

THE CITY FATHERS

Meet and Discuss Many Matters of Moment in Albuquerque's Interest

OWNERSHIP OF WATER CONSIDERED

The city council was a little tardy last night in getting down to business, it being 8:30 when Mayor Myers and Aldermen Harrison, Harsen, Hovis, Grunfeld, and Hobbs answered to roll call. Alderman McMillen came in later.

After the preliminary routine business had been transacted, Chairman Harrison, the new head of the finance committee, reported favorably upon a number of bills, which were allowed, notwithstanding Alderman Grunfeld's objections, he contending as heretofore, that the members of the council should not have business transactions with the city. The same committee reported favorably on the bills of the city clerk and treasurer, and they were also allowed. When the finance committee began considering the various bills submitted from other committees, Mr. Grunfeld called attention to the fact that three of the bills were in favor of members of the city council. Mayor Myers stated that he had high legal opinion that selling goods to the city is not executing a contract. The bills came through the sewer, street, police, water, fire, building, and light and fuel committees, which reported favorably upon the bills submitted.

The report of Chief Nash of the fire department, showed that eleven fire calls had been answered during the quarter and that damages from fires during the same time aggregated \$7,935.

Chairman Harsen of the special committee appointed to consider claims of flood sufferers, asked for further time, which was granted. Alderman Hovis, who had been appointed a special committee of one to look after the dog catching interests of the city, reported recommending that J. W. Ward be appointed pound master and dog catcher. The recommendation was approved, and Mr. Ward will at once enter on his duties.

President Harrison's ordinance, changing the name of Keleher avenue to Keleher street, to conform to the system of naming adopted by the city, was passed; and a motion by Alderman Harsen was passed, requiring the contractor to complete at once the repaving of the street signs.

The matter of sidewalks received considerable attention, repaving the walk in front of the Nestor Armijo property on Railroad avenue, next to Mayor Myers's property, was ordered. The city attorney was instructed to prepare ordinances for cement sidewalk construction on west side of Fifth street between Copper and Roma, and south side of Railroad avenue from Fourth to Fifth streets. A list was ordered made of all persons ordered to construct sidewalks and who have failed to do so. In the cases which have become delinquent, the city will advertise for bids and have the walks constructed, the cost becoming a lien on the property.

The city clerk announced that W. H. Greer of Deming had accepted the city franchise for an electric street car line, and had deposited with the treasurer his \$2,000 forfeit, in case of failure to carry out the stipulations contained therein.

Chairman Hubbs of the fire committee, was authorized to purchase for the department, one seven-eighths inch Callinan spray and shut-off nozzle, and four bits.

On motion of Mr. Hovis a special committee of three was asked for, to investigate the subject of the city's owning its own water system, the cost of installing a plant, and the practicability of purchasing the present system.

Aldermen Hovis, Harrison and McMillen constitute the committee. Add Councilmen.

Alderman Grunfeld was the only member of the council who voted no on the adoption of the finance committee's report upon bills they had audited and approved last night.

Firemen Hilder, Hush and Fletcher Allison, Livingston, Chas. Croy and James Wilson have been called for examination, which if passed, will promote them to the side of the cab where the throttle is handy. They are all popular firemen and each has many friends who wish them good luck.

THE TERRITORIAL FAIR.

Biggest Exhibition Ever Given in the Southwest.

From Deming Graphic.

Last week the greatest exhibition ever held in the southwest was held in Albuquerque. The Twenty-third Annual Territorial Fair was far ahead of any previous exhibition given by the association. Large amounts of money were expended in furnishing sports for the entertainment of the people and the result of this was that the sports at this fair were the best to be secured in the country and thoroughly appreciated by the great number of people from every part of the country who saw them.

