank you, oh, how is this so sweet?' and then continued to his friend: You stick by me, you and I are the only ones that know what kills me; that I have got the hydrophobia."

"When the bath was ready a pair of handkerchiefs were placed on his eyes, and he was forcibly thrust into the little air-tight closet called a bath room. The steam is forced into the chamber from underneath, and so the effects made themselves perceptible, he became suddenly frantic. His yells were loud and appalling and very much resembled the bark of a dog. He stamped his bare feet on the floor, beat the sides with his hand and unmanly hands, and otherwise behaved himself in a manner that was terrible to look upon, and from the blood of those in waiting. Gradually the heat was increased, and in the course of five minutes (12 o'clock) hydrophobia was reached. At this stage a body fell to the floor, and then all was still. The heat was then increased to 133 degrees and kept off. A minute or two after the attendant entered the little chamber, and conveyed the almost inanimate form into an adjoining room. Cold water was thrown on his face, and he began to breathe slowly. Under the application of more water, respiration increased perceptibly, and hopes were expressed that the remedy had proved efficacious. But soon he began to foam at the mouth; his breath came shortly and heavily, and about ten minutes after he was taken from the bath room he expired.

"His face, in death, showed no marks of the terrible agony that a few moments before rent his soul, and when his eyes had been closed his countenance presented the picture of peace. The deceased is one of five or six brothers, all residing in this city. He was twenty-six years of age, and leaves a young wife and child to mourn his untimely and terrible end. Three of his brothers were present at the time of his death, and their feelings can better be imagined than described. And yet they ought to have rejoiced that the terrible agony was over, and the troubled soul at rest.—(Chicago Tribune, 27th.)

"When Gen. Sherman was at Fortress Monroe, the other day, he visited the house where the steam fire engine is kept. Here was a partly finished of the New York freeman, who officiates as engineer. 'What is the name of your engine, asked the General. 'The name is B. F. Butler,' returned Sherman. 'We want to change the name, General,' said the engineer; 'can't you suggest a name for it?' 'No, no,' answered Sherman, 'let him squit.'"

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Wine Drinking Not a Cure for Intemperance.

(Paris Correspondence Springfield Republican.)

Since writing my letters from Switzerland I have passed through a winter of Italian travel. Those who are familiar with Italy will not need to be told that, during that time I have seen abundance of worse water and less harmful wine than I found in Switzerland. The Italian wines are very light and the Italian water, especially that of Naples and vicinity, is very bad. In many parts of Italy, one can not choose but drink the wine of the country. I drank it, and so did my companions, but I regarded it there, as I learned to regard it everywhere as a choice of evils. If the city of Springfield, Massachusetts, were envied by vinivorous Italians, she would not be so rich as she is today in her aqueduct of unobtainable pure spring water. The greatest trial that Americans are subjected to here is connected with the matter of drink. In Paris Vichy water is now used quite extensively as a table drink, by those who do not drink of the water of that city, and will not drink the wine. In the meantime, wherever one turns in the city—indeed wherever one turns throughout all these wine-growing and wine-drinking countries—he sees the evidence of disease or unhealthy excited kidneys. The disgusting and insolent displays to which one of my correspondents alludes are made everywhere; and if they offend the sensibilities of an American man, you can imagine their effect upon an American woman. Apparently there is less drunkenness in Italy than in France, and less in France than in Switzerland; but there is drunkness wherever in the world there is the article to get drunk upon. I have not yet found the place where cheap wine has seemed to work the cure of intemperance.—[J. G. Holland.]

THE MOUND BUILDERS OF TENNESSEE.

Dr. Joseph Jones contributes an article upon this subject to the American Naturalist for April. He made explorations of several of these mounds; and describes stone implements and pottery, pictures and carvings of the sun and moon, skeletons and stone coffins vases and copper ornaments, arrow-heads and shells. It is not very easy to understand from the article whether or not Dr. Jones considers all these remains as belonging to the same age. He speaks of the mound builders as worshippers of the sun, and says that circumstances point to Mexico as their native country. In another place he says: "The important conclusion which we draw from these investigations is: That the race which erected the mounds and fortifications of Tennessee was existing and active at the time of the discovery of North America, possessed the country with a numerous population, even as late as the exploration of De Soto. This conclusion, which is at variance with the theories propounded by various ethnologists of Europe and America, who assign a considerable period to the extinction of the mound builders, will be still further sustained by the remarkable discovery which we have made during the progress of these investigations, of the remains of the Christian religion, and especially of the Trinity, the Saviour and the Virgin Mary."

In another place, again, he says: "That the aborigines of Tennessee were 'Holsters,' is manifest from the stone and earthen idols which have been found in various portions of the State, some of which were found in caves, and others upon the summit of high mounds."

NEW PROCESS OF TANNING.

A new English plan for preparing hides is thus described:—After the hair and particles of flesh have been removed, and the hides cleaned by lime, the hides are placed in water separately, with the fleshy side upwards, and sprinkled with bran in quantities varying in their character, from 8 to 14 ounces for each. In this way they remain until fermentation has taken place, which will be, in warm weather, in about two days, but in cold somewhat longer. After they are removed and scraped, they are then subjected to the action of mineral acids in the following manner: A vat is filled with a solution of water to cover the skins, and this water is added for every hundred weight of the skins, when dry, five pounds of ground