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Albuquerque Evening Herald

Titanic disaster still holds world horror-stricken; feared survivors are fewer than first reported.

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RESCUE SHIP STEAMING SLOWLY TOWARD LAND

Caradner Carpathia, With Survivors From Sunken Titanic, Expected to Reach New York Tomorrow Evening or Friday.

WIRELESS BRINGS NO ENCOURAGEMENT FOR ANXIOUS RELATIVES

Brief News Received During Day Indicate That the Death List May Exceed Staggering Total Reported Yesterday.

The Caradner Carpathia bearing 858 survivors of the sunken White Star liner Titanic was less than 600 miles from New York at noon today and word was eagerly awaited that would shed light on the catastrophe of Sunday night which cost 1,312 lives. Sabie Island was in brief communication with the rescue ship for a time this morning but no additional names of survivors were obtained.

Wireless stations along the New England coast were straining to get in communication with the vessel this afternoon and the scout cruiser Salem was somewhere off Nantucket for the purpose of relaying shore through her sister cruiser, the Chester, some connected account of the disaster.

In New York the White Star line officers received a brief wireless dispatch saying that the Carpathia was 596 miles from the harbor entrance. This should bring her into port either late Thursday night or early Friday morning. At Halifax the cable ship Mackay-Bennett has been fitted out to go to the scene of the disaster. Coffins, ice and embalming materials were loaded aboard in the hope that many bodies may be picked up near the scene of the wreck.

(By Evening Herald A. P. Leased Wire)

MORE THAN THIRTEEN HUNDRED HAVE PERISHED

New York, April 17.—In faintest touch with the wireless station at Sabie Island, the Caradner Carpathia, with 858 survivors of the sunken Titanic on board, was creeping down the coast early this morning, making the best time for this port that foggy conditions would permit.

Speeding up the coast toward the rescue ship and hoping to get within wireless speaking distance of her before very many hours, were the scout cruisers Salem and Chester, ordered by the government at Washington to make all haste possible toward breaking the silence which so far has kept the survivors on the Carpathia from making known to the outside world the thrilling story of the Titanic's last hours afloat and the momentous happenings after she had taken her two-mile plunge to the bottom of the Grand Banks of Newfoundland early Monday morning.

From the Chester at an early hour this morning came the report to be up the Carpathia within three or four hours. The injection of the scout cruisers into the situation, indeed, seemed to afford the only hope of opening up communication with the Carpathia until she reached the wireless zone of Nantucket, as she was apparently too far off shore and her wireless apparatus too weak to reach the Sabie Island station in a way to admit of the ready transmission of messages. That more than 1,300 persons, passengers and crew, had gone down with the giant liner was the belief that grew into almost a positive conviction as hour after hour passed. It is estimated that approximately 14 members of the crew were saved, their presence to man the lifeboats being required to insure the safety of the passengers. An estimate of 400 survivors was given by the Chester, but the total of 858 which the Carpathia has made known she has on board, as the latest indicate, the great majority of these are women. The names of only 73 men rescued have been given in the lists telegraphed from the Carpathia, whereas the names of 249 women appear in the lists. Of the 400 survivors passengers thought to be saved it is believed that nearly all were women. The men among the passengers seem-

ed largely to have remained to die that the women and children might be saved.

Little hope was entertained that the fishing schooner Dorothy Baird, which was passed in the vicinity of the Titanic disaster by the freighter Etowah of the Phoenix line, had rescued any of the liner's passengers. Officers of the Etowah thought it probable that the schooner had returned to St. Johns without knowledge of the disaster.

The names of John Jacob Astor, leader Strauss, the millionaire merchant; George B. Widener of Philadelphia; Major Archibald Butt, aide to the president; Francis D. Millet, the American artist; William T. Stead, the London journalist; Benjamin Guggenheim and Colonel and Mrs. Washington Hobbs are among the more prominent names missing from the list of the saved. Inquiries concerning their fate were being constantly made by callers at the White Star offices and scores of telephonic and telegraphic communications were received from all parts of the country. President Taft instructed the company to notify him whenever they heard anything regarding Major Butt. This morning the Marconi Wireless company reported they had received no communication from the Carpathia and that if atmospheric conditions were favorable they expected to get in communication with the steamer through the station station probably late this afternoon.