The agricultural and mineral exhibits were of the best and were examined with interest, not unmingled with wonder, by hundreds of eastern people who will have a much better knowledge of our resources, than they had before seeing the fair, and who will do much more advertising for the territory on account of it. San Juan county was there as usual with a fruit exhibit such as could hardly be gotten up anywhere outside of New Mexico. This exhibit consisted of 20 six-horse loads of produce hauled in wagons 200 miles, while Roswell and the Pecos valley region had a carload and the Mesilla valley a carload. Grant, Sierra, Socorro, Santa Fe, Taos and other counties were well represented with both minerals and fruits so that the great hall was crowded to its utmost capacity to make room for all. There were also

examples of work done at the various educational institutions of the territory which would be a credit to any of the eastern states. As a means of bringing our people together and giving an impetus to our progress as well as also giving our resources, there is no one association that does more than the Territorial Fair Association and it is to the credit of the people of the territory that nearly every community assisted in the great work. We look forward to next year's event with even more interest than we did to this one.

El Paso Lawyer Leads Fight Against Bribery.

A sensation was sprung at El Paso when Millard Patterson, a leading attorney, offered over his own signature in a published statement to pay a reward of \$500 for any person bribing or offering to bribe a juror and \$100 for the detection and conviction of any juror accepting a bribe.

Attorney Patterson has the support of the El Paso bar in his fight against bribery. He asserts that several instances have come to light lately to indicate that juror in damage suits had been tampered with.

DEWING NEWS NOTES.

From the Graphic.

J. I. Knight has sold his residence property to Dr. P. M. Steed.

J. I. Cox returned from the territorial fair alive and ready for business.

The new lumber office built by J. I. Clement is nearly finished and the yard is rapidly filling up with building material.

A. H. Thompson inspected seventeen cars of cattle last Saturday which were being shipped by Hubbs to Colono, Cal. Several other shipments have been made and several are gathering to ship in the next few days.

Kelly Phillips is one of the Luna county boys who won both money and honor at the fair last week. Although he is but 16 years old he took third place on the roping contest, and many people who saw him tie his steer said he did the prettiest work of any one in the field.

The many friends of Walter Conison, who left here some weeks ago for Louisiana with a bunch of horses, will be grieved to hear that he was killed Monday by a horse falling on him. It is understood that he was to have been married to a Deming young lady soon and the sympathy of all goes out to her and his relatives in this sad hour.

We are informed by Col. P. R. Smith, who returned from El Paso Saturday last, that the opening of the Deming Bank Loan and Trust company's bank will now be postponed until December in order to enable some of the St. Louis stockholders to be here at the opening and to perfect some important business matters in connection with the bank.

Tony North went to Albuquerque last week for the purpose of playing in the ball game with the El Paso team but the folks up there had heard of him so concluded he was too fat for them. This is a good recommendation for our Deming ball players and particularly for Mr. Keith, and we congratulate him on the compliment he received.

Carload of Wives Wanted in Arizona.

A few Brown, bank cashier of Winchester, has received a letter from B. A. Hodsell, boss raiser at Buckeye, Ariz., who says he knows of thirty prominent young men in that section who are greatly in need of wives and who will make faithful and acceptable husbands. He asks that a carload of girls eligible for wives be sent. Hodsell was in Winchester a year ago and was favorably impressed with the girls in the valley of Virginia.

OFFICIAL MATTER.

A postoffice has been established at Carpenter, Bernalillo county. The postoffice is sixteen miles west of Albuquerque from which city it is served.

New Mexico Day.

August 9, 1904, has been named as New Mexico day by the board of managers of the Louisiana Purchase exposition at the request of the New Mexico board of managers. This is the anniversary of the day on which General S. W. Kearny took possession of the territory.

Territorial Funds Received.

Territorial Treasurer J. H. Vaughn has received the following public funds: From Walter H. Gurney, treasurer and ex-officio collector for Luna county, \$367.52, taxes for 1902. From Daniel Stewart, treasurer and ex-officio collector of Quay county, \$244.75, taxes for 1902. From Mark Howell, treasurer and ex-officio collector of Chaves county, \$161.75, taxes for 1902.

Appointed Second Lieutenant.

Adjutant General W. A. Whitman, pursuant to the order of Governor M. A. Otero, issued general order No. 18, as follows: Lauren Case of Las Cruces, is hereby appointed second lieutenant of Company A, First regiment Infantry, national guard of New Mexico, vice Theodore Houtzart, Jr., resigned, to take effect October 20. He will be respected and obeyed accordingly.

Notaries Public Appointed.

