

**THE EDITOR'S RUN  
IN NEW MEXICO  
AND COLORADO**

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The editor's run in New Mexico and Colorado by C. M. Chase

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**C. M. CHASE**

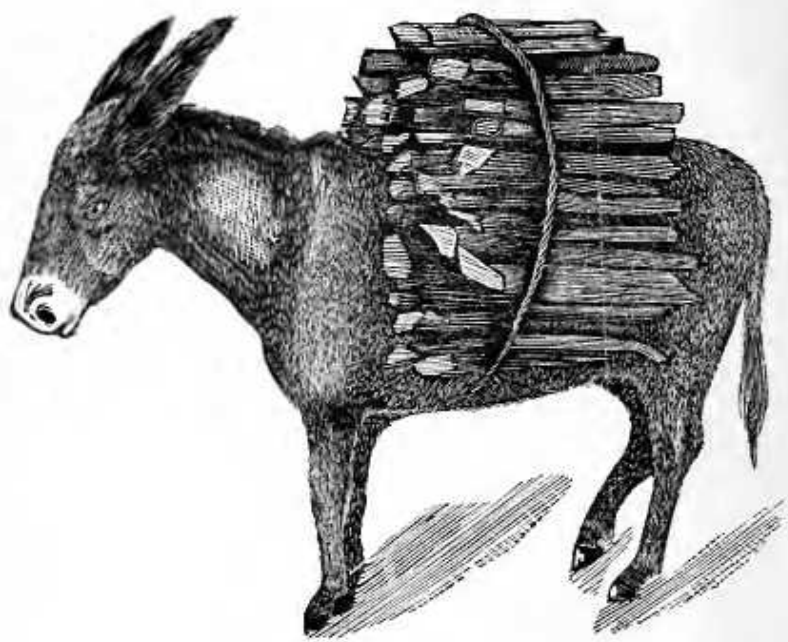
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## “THE EDITOR’S RUN..”

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This is a book of 240 pages, printed in large, clear type, on best book paper, and contains 28 letters, from all the growing towns between Denver, Colorado, and El Paso, Texas, on the subjects of Stock Raising, Agriculture, Territorial History, Game, Society, Growing Towns, Prices of land, lots, labor and living, profits of investments, prospects of the Territory, with frequent allusions to the “Governor,” the Hearty Invalid, the Pueblo Maiden, and other subjects of interest, including “Lo, the Poor Indian,” Rustlers, Roughs, Cow Boys &c. It is written in an off hand, entertaining style and contains several good illustrations. Any one thinking of emigrating to any of the towns among the foot hills of the Rocky Mountains, can read this book and know all about this country and its inducements before he starts. Price 75 cents For sale at the book stores, or sent to any address, post paid, by remitting 75 cents to C. M. Chase, Lyndon, Vt.



THIS IS NOT THE EDITOR,  
IT IS A MEXICAN BURRO, OR FREIGHT TEAM.

# THE EDITOR'S RUN

— IS —

## New Mexico and Colorado

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EMBRACING

TWENTY-EIGHT LETTERS ON STOCK RAISING, AGRICULTURE,  
TERRITORIAL HISTORY, GAME, SOCIETY, GROWING  
TOWNS, PRICES, PROSPECTS, &c., WITH OC-  
CASIONAL ALLUSION TO "THE GOV-  
ERNOR," THE HEARTY INVA-  
LID, THE PUEBLO MAIDEN,  
AND OTHER SUBJECTS  
OF TERRITORIAL  
INTEREST.

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BY C. M. CHASE,  
EDITOR OF THE "VERMONT UNION,"  
LYNDON, VERMONT.

## JUST ONE WORD.

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These Runs are not published because the Editor considers them a contribution to the literature of the nineteenth century, nor because the Governor, the Invalid, and the Pueblo maiden are anxious to see them in book form. Their anxiety does not tend in that direction. Nor are they published as carefully prepared letters on the places visited, nor as exhaustive articles on the subjects discussed. They were written on the run, or in the cars, while passing from place to place, and are consequently without method. They appeared in the *Union* with many imperfections, in the form now presented, they are revised and corrected, but not materially changed, except in a few instances, where they are somewhat enlarged. The publication has been prompted by the general demand for information respecting New Mexico, and if, to some extent these letters supply that demand without ruining the literary reputation of the author, the object will be accomplished.

C. M. CHASE.

LYNDON, VT., May 1, 1882.

Union Book Co, Jan. 11/5. P 2.70



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**C. M. CHASE,**  
In the office of the Librarian of Congress  
AT WASHINGTON,

## 'THE EDITOR'S RUN.

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PASSING THROUGH CANADA—CLOSE QUARTERS—CANADIAN STAND-  
STILL—A MOTHER'S PATIENCE—DUNNING THE WRONG MAN.

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ON THE TRAIN, October 8, 1881.

DEAR READER :

We, the Governor and I, left Montreal last night at 10 o'clock. Of course, during the time of cheap rates to Chicago every car is crowded, but we managed to get accommodations in a sleeper by consenting to occupy an upper berth together. When the berth was made, the company failed to get my measure, and made it six inches too short. However, at midnight we climbed in. I took a position in the form of a new moon on the back side, and the Governor appropriated the remaining space, resting his weight mainly upon the sharp edge board, with the unpopular end of his person projecting over the alley space. He expressed the opinion that he was not going to have a comfortable night. The edge board was too sharp; and he was frequently disturbed by people passing through the alley, and bumping against that part of his body which had not gone to bed. Several times during the night I was awakened out of a sound sleep with the impression that we had met the other train, and were stove to pieces. But it was only the Governor's fists and feet fighting for more room. He seemed to have the idea that I could "lay along," or shrink up into half the dimensions of that berth. I was sorry not

to accommodate him, but really, I couldn't knock out the side of the car without discomfort to myself, nor kick out the end partitions without discommoding others who had paid for their accommodations.

We are passing through that part of Canada which is never interesting to me. There are long stretches of excellent flat land, and many finely cultivated fields, but the indications of home life, except in the vicinity of the villages, are not attractive. Neglected, dingy looking farm houses, with distant, lonesome and dilapidated barns, appear on farms which, according to the Vermont standard, should have a snug, well built and well painted set of buildings, with a hundred foot barn, more desirable as a dwelling than the average Canada farm house. The change from Vermont to Canada is readily noted by the appearance of the homes. If the external appearances of refinement are a correct indication of the life within, Vermont civilization is far enough ahead of the Canada standard to call for the appointment of a committee, by the Canadian authorities, to investigate the cause of the great difference. It is possible to *live* generation after generation without making advancement, but it is not the custom in the States. "Progress" is our watchword, but "Stand still" seems to be the prevalent notion in Canada. They want a Governor General who will infuse new life and new ideas into Parliament, and secure legislation favoring better schools, better farming and better buildings; a legislation which gives a stronger invitation to capital to invest in industry. But the surest step in the direction of progress and improvement, increase of population, enterprise, thrift, wealth and refinement, is for Canada to rap for admission to the United States, enter and take advantage of laws already made, and of customs already established. This would soon cure her of the neglect of past generations.

The people in our car have to-day had a good illustration of motherly patience. At Montreal a French lady, about twenty-five years old, took the train with three children, aged