Mr. Franklin of the White Star line said he reckoned the Carpathia would arrive here early Friday morning, perhaps between 4 and 6 o'clock. The company had made every arrangement for the comfort of the survivors of the Titanic disaster. "Just now," he said, "we are bending every effort to get the names of the additional survivors. There is no reason why these names should not come through, provided they can be relayed by some ship, but the Carpathia's wireless is greatly overtaxed. In fact, she has messages that would occupy her a week ahead."

FUND STARTED FOR RELIEF OF WIDOWS AND ORPHANS

London, April 17.—Although hope that the list of survivors of the sunken Titanic will be added to the list of the White Star line in London, Southampton and Liverpool again were besieged this morning by anxious inquirers.

Some of those who had relatives on board remained at the offices throughout the night.

Those who waited in the London offices were mostly women whose husbands had started for America on business or to make new homes there for their families.

While travelers generally understood the fact that great liners do not carry enough boats to accommodate all the passengers and crew, to the general public news that all on board the Titanic did not have a chance of saving their lives in this way came as a rude surprise, and there is likely to be considerable agitation in and out of parliament on the subject.

The lord mayor of London today opened a "Mansion House fund" for the relief of the families of the crew of the Titanic and of any others left in needy circumstances in consequence of the disaster.

A memorial service for the victims will be held in St. Paul's cathedral April 19.

Much indignation is expressed here in connection with the publication of the telegram stating that the Titanic was in tow of the Virginian just after the news of the accident was received.

The electrical control of the bulkheads installed in the Titanic is coming in for much criticism. It is stated here that they are a pet idea of Lord Pirrie, who insisted on introducing them in ships built at Belfast in spite of condemnation of many well known constructors.

These constructors point out that even a small mishap is liable to render the electrical installation useless.

CONGRESS TO DISCUSS SHIPPING LAW REFORMS

Washington, April 17.—The senate resolution introduced today, calling for a comprehensive investigation of the Titanic disaster, was ordered favorably by the senate committee on commerce this afternoon and immediately brought up in the senate. The resolution was adopted without discussion.

As a complement to the congressional investigation, the scope of which has not yet been fully determined, Secretary Nagle of the department of commerce and labor will take up at once, with President Taft, the entire subject of safeguarding ocean travel by more stringent American shipping regulations. The disaster has aroused congress, President Taft and the cabinet to the urgent need for immediate measures of safety for oceanic travel. It is believed that laws will be prepared at once in congress, based on the advice of officials of the department of commerce and labor and American shipping experts, which will insure safety of passengers and crew in cases like the present, where ample time existed for their removal in lifeboats.

No concrete program of action has yet been outlined.

The congressional investigations announced by Chairman Alexander and Nelson of the house and the senate committees will probably result in the summoning also of officials of the White Star line to state what precautions for safety are taken on the White Star liners.

seals entering American ports to carry sufficient emergency apparatus to remove all passengers and crews in time of emergency.

President Taft is taking a keen personal interest in all features of the proposed regulation of passenger vessels, and he will probably send recommendations to congress containing the suggestions of executive departments for new legislation.

Revenue cutter officials in Washington believe the disaster will result in insurance companies limiting on steamships taking a more southerly course across the ocean.

Prompt action is to be taken by congress to report a bill providing strict control of wireless, a subject which was under consideration at a conference yesterday between President Taft and members of the cabinet.

Measures have been pending for some time in the house committee on merchant marine. Interference of amateurs and irresponsible operators with the anxiously awaited messages from the Carpathia and other ships will result in an attempt to secure immediate legislation regulating wireless operation.

LIST OF DEAD NOW ESTIMATED AT 1,312

Washington, April 17.—The following telegram was received today by the navy department from Commander Decker of the scout cruiser Chester, via Portland, Maine: "Carpathia states that list of first and second class passengers and crew sent to shore. Chester will relay list third-class passengers when convenient to Carpathia."

The message is taken to mean that the list transmitted by wireless from the Carpathia to the station at Cape Race, N. F., through the Olympic contains the names of all the first and second class passengers rescued.

Of the 710 persons who were third-class passengers, probably 315 lost their lives. The names of 235 first and second class passengers have been sent ashore, leaving 540 names to come. Of these probably 400 are third class passengers and 140 are members of the crews who manned the lifeboats.