Governor Otero has appointed the following notaries public, whose commissions have been issued from the office of Territorial Secretary J. W. Reynolds: W. R. Spencer, Raton, Colfax county; W. S. King, Anthony, Dona Ana county; George H. Smith, Jr., Santa Rosa, Leonard Wood county; H. N. Wilcox, Santa Fe, Santa Fe county; W. H. Harrington, Farmington, San Juan county; Leo Hersh, Santa Fe, Santa Fe county; J. M. Peacock, Roswell, Chaves county.

Pennsylvania Steps Improvements.

The Pennsylvania railroad will suspend further operations on a great part of the vast improvement on extension work. It is estimated that nearly \$19,000,000 of new work already under contract will be stopped

within thirty days. An immediate result of this sudden action by the Pennsylvania railroad to curtail expenditures will be the throwing out of work of several thousand men employed by the contractors.

The purpose is to stop all improvements and extension work derived from direct benefit cannot be derived this year, except where the work is so far advanced or in such shape that operations cannot be suspended without danger of serious damage to the work already done. Heavy excavation work will be stopped.

EFFECTS OF LUN SPOTS.

Appearance of One Larger than Usual Causes Discussion.

There is a spot on the sun, according to the government astronomers, 82,500 miles in diameter, or ten times that of the earth. But scientists say even this and a score of smaller spots of similar size now besmoking the sun's face do not decrease the lighting of the earth one thousandth part.

Sun spots, says the weather bureau at Washington, are as common as electrical storms on earth. They appear at stated intervals and go from the minimum in number and latitude to the maximum in both in eleven years and one month. Then a new series comes in and the same process is repeated. At this time it is believed the maximum has been reached and the spots are on the decline.

The effect they have on the earth is a matter of contention among astronomers, weather officials and electricians. Patrick Connor, local forecast official of the weather bureau, says:

"The so-called sun spots are violent atmospheric disturbances in the photosphere of the sun. If photosphere is meant the solar atmosphere, such as we have on earth, clouds and all. Not enough is known of the sun to determine just why these photospheric disturbances should continue every year and a month or so, but it is a recognized fact in science that they do."

BAD FOR THE MEN.

Railroad Presidents Agree to Reduce Number of Employees Largely in All Departments.

A telegram from the New York says that an original agreement now exists among the great railroad companies of the United States for the purpose of shaping the policy to be pursued in making retrenchments and reducing forces of employees, just as there was an understanding in regard to advancing wages during the last two years. This statement is made on the authority of a man identified with a leading corporation. While no formal association exists, because such a body would be contrary to the interstate commerce law, there is a compact which is binding on all of the members. Its primary object is to deal with the labor problems, so that employees of one railroad cannot use another road as a club or bring the first named into subjection. If the men rebelled now they would find themselves running up against a stone wall.

The word has gone forth on all large railroads that retrenchments are to be made in certain lines where the companies can most easily reduce forces—such as car shops, repair shops, maintenance of way department and improvement corps. By laying men off instead of reducing wages, those who remain cannot well find any fault, although, to be sure, some of them will have to do more work than they did before. The reduction of forces will go on for some time, all departments in turn being taken up. The results will be much the same as if wages were cut, for it matters little whether a railroad with a wage list of \$1,000,000 lays off one-tenth of its men, resulting in a reduction to \$900,000, or makes a reduction of \$100,000 in wages of its men and allows all of them to remain. Perhaps less work will be done after the forces are reduced, but it is the policy of all of the companies to continue operations on just as large a scale as traffic warrants.

James J. Hill's conference with the Pennsylvania railroad officials in Philadelphia this week was primarily in regard to the labor problem and the policy to be pursued in making retrenchments. Reductions in wages will be made later, if business conditions warrant it; but leading railroad men would much prefer to keep up wages as long as possible. The policy of reducing wages will not generally be tried by the railroads until after industrial corporations have led the way.

ANALITO CONTREROS.

The Old Mexican Will Likely Take a Trip to Santa Fe.

Analito Contreros, the old Mexican who was arrested dozens of times for being drunk has finally got himself into serious trouble and will very likely take a trip to Santa Fe. Sheriff Higgins had his horse, Pickpocket, hitched in front of Lib Rainbolt's residence on Pecos avenue on show day, and the old Mexican unhitched the horse and made off about one hundred yards when detected by Mady Rