# Weekly Citizen

ALBUQUERQUE, - AUG. 8, 1891.


## RAILROAD MATTERS

The San Antonio & Aransas Pass, in which Mr. Robinson is going in a road, or rather a system of roads in southern Texas, appropriating about [illegible] hundred miles of line. It has been in the hands of a receiver for some time past, and as it is now to be returned to the company the owners show their good sense in putting a competent railroad man at the head of it, who can keep it from getting "into the hole" again. Mr. Robinson has had a good deal of experience with "crack" roads, and he has been so uniformly successful in bringing them through that it is not strange that he is now so much in demand. He came first to take charge of the Atlantic & Pacific when [illegible] was in a peculiar and [illegible] condition and in a comparatively [illegible] on its feet again. He [illegible] to take charge of a [illegible] road which he treated [illegible] & Pacific railroad [illegible] been run down [illegible] to be a very serious [illegible] could result. Mr. Robinson was then sent for again [illegible] through a second [illegible] cessfully done and now successfully [illegible] perty in first class condition. The Texas Pacific people [illegible] in putting him at their head [illegible] for he has proven himself to be one of the most competent railroad managers in the country. But we fear it will not be long before the Atchison discovers that it made a mistake in allowing him to leave the Atlantic & Pacific, and unless they have [illegible] finding a competent man [illegible] than they had the other one [illegible] be a year before they [illegible] him back at double [illegible] A good workman is cheaper at good wages than an inferior workman at half wages, and there [illegible] which this fact demonstrates [illegible] so much force as in the management of a railroad.

It is not known as yet who will be appointed to succeed Mr. Robinson as general manager of the road. The impression is that the position will be abolished, and that the present [illegible] Mr. A. A. Robinson, second vice president and general manager of the Atlantic & Pacific and Santa Fe, will be extended over the entire system. While this latter gentleman is a thoroughly competent man, it is a doubtful question if it is possible for any one man to manage such an extensive system and give to all parts the attention they require. The man who manages the Atlantic & Pacific has a sinecure, it is a long line and a hard line, but one that very frequently requires the entire attention of the man at the head of it. But it would be a great deal wiser for the company to add the management of the line to the other duties of Vice President Robinson than to put into the place a man like some of those they had in charge of it. A fraction of the time of a man who is competent is much better than the whole time of one who is incompetent.

## ABOUT NEW MEXICO.

A gentleman at Montgomery, Morgan county, Tenn., writing to the Commercial club of this place for information in regard to New Mexico, says: "We have read a good deal about your territory lately, and a good many of our people are thinking about going out there. We are mostly farmers, and though we don't know very much about irrigation we could soon learn the same as other people. It seems to be the general opinion that Albuquerque is going to be a big town and we want to get locations near to it where they will be valuable in time. What chance would there be for a colony of about twenty live farmers to find places all together so that they could have a settlement of their own."

Letters similar to this are received by the club every day, and serve to show that the attention of those seeking new homes is turning toward the southwest. They show also that the people of the country at large are learning what has been known to the people of this territory for several years, that Albuquerque is the leading city of the southwest, and is destined to become the principal point between the Missouri river and the Pacific ocean.

## SURPRISED.

The young man who straps a revolver over his broadest parts, and starts out to "do" the town in what he imagines to be the proper New Mexico style, is always greatly surprised, a few moments afterwards, when the police "run him in," and he has his gun taken from him and is fined fifty dollars and costs for carrying deadly weapons. He concludes that he got off at the wrong station, or else there was some mistake made by the dime novel from which he gleaned his information of the country.

Notwithstanding the fact that the people of the country at large ought to be pretty well informed about this country by this time, it is a fact that a very large proportion of those who come here from the east imagine that they are coming to a district that is entirely beyond the pale of civilization, where there is neither law nor order, and where a man is respected in proportion to the size of the arsenal he carries. But we presume there is not a town the size of this in any of the New England states, where a smaller proportion of the people carry concealed weapons than in Albuquerque, no place where life and property are more secure, where disorderly characters are more promptly punished, where the churches are better supported or where a larger proportion of the people regularly attend divine service.