The dispatch from the Chester stating that only the third class passenger had not been sent ashore indicates that 115 first and 157 second class passengers lost their lives. With 730 of the crew probably lost, the total number of those who perished is estimated at 1,312.

OVER TWO THOUSAND LOST SAYS WIRELESS MESSAGE

New York, April 17.—The Caradner Carpathia, which today sent the Associated Press the following dispatch: "We are now in communication with Carpathia and in position to announce unofficially that the Titanic struck an enormous iceberg over two thousand lost; 700 survivors, mostly women, on Carpathia." The attention of the Caradner station was at once called to the obvious error in figures which would give the total of lost and survived at 2,700 whereas the total number of passengers and crew is about 2,200.

In reply to this inquiry the following further explanation was received from Halifax: "The Marconi station reports that nothing authentic regarding the lost is known on board the Carpathia, but the steamer Franconia in relaying the message from the Carpathia says that the total number of saved is only 710. There is no list of missing on the Caradner and only a rough estimate of her total passenger list. There probably were more than 2,200 on the ship as quite a number boarded her at Cherbourg."

The estimates of 2,200 on board the Titanic have embroiled the sailing from all ports including Cherbourg, as far as the company's officials have been able to learn.

CABLE SHIP TO START IN SEARCH OF BODIES

Halifax, April 17.—The cable ship Mackay-Bennett, which has been chartered by the White Star line to go to the scene of the Titanic disaster, was being loaded today preparatory to departure, in the hope that some bodies may be picked up. Coffins are being included in the cargo and general underwriters and embalmers will go along.

The cable ship Minia, which was near the disaster, has arrived here with no survivors. It had been hoped she might have picked up a few strangers floating on rafts of among the wreckage.

In addition to 190 coffins, the Mackay-Bennett is taking 100 tons of ice. The mission of this ship recalls the disaster to the steamer La Bourgogne when a similar vessel was fitted out here to search the sea for dead. At that time more than thirty bodies were found.

In the last fifty years there have been twelve disasters for which icebergs were responsible. A majority occurred off Newfoundland and the Grand Banks, near the Titanic's grave. The list includes:

Ship Lost—Place, Year. Lost. 1. Titanic—off Cape Race, 1912. 1,312. 2. Lusitania—off Cape Race, 1915. 1,198. 3. Victoria—off Cape Race, 1912. 89. 4. Warrior—Grand Banks, 1873. 29. 5. North Star—Cape Breton, 1881. 67. 6. Medway—off Newfoundland, 1860. 219. 7. Valiant—Grand Banks, 1897. 70. 8. Snowbird—Cape Race, 1898. 6. 9. Endymion—Grand Banks, 1900. 8. 10. Islander—off Alaska, 1901. 67. 11. Albatross—off Cape Race, 1912. 1312. 12. The drift of ice this spring has been farther south than for years.

Icebergs Responsible for Twelve Big Disasters

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SENATORS BLOCK ANDREWS PLAN TO CONTROL MACHINE

Former Delegate Will Have Nothing to Say Concerning Who Will Receive Federal Appointments.

PIE COUNTER RESERVED FOR PARTY MEN

No Near-Republicans May Apply is Word Given Out by State Organization; Truce in Senatorial Struggle.

(Special Telegram to Evening Herald)

Santa Fe, N. M., April 17.—As the result of reported efforts on the part of Mr. Andrews and some of his followers to gain control of the federal appointments from this state, the Republican leaders yesterday afternoon took the matter up direct with both Senators Catron and Fall. The result was a prompt reply by wire from both Senators Catron and Fall stating that they would endorse the appointments of the Republican executive committee.

This information was given out by a member of the committee last night who stated that the telegrams came direct to Solomon Luna, the Republican national committeeman. "We are not prepared at this time," said a member of that committee, "to furnish information as to the number of changes in federal employees or as to who will receive the jobs. You may state, however, that the positions are going to Republicans and that no near-Republicans need apply. They will also go to party men, although of course the efficiency of the applicants will be fully considered in this connection."

It is understood here that the state organization will still insist upon the appointment of Bernardino Romero to the office of United States marshal. What other changes will be made are purely a matter of guesswork. Andrews' friends still assert that he is going to stay in the game.

It is not likely that any action to ward the election of Judge Fall to succeed himself will come up this week. Mr. Luna and several members of the committee have left the city. It is stated, however, that the plans have not been abandoned to reject Judge Fall at this session.

Were found floating near the scene of the disaster, although the vessel did not sail from Halifax until a week after the tragedy.

WOMEN AND CHILDREN ALL SAVED IS CHECKING WORD

New York, April 17.—"All women saved. On the Carpathia." This wireless dispatch was received today from Mrs. Caroline Bonnell, one of the Titanic's rescued passengers now bound for New York on the Carpathia.

The message came to H. W. Bonnell of Youngstown, her brother, stopping at the Waldorf Astoria, from Mrs. Bonnell's uncle, on the Olympic.

SCOUT CRUISER EXPECTS TO PICK UP RESCUE SHIP

Boston, Mass., April 17.—Various radiograms received here today showed that several vessels are within wireless range, either directly or by relay, with the steamer Carpathia en route toward bound. Boston steamer Franconia was in communication with the Carpathia at 9 a. m. The scout cruiser Chester said she expected to sight the Carpathia at noon.

The scout cruiser Salem announced she would stop off Nantucket light ship during the forenoon and relay messages from the Chester shore stations.

CARPATHIA EXPECTED IN PORT TOMORROW

New York, April 17.—The White Star line made public this morning the following unsigned message from the steamer Carpathia, probably relayed to New York: "Carpathia east of Ambrose 125 miles 11 a. m. Tuesday. All well."

By Ambrose is meant Ambrose channel, the entrance of New York harbor. The line's officials think the Carpathia will arrive here about 9 o'clock tomorrow night.

DISASTER SUBJECT OF CONGRESSIONAL INQUIRY

Washington, April 17.—Survivors of the Titanic disaster will be summoned to Washington to tell committees of congress the facts concerning the inability of the steamship officials to save the lives of all the passengers on the liner. Representative Alexander of Missouri, chairman of the house committee on merchant marine and fisheries, announced today an investigation in which the passengers will give the chief testimony.

HOUSE GETS DOWN TO BUSINESS; MANY MEASURES ARE ACTED UPON

Stringent Act Against Lobbying Put Through as Is Also Bill to Prohibit Drinking on Railroad Trains.

COMMITTEE OF THIRTY ON JOB EVERY MINUTE

(Special Telegram to Evening Herald)

Santa Fe, N. M., April 17.—The house got down to business yesterday afternoon and considered and acted upon more legislation than at any time during this session. Leaders of that body had announced that this would be done and they made good for that day at least. The committee of thirty which runs that body was so effectively on the job that the measures slated for passage went through with good sized majorities in every instance. The senate was in session but about an hour and adjourned to permit its committee to work on pending measures. There were several good measures put through the house including a stringent anti-lobbying bill with a penalty of from one to five years in prison or a fine of from one to five thousand dollars for its violation.

The house passed its own measure to strike from the constitution the language qualification clause and also a substitute for the senate joint resolution having the same object. These measures providing that the proposed amendments shall be submitted to the people. The object of passing both measures is not apparent except that the house may desire to make sure of action upon the matter in the senate by sending up two different acts for the same purpose. The house also passed a bill to prohibit the drinking of intoxicants on trains with a penalty of from five to one hundred dollars for each offense. Instead of giving police power, however, to conductors and trainmen, they are merely authorized to turn intoxicated or disorderly persons over to the nearest officer. Considerable amusement was caused by Representative Smith, who voted against this bill on the grounds that some unfeeling conductors might put a passenger off in a strange town. Some one suggested that it might be worse if he were put off in a city town. The bill passed with a majority of 42 yeas. There was very little opposition to any of the measures championed by the committee. In fact the only failure of the house to act was when John Baron Burg, chairman of the committee of thirty tried to resurrect the drinking cup bill, which came down from the senate and which was summarily tabled on Monday. Speaker Bacon ruled that the bill was too dead to be resurrected, and suggested that the chairman put in another bill with the same provisions if he wanted to get action on it. Action in the house was taken on the following measures:

H. R. 35 by Carter, prohibiting lobbying, passed with the emergency clause, vote 45 yeas, no nays.

House substitute for H. R. 14, providing punishment for any person drinking intoxicating liquor on trains, passed 44 yeas, 2 nays.

H. R. 31 by Christian, regulating procedure before the corporation commission. Tabled on report of judiciary committee on grounds that it is unconstitutional.

S. R. No. 27, to pay Judge McChesney and Clark W. D. Newcomb, salaries from August to December, 1909. Passed, 45 yeas, no nays.

H. R. No. 7, by Tombs, exempting from taxation heads of families on homesteads, household goods and a certain amount of personal effects. Recommended to the committee on ways and means for amendment.

H. R. No. 15, by S. Johnson, allowing employees two hours to vote. Passed, 45 yeas, 1 nay.

H. R. No. 34, defining the method of inflicting death penalty. Tabled because similar bill is now pending.

H. R. 65, by Skidmore, creating Columbus day, on October 12th. Passed, vote, 45 yeas, 2 nays.

S. R. No. 38, by Miera, fixing time for holding court in the second judicial district. Passed, 47 yeas, no nays.

H. R. 34, for senate joint resolution No. 3 and H. R. 34, for senate joint resolution No. 1, both providing for the submission of a constitutional amendment eliminating the language clause. Passed, unanimous vote.

House joint resolution No. 5, providing for the submission of an amendment of the constitution substituting statewide prohibition for the language clause. Tabled on recommendation of the committee on liquor traffic. This action is important as tending to indicate the sentiment in the house regarding prohibition.

House joint resolution No. 7, relating to the language qualification clause. Tabled because it is similar to other measures passed.

House resolution No. 7, instructing the sergeant at arms to serve notice on the clerk of Union county of the Cascades election contest. Recommended to the committee on privileges and election.

Corporation Must Show Bills.

Among the important bills presented in the house yesterday was one by Mr. Carter requiring interstate and common carriers to show the books of their companies on demand of the

corporation commission, and fixing a penalty for the mutilation or destruction of books or accounts by such companies. Two important good road measures were presented by Mr. Hill.

One was H. R. No. 90, requiring the marking of all cross roads and diverging roads in each county with index boards. Another was H. R. No. 91, defining a public road and prohibiting the use of metal tires on certain vehicles on certain roads. Blas Sanchez presented H. R. No. 89, requiring the state board of education to prescribe industrial courses for the public schools and creating the office of an assistant superintendent to supervise that work. Representative Mullins, Llewellyn and Moreno elaborated on a bill to establish a chair of orthology in the agricultural college, state university and state military institute. Mr. Barth presented a house joint memorial asking congress to amend the wool schedule making the duty thirty cents on the secured basis. The memorial was adopted by a vote of 42 yeas, 3 nays. Several new bills came in the senate yesterday and were referred to committees. The senate took no action on any pending measures, it being understood that the committee would devote the time to work on measures now before that body.

GRAVE CHARGES FILED AGAINST OFFICIALS OF INSOLVENT TONTONIA BANK AND TRUST COMPANY RESULT IN ARRESTS.

(By Evening Herald A. P. Leased Wire)

New Orleans, La., April 17.—Further investigation into the affairs of the insolvent Tontonia Bank and Trust company resulted in the arrest today of A. Wagatha, vice president and former cashier, on the charge of receiving deposits while knowing the bank was insolvent. He furnished \$10,000 bail.

Eugene F. Buehler, president, was arrested yesterday, four times in all. He is out under \$45,000 bail to answer charges of embezzling \$4,500, making false statements, concealing the condition of the bank and receiving deposits, knowing of its insolvency.

Joseph H. Gomila, director and chairman of the finance committee, made another trip to the jail today and decided to stay rather than furnish \$55,000 bail. He is held on six charges, two embezzlement, making false statements and concealing conditions and three forgeries of approximately \$14,500.

Frank J. Braud, former cashier, charged with embezzling \$40,000, is in jail in default of \$10,000 bail. Emilie C. Roehl, W. S. Rogers and P. E. Brue are held as material witnesses.

ALL SURVIVORS ARE ABOARD THE CARPATHIA.

Montreal, April 17.—Mr. Hannah of the Allan line received this afternoon the following message from the Captain of the Carpathia: "As far as I know all the survivors of the Titanic are aboard the Carpathia."

TODAY'S GAMES.

National League.

At Cincinnati—Cincinnati-Chicago game postponed on account Chicago team delayed by wreck.

At Brooklyn—Philadelphia-Brooklyn game postponed, rain.

At Boston—Boston 1; 7; 4. New York 4; 7; 1. Brown and Kling. Whites and Meyers.

American League.

At Cleveland—St. Louis-Cleveland, no game, rain.

At Chicago—Chicago-Detroit, no game, rain.

At Philadelphia—Boston-Philadelphia, rain.

Washington-New York game postponed, rain.

American Association.

At Indianapolis—Minneapolis-Indianapolis, no game, rain.

At Columbus—Columbus-Milwaukee game postponed, rain.

Deadly Sweet Potato Again Claims Victim

(Special Telegram to Evening Herald)

Roswell, N. M., April 17.—The deadly sweet potato has again struck in its nefarious and pernicious and deadly work.

Mrs. A. L. Whitman, wife of the retiring alderman from the Fifth ward, was taking a can of baked sweet potatoes from the oven today when one burst with a terrific detonation, hitting her squarely in the eye. It was thought at first she would lose the sight, but she will get off with a black eye for a week or so.

When will women learn how to treat gasoline and sweet potatoes?

LEGISLATORS DISCUSS WAR ON MEXICAN BORDER

Emergency Appropriation of Ten Thousand Dollars Asked for Purpose of Adequately Protecting Citizens in Event of Intervention.

HOUSE AND SENATE IN COUNCIL OF WAR

Governor, Adjutant General and Captain of Mounted Police Put Out Necessity of Immediate Preparation for Trouble.

(Special Telegram to Evening Herald)

Santa Fe, N. M., April 17.—At a joint session of the house committee on ways and means and the senate committee on state affairs this morning, the attorney general was instructed to prepare a bill for immediate passage appropriating \$10,000 for an emergency fund with which to send members of the national guard and mounted policemen to the Mexican border should any event occur making troops necessary. This action was taken after a lengthy debate and after the situation had been laid before the members by Governor McDonald, Adjutant General Brooks, Captain Porroff of the mounted police and others. The nearest companies to the border are at Silver City, Las Cruces and Albuquerque. As stated by Governor McDonald it is not the intent to send troops to the border now but to be prepared to put them in the field on a minute's notice should an emergency suddenly arise. Governor McDonald said:

"I am not borrowing trouble and I am not looking for it. I hope no occasion may ever arise where troops will be needed on the border; neither am I seeking any greater responsibility than I have, but certain reports and rumors that have come to me seem to me to make it necessary to anticipate a little what might possibly occur. In the event that you should adjourn from Friday to Monday, suppose the telegraph would flash the news that this government had intervened in Mexico. In that event suppose there should be serious trouble on the borders of our state so that some of our citizens would be in grave danger of losing their lives and property. As the situation now stands I would be powerless for lack of funds. I am not asking for funds to spend now, nor to spend foolishly; I am simply stating what might possibly arise. I will not make the mistake of spending money or taking my steps unless I shall deem it an absolute necessity."

The governor's remarks were applauded. General Brooks estimated that approximately \$10,000 would place in the field for sixty days at least four officers, and thirty enlisted men of the national guard and two squads of six each of the mounted police, who could act in the capacity of scouts. For a shorter time, more men could be used.

The session of the committee was not all warlike and there was not much warlike oratory. The members simply discussed the situation that might arise were intervention to take place and discussed a map presented by the adjutant general showing that 125 miles of the state boundary line filled with isolated ranches would be unprotected. General Brooks said that no danger existed in his estimation, unless intervention occurred; but that intervention was not improbable according to press dispatches. It is well known that there are a number of Mexican refugees on the New Mexico side of the line and that they have quietly been arming themselves with Winchester and ammunition. Fear was expressed that in the event of intervention they would go back to Mexico and take along with them whatever property and livestock they could seize. They might insist that the Spanish speaking American citizens go across the line with them whether they wanted to or not; and in case of refusal these American citizens might be killed. General Brooks said that there are over 400 American citizens in the national guard and that he had the utmost faith in their absolute loyalty and that he would not hesitate to use them on the border at any time. He called attention, however, to the fact that United States troops in case of intervention would at once march into Mexico and that this state would then be forced to care for her own people and that she should be prepared to act quickly. He declared that the mere presence of national guardsmen at the border would have a quieting effect and he urged that a small sum should be at the disposal of the governor at once for use in an emergency. He stated that the national guard would be prepared to go upon short notice and that the money should be on hand to move them and sustain them.

Representative Smith of Luna coun-