## THE MINING INDUSTRY.

The census office issued a bulletin in regard to the gold and silver production of this country in 1889. After speaking of the impossibility of getting trustworthy information from the multitude of individual prospectors, the bulletin says: The production of bullion during the year 1889 was: Gold, 1,580,809 ounces, United States coining value, $32,888,[illegible]; silver, [illegible] ounces, United States coining value, $[illegible]; total United States coining value, $[illegible]. In gold this is nearly 28 per cent of the world's product, and in silver 41 per cent. The number of gold and silver mining "claims," or "locations" commonly called "mines," in the United States is practically beyond computation. The names of nearly one hundred thousand such claims or mines were received by the census office, but upon making the investigation to ascertain how many [illegible] were working, but not producing, [illegible] temporarily stopped but which had produced, or upon which the work done had established their value and which could properly be classed as mines, the list declined to perhaps [illegible] and upon tabulating only [illegible] returns of positive [illegible] statistics, the list was reduced [illegible] which is still a very large number [illegible] with the other mineral producing lands in the United States. The total value of these gold mines, as the returns show, is put at $186,323,138, of which [illegible] are either idle or not productive, leaving 28 are producing over $100 each annually, 41 are producing over $[illegible], 105 are producing over $[illegible], and 6 from $50 upwards. The bulletin says: The labor employed in the actual production of the precious metals is both [illegible] and very productive.

The average earnings of all persons employed among gold and silver mines [illegible] were $[illegible] a year, while the average wages per diem amounted to $2.52 a day. In the granite quarrying industry, according to the census report, the average value of the output per person employed in 1889 was $618 and the average wages amount $416.

## THE TOWN WE LIVE IN.

It is a [illegible] to hear settlers of western towns complain that they are often called upon to contribute to pay for the public good, says an exchange. They are asked to state in the columns of advertising their city, obtain a new industry, or accomplishing some other result aiming at the common good, rather than at their own individual benefit. There are times when this is a hardship. When even [illegible] turn their faces in anger to the man with a subscription paper.

No public spirited citizen should allow himself to be possessed by such a feeling, and in a western town all citizens should be public spirited. Next to a man's family and business, nothing should stand nearer to his heart than the town in which he lives. It is his home. It is the place where he earns his competence and educates his children. He wants to make it as populous, as thrifty and as widely known as possible. He cannot afford to be indifferent to anything which will further these ends. It is true that demands for such purposes are frequent and it is necessary to use some discrimination in choosing methods, but in a general sense it can be said that a town which is not worthy of the devotion of its citizens in making it widely known and greatly prosperous, is a town in which it is not worth while to live at all. Western men should remember that such public services is the penalty of living in the ambitious west where the glories of civilization are in the future rather than in the past. They should not forget that they are the forefathers of this new empire, and that it falls to their lot to leave a legacy rather than to receive one from other hands.

It is a mistake for the public to expect a few prominent citizens to perform all the labor and bear all the expense of such undertakings. Real estate is not the only interest benefited when a town is made famous, populous, and therefore prosperous. Everybody, down to the man who sells peanuts on the corner, feels the pulsebeat of this new development. Everybody can therefore afford to do his share to bring it about. Nor are the benefits to be measured entirely by the amount of money obtained by live methods in making a town known to the world.

There is no wife like our wife. There are no children like our children. There should be no town like our town the town where we live, the town whose streets our baby's footsteps tread, the town where we shall some day sleep. If such a town is worth anything it is worth all we can do for it. It is worth the full measure of our devotion, whether we receive an immediate dividend in dollars and cents, or whether we merely take our share of the common benefits accruing to the community.

### Prescott Running Team.

The running team of firemen selected to practice for the Albuquerque fair, and from which fifteen will be chosen, are as follows: Toughs: E. W. French, W. Wahler, John Coyle, Richard Brown. Dudes: W. E. Bayless, G. S. Ferguson, J. M. and H. D. Aitken, F. A. Tuttle, Ed. Penland, Ed. Roberts, R. H. Oliver. O. K's: J. Nelson, J. Spear, A. C. Gilmore, Miles Archibald, G. Carter, D. Kennedy, E. S. Clark, H. C. Browdre, F. E. Andrews. Chas. Akers, Geo. Schuerman and Thomas Scholey have been appointed as committee to solicit the necessary funds.—Journal Miner.

### Agricultural College.

The indications are that there will be a much larger attendance of scholars this coming term at the Agricultural College than any term previous. It is very probable that the number will reach over one hundred. This will entitle the college to a military professorship, a lieutenant being detailed by the war department for the purpose of teaching this important branch of study.—Las Cruces Republican.

## EDITORIAL NOTES.

An Atchison man has bred a hybrid plant to bear potatoes under the ground and tomatoes above. He calls it the potamato.

The little village of El Paso is going to "ignore" the New Mexico territorial fair. New Mexico will probably survive the great disaster.

Men who expect political favors must reciprocate. Assistance rendered an enemy is a wrong done to the entire party organization.

The census bureau estimates that 2,[illegible] families of the 12,[illegible] families of the United States occupy and own unincumbered farms and homes.

The continued rise of Lake Salton is giving the Southern Pacific company some anxiety. It looks very much as though the new lake was to become a permanent fixture.

The republicans of this city will make all necessary arrangements for the annual meeting of the Republican League clubs of the territory, which takes place September 15th. There will be a large attendance.

The ragged and threadbare "race issue" in the south has no terrors for the farmers' alliance of that section, which explains the alarm of the southern bourbons over the threatened impairment of southern "solidity."

The Silver City Enterprise says: Governor Prince has finally consented to make the opening address at the Albuquerque fair. The selection was fortunate, as the governor is well posted on the resources of New Mexico, and is, withal, one of the most entertaining speakers in the west.

Carl Zerbesat says that the present entire combined force of artillerymen in the United States service, would hardly suffice to defend one seaport against an invasion made by any great maritime power. He suggests artillery training for the national guardsmen of our seaport towns.

Jemez Hot Springs and Farmington, New Mexico, are in the center of one of the finest fruit sections of the entire country. This year peaches are more abundant than ever before. Raspberries, strawberries, apricots, plums, cherries and many other fruits produced an exceptionally large crop.

Postmaster General Wanamaker spends his entire salary on his private secretary and the various agencies furnishing newspaper clippings. He subscribes to three of these agencies and has given them instructions to furnish him with all clippings relating to himself and to the postal service.

The American idea of rest is after working hard six days in the week, to spend Sunday in posting books or grinding tools. It is similar to that of the old farmer, who, after his laboring men had spent the entire day in the harvest field, suggested to them that they "go and play dog collar by moonlight."

From the statement by the treasury department it appears that the commerce of the United States has increased during the past year $82,191,863. The total commerce during the past fiscal year aggregates $1,725,519,886. The total value of imports for the year was $844,[illegible], and of exports, $881,[illegible].

A Christian Assyrian, who is visiting the United States, says that men in his country work for six cents a day, and that women are there sold as slaves to work with oxen at the plough. There is an opportunity for somebody to raise a cry that the gates must be closed against Assyria, else Assyrian cheap labor will run us.

The return of General Clarkson, president of the Republican National League, from Europe, has started the ball of the presidential campaign to rolling and the individual members of the clubs comprising the league will see to it that it does not stop until the people have again endorsed the American policy by electing another republican president. By the way, have you joined a republican club yet?

The tin plate industry of Wales is much depressed as a result of the McKinley tariff. Manufacturers in that country are seriously considering the expediency of moving their establishments to the United States. The Welsh workmen are resisting reduction of wages, because they perceive that they will be able to find abundant employment in this country when the new tin plate works in course of construction are in active operation. Already the making of tin plates in America is fairly started, and in a year or two the industry will have assumed large proportions on this side of the water.

## AN IMPORTANT MOVEMENT.

The movement now on foot in Denver in favor of a new line from that city to the gulf is one of much more than ordinary significance. The people of that town are in earnest in the matter. They have made up their minds that it is essential to the prosperity of their city to have a line from Denver to deep water not under the control of the Union Pacific, and when Denver has made up her mind that it is necessary for her to have such a line she can command the capital to build it. The present move means "business;" the men at the head of it have had experience in such work, and have always been successful. They are the men who, by their sagacity and their enterprise have made Denver what she is, and the people of the place have confidence in them and will back them with their money.

By the article which we copied yesterday from the News it will be seen that the chamber of commerce has taken hold of the matter in earnest, and a committee composed of some of the leading men of that body and of the state has been appointed to outline a plan of action. Now is the time for Albuquerque to strike. The proposition to extend the Denver & Rio Grande to this point has been so thoroughly discussed that the situation is well understood in Denver and would not need to be explained, while the advantages to be derived by Denver from such an extension to this point are as well understood there as here.

The Denver & Rio Grande is a Denver company. It was organized for the purpose of building up that city, and such has been its mission ever since. The original plan contemplated a line to the gulf, and it looks as though the time had come now for that plan to be carried out. If that company will now widen its gauge on the New Mexico division, as it has already done on its other lines, it will be in position to meet the demand of Denver for a new line to the gulf, and meet it in the most satisfactory manner, since the people of Denver would have more confidence in that company than any other, as a competitor with the Union Pacific. Then when the road has been made standard guage to Espanola, a section of only eighty miles will be necessary to bring it to Albuquerque, where it will find a paying traffic waiting for it. Another extension of ninety miles southeast from this point will take it to White Oaks, a portion of the territory that is already prepared to furnish considerable business, and which under the stimulus of an outlet by rail would show wonderful development. No section of the southwest has grander or more diversified natural resources than the White Oaks country, and given the benefit of connection by rail with the rest of the world, the business of that section would more than double in one year. Then from White Oaks another comparatively short section would put the road into the Pecos valley, where it would tap the business of a region which promises to be, in a few years, the richest agricultural district of the southwest, and would there connect with the Pecos Valley road, another enterprise that is owned and operated by friends of Denver. The last named road is built and running from Eddy, in this territory, to Pecos City in Texas, where it connects with the Texas & Pacific, and from which point a section of a little more than a hundred miles would connect it with the system of roads of the San Antonio & Aransas Pass company, by which it would have outlets to both Galveston and Aransas Pass.

To build a new road from Denver to the gulf would involve the construction of about eight hundred miles of line, while by the way we have here suggested, it would only be necessary to close up a few gaps in order to give Denver a direct and continuous line in the hands of her friends, to both the principal harbors on the gulf. And it would go all the way, too, through a country which it is to her interest to reach, and which would contribute in a very important degree to the volume of her trade. It is the only business like route for her to take. It would not pay to parallel the Fort Worth road, and it would not help the situation any for her to assist the projected line from Trinidad to El Paso, because that is in the interest of the Union Pacific, the very interest that Denver is trying to get away from. These are the only three routes by which Denver could reach the gulf, and of these the one by way of Albuquerque has several very important advantages: First, for more than half the distance from Denver to the gulf the line is already built. Second, it would run all the way through territory in which there would be no competition; and third, it would give the Denver merchants practical control of the trade of the greater portion of the southwest.

We would suggest in this connection that some action ought to be taken to bring these facts prominently before the Denver chamber of commerce.

### Fair Attractions.

Those of Deming and Grant county who contemplate going to the territorial fair will be interested in knowing that it is proposed to have a grand street procession and trades review on one of the evenings of the fair term. On Friday morning Sept. 18th, a special car filled with capitalists from Wyoming and Colorado will arrive in that city. Also a special car from the Ames Manufacturing company on the way to Old Mexico to represent the company. The Flambeau club have ordered their fireworks and they will give a grander display than has ever been witnessed west of Chicago. The Razzle Dazzle club will be a new feature of the parade, the gun club, the wheelmen, the fire department, the military bands, drum corps and many other organizations will assist to make the day one of the grandest Albuquerque has ever known.—Deming Headlight.

### About the Roads.

Editor Citizen.

The road to old town from the acequia past Huning's, is in a deplorable condition—ruts, rocks, ragged edges. In front of the court house the park covering the waste sewer is above the level of the road several inches and broken buggy springs is the consequence. The crossing of the street car track in front of Frank Armijo's residence is unsafe. The road from the city to the fair grounds is as much used as any street in the city, and the county commissioners should be urged to repair the road at once, as in a few days many strangers will be here to attend the fair races, and their praise of a good roadway would be better than their censure.

### New Company.

The following new corporation, a strictly local company, and known as the DeMars Sash Lock company, filed articles of incorporation with the territorial secretary at Santa Fe the other day:

DeMars Sash Lock Company. Incorporators, Joseph DeMars, F. E. McKinley, F. H. Kent, Perfecto Armijo, M. Mandell, J. H. Kuhns, R. W. Hopkins, B. L. Jones, C. E. Bousall. Capital stock, $50,000. Principal place of business, Albuquerque.

Don Mariano Perea, of Bernalillo, is on the Chama with 20,000 sheep.

## WE ARE THE PEOPLE.

Harper's Weekly, of August 1, has an illustrated article on Albuquerque, in which this town is presented to the public in a very proper light. The illustrations occupy an entire page, and include a view of Gold avenue from the depot to the Santa Felipe hotel, a scene in old town on Corpus Christi day, showing the cathedral and plaza, a picture of the court house and its surroundings, a street scene on Railroad avenue, and a view of the residence and grounds of Mr. Franz Huning. The article, which occupies three columns, is as fair a statement of the position and advantages of Albuquerque as we have ever seen in an eastern paper, and cannot fail to do us much good. The article is written by Mr. Clarence Patten, formerly surveyor general of this territory, but now of New York, and a gentleman who is thoroughly familiar with the matters of which he writes. His official experience in this territory gave him an opportunity to learn a great deal about the country, and this information he weaves into his article on Albuquerque, making it not only historically correct, but very readable and attractive. After giving an outline of the history of the old town, from its first settlement about 1870, he devotes the remainder of his article to the Albuquerque of to-day, which he says is the metropolis and business center of the southwest. We make a few extracts from the article in question. "With the extension of the Atchison, Topeka & Santa Fe railroad to this point in 1880," says the writer, "the part of Albuquerque known as 'new town' was laid out near the railway station, and at once became a center of business activity, with a cosmopolitan population. Unlike most western towns it has never had a "boom," but in the place of that ephemeral excitement usually the prelude to a collapse, it has maintained a steady and substantial growth. The new district lies in greater part to the west of the railway station, about a mile east from the old town, with which it is connected by a street car line. It is built of mud, brick, iron and stone, and modern and tasteful residences, surrounded by grounds beautiful with trees, flowers and shrubbery extend from its business quarters southward down the valley or westward along the avenue leading to the old town. It has street railways, gas works, electric light, water works, telephones, two daily newspapers, good public schools, and eleven churches. All the principal streets are graded and provided with sidewalks. Many important additions and improvements have been made during the past year, including the expenditure of $80,000 by the city government in beginning a complete sewer system for the town. * * *

By the aid of irrigation every plant of the temperate zone may be successfully raised in the Rio Grande valley. Corn and wheat yield abundantly, and oats, barley, beans and alfalfa are staple crops. Vegetables of all kinds grow to great size and are excellent of quality. All the New Mexican fruits are of fine flavor, and they bring a much better price in market than the California productions. At various estates up and down the river the business of wine making is conducted on a considerable scale, and with the due improvement of its advantages, the valley of the Rio Grande will take a high place among the wine and brandy producing districts of the world. * * * As the leading town of this fertile valley, and the market for a wide mining and grazing district, Albuquerque is destined to maintain a high rank among cities of the southwest. The machine shops of the Atlantic & Pacific railway are located here, furnishing regular employment to from 350 to 400 men. The 25,000,000 pounds of wool annually produced in New Mexico which is principally shipped at Albuquerque, is carried to distant eastern mills to be manufactured into cloth, blankets, carpets, and in this form much of it finds its way back to the people who produced it. As a seat for prospective woolen manufactories Albuquerque has a great advantage over eastern cities in the matter of freight, in cheapness of fuel and in the assurance of a home market for its products in a wide surrounding territory. The thousands of tons of ores from the mines of New Mexico and Arizona which pass weekly through Albuquerque to the smelters of Colorado, Omaha and Kansas City, could be as well treated at this place; canning factories would find at hand an abundant supply of fruits for their purpose, and manufacturing industries of various other kinds, particularly of machinery, could be introduced to the profit of manufacturer and consumer. * * *. Albuquerque is noted for the energy and public spirit of its citizens. Its board of trade is represented by the Commercial club, every member of which makes it his business to "talk up the town," and lend a hand at all times to help its prosperity. * * * The city is well provided with schools of various kinds. Here, upon a beautiful site, stands the University of New Mexico, maintained by an appropriation of $25,000 a year from the territorial treasury. The Albuquerque college was opened in 1887 for both sexes, with a regular college curriculum, and 160 pupils were enrolled in this institution last year. The New West Education Commission has at this city its headquarters for the southwest, and the academy of this association recently completed, is one of the finest school buildings between Kansas and California. The Albuquerque Academy, organized and incorporated in 1883, occupies a new three story building with a good library and large lecture room. The Presbyterian board of missions have maintained here since 1867, an Indian boarding school, which is conducted by a principal with a staff of nine assistants. A mile and a half from the city is situated the Government Indian industrial and training school, with extensive buildings and grounds. It is in charge of a principal, assisted by an able corps of teachers, and its attendance last year was 200 pupils. The Presbyterian church and the Sisters of Charity have schools at Albuquerque, and there is also maintained there a precinct school for girls.

Situated practically at the junction of the two great southern overland railways, Albuquerque possesses a commercial position of great advantage. From it the Atlantic & Pacific railway runs westward into California, through a country which from the Rio Grande to the Colorado, is a fine grazing, mining and timber region. Crossing New Mexico from north to south, the Atchison, Topeka & Santa Fe railway makes a junction with the Atlantic & Pacific road at Albuquerque, and continuing southward, connects with the Southern Pacific road at Deming, and with the Mexican Central and its connecting roads at El Paso, Texas, so that Albuquerque has railway connection with the great channels of trade on the north, south and west. Several prospective railways, some of which are now building, will connect with this city, or find in it a terminus. The extension of the St. Louis & San Francisco road westward from the Indian territory to a junction with the Atlantic & Pacific railway, a cut off by the Atchison, Topeka & Santa Fe railway, from Kiamee, Kansas, southwest to the Rio Grande, and a road connecting the city with the Texas system of railways to the southwest, are among those projected lines."

## ALBUQUERQUE'S OPPORTUNITY.

### A Railroad Item Highly Significant—A Word from Denver.

The following article is taken from the Denver News of Friday morning, and is highly significant. It shows that the people of Denver have concluded that they must have a competing line to the gulf, and there are many good reasons which might be stated to show that Denver's best route to deep water is by way of Albuquerque. Broaden the guage of the Denver & Rio Grande to Espanola, extend it to this place, and then through Abo Pass to White Oaks and Eddy, and then a gap of about a hundred miles between Pecos City and the present terminus of one of the branches of the San Antonio & Aransas Pass would give a through line to the Gulf, with a choice of harbors, and new lines entirely independent of both the Union Pacific and the Santa Fe—and that would be in fact as well as in name, a competing line. The following is the article from the News:

The special session of the chamber of commerce held yesterday morning was conducted behind closed doors, all inquisitive outsiders being rigidly excluded. Before breaking up an ironclad promise was laid on each member that upon penalty of decapitation not a word should be said concerning the morning's proceedings. The members of the body filed solemnly down stairs and positively refused to give the faintest inkling of their performance.

It was learned, however, that subjects of the most vital interest to the commercial development of Denver and the west were considered. H. M. Porter, ex Governor Evans and J. W. Nesmith were selected as a committee to probe deeper into the theme and a special meeting will be called to hear the result of their inquiries. From intimations which have been given out it is learned that prominent business men are becoming alarmed lest the Union Pacific influence shall prove a death blow to the short haul to the seaboard. It is whispered on good authority that this giant corporation, which controls the Fort Worth road, is bending its energies toward defeating all efforts towards deriving benefits from deep water at Galveston. The long haul to the Atlantic coast fills the coffers of the railway companies with millions of dollars which would be saved to the people if the Gulf route becomes a reality. With the Union Pacific hostile towards the deep water project, there is little hope for western shippers unless new facilities for transportation to the gulf are provided. The project is a vast one, and would involve the outlay of immense sums of money; but it is claimed that Denver and Colorado will never be able to profit by the opening of a deep water harbor unless competition is established. This would necessitate the construction of a new railway from Denver to the gulf, and the proposed new railway is said to lie at the bottom of the movement inaugurated yesterday.

In his letter calling for speedy action by the chamber of commerce, ex-Governor Evans guardedly stated that he had private advices which indicated a great danger to Colorado interests. Although Mr. Evans declined to talk upon the subject, it is believed that the new railway to the gulf is occupying a large part of his waking hours, and will be pushed with his accustomed energy. The project is yet in its inceptive period, but promises abundant returns for all capital invested. It is possible that the committee will be prepared to report next week.

### Missouri Fair Commission.

Jefferson City, Mo., Aug. 4.—The Missouri World's Fair Commission assembled here to-day. Its membership includes ex-Congressman Dawson, Nicholas Gentry, the noted cattle and hog dealer; Editor Greene of the Brookfield Argus, ex-Congressman Frank, of St. Louis, and Hugh McGowen, of Kansas City. The legislature has made an appropriation of one hundred and fifty thousand dollars for a state exhibit and the commission very fairly represents every section of the state.

### Republican League Meeting.

Syracuse, N. Y., Aug. 4.—Delegates to the convention of the state league of republican clubs which opens to-morrow are pouring in this morning. During the day special trains will leave New York, Buffalo, Ogdensburg and other points. The indications point to an immense attendance.

### Knights of Labor Convention.

Lansing, Mich., Aug. 4.—The state convention of the order of the Knights of Labor opened here to-day, with Henry J. Allen, State Master Workman, presiding. Although the order in Michigan is not as strong as it was in the olden days, the proceedings will be of more than usual interest to politicians owing to the fact that the question of committing the order to future political action will be taken into consideration and acted upon. There will be laid before the assembly this afternoon a letter from general secretary and treasurer John W. Hayes, and which has already been communicated to every member of the order in the state. In it the executive board declares pointedly in favor of political action and advises the Knights to get together in view of the coming elections. It says that the Knights may justly congratulate themselves upon having nurtured a spirit of liberty. The loss to the order of many able advocates, says the letter, is to be deplored, but those that remain should brace up the weak-kneed and take serious consideration on the question of politics. It goes on to say: "At this assembly you will have before you for serious consideration grave questions of politics—questions of public policy affecting the well being and prosperity of all. The occasion is most auspicious and every effort should be made to make the results of the convention as far reaching and beneficial as possible. To Michigan we look for political regeneration in the coming State Assembly." The organization in Michigan is pretty well honey combed with Patrons of Husbandry and Farmers' Alliance men and whether the advice of the general executive board will be heeded is an open question. It is not unlikely, however, that the Knights will decide to place a labor candidate in the field in the sixth congressional district at the approaching election to fill the vacancy occasioned by the death of Congressman Ford.

Trainmaster Bain, of Las Vegas, on Saturday last, was on a telegraph pole, connecting the wires which the train service had required to be severed, when the lightning struck him, and inflicted three wounds on his person. He was rendered insensible, but managed to hold his grasp on the telegraph pole.


THE BEST APERIENT

In modern pharmacy is, undoubtedly, Ayer's Cathartic Pills. Except in extreme cases, physicians have abandoned the use of drastic purgatives, and recommend a milder, but no less effective medicine. The favorite is **Ayer's Pills,** the superior medicinal virtues of which have been certified to under the official seals of state chemists, as well as by hosts of eminent doctors and pharmacists. No other pill so well supplies the demand of the general public for a safe, certain, and agreeable family medicine.

"Ayer's Pills are the best medicine I ever used; and in my judgment no better general remedy was

**Ever Devised**

I have used them in my family and caused them to be used among my friends and employes for more than twenty years. To my certain knowledge many cases of the following complaints have been completely and permanently cured by the use of Ayer's Pills alone: Third-day chills, dumb ague, bilious fever, sick headache, rheumatism, flux, dyspepsia, constipation, and hard colds. I know that a moderate use of Ayer's Pills, continued for a few days or weeks, as the nature of the complaint required, would be found an absolute cure for the disorders I have named above."—J. O. Wilson, Contractor and Builder, Sulphur Springs, Texas.

"For eight years I was afflicted with constipation, which at last became so bad that the doctors could do no more for me. Then I began to take

**Ayer's Pills**

and soon the bowels recovered their natural and regular action, so that now I am in excellent health."—Wm. H. DeLaucett, Dorset, Ontario.

"Ayer's Pills are the best cathartic I ever used in my practice."—J. T. Sparks, M. D., Veddo, Ind.

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**Dr. J. C. AYER & CO., Lowell, Mass.**

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### Mining Notice of Forfeiture.

Territory of New Mexico, County of Bernalillo.

To Thomas S. Newlin, Benjamin Walker, J. H. Dykeman, Jr., R. B. Avery, H. F. Hayden, Frank M. Elkins, William Main, James A. Main, Jacobo Yriearri, Donato M. Gasperri, Henry Springer, Francisco A. Manzanares and all other persons whose names may be known or unknown to the undersigned, and the heirs assigns and legal representatives of such and all of such persons, and all persons who have or claim, any interest in the mining claim hereinafter mentioned:

You are hereby notified that we have expended one hundred dollars in labor and improvements (as will be shown more fully by the certificate filed March 26, 1891, in the office of the recorder of deeds in said county of Bernalillo) upon the Nuestra Senora de los Milagros mining claim, located April 7, 1879, the location whereof is recorded in Book "H," page 186 of the Recorder's office in said county, and is situated in the foot hills a little south of the mouth of Hades Canon, in said county of Bernalillo, Territory of New Mexico, in order to hold said premises under the provisions of Section 2324 of the Revised Statutes of the United States being the amount required to be expended to hold the same for the year 1890; and you are further notified that the undersigned have, and their predecessors entitled, have likewise expended one hundred dollars for each of the years 1882, 1883, 1884, 1885, 1887, 1888, 1889, amounting, including the said year 1890, to the sum of eighthundred dollars.

And if within ninety days after the publication of this notice as required by law, you fail or refuse to contribute your proportion of such expenditure as co-owners, if you are such, your interest, if you have any, will become the property of the subscribers under Section 2324 of said Statutes.

CHAS. W. LEWIS,
W. B. CHILDERS,
JOHN FLOURNOY.

Albuquerque, N. M., April 4th, 1891.

### Notice of Suit.

Territory of New Mexico, county of Bernalillo. In district court, Second Judicial District.—In chancery.

John Fettis,
vs. No. 3167.
Louisa Fettis.

The said Louisa Fettis is hereby notified that a bill of complaint has been filed against her in said court by John Fettis for an absolute divorce and the dissolution of the bonds of matrimony existing between the parties, on the grounds of abandonment, and for other and further relief. That unless you, the said defendant, appear in said suit at the October, 1891, term of said court, to be begun and held at the court house, at Albuquerque, in said county, on the first Monday in October, 1891, a decree pro confesso will be entered against you.

CHAS. F. HUNT,
Clerk and Register in Chancery.

PHELAN & HEACOCK, Solicitors for Complainant.
Albuquerque, N. M., July 31, 1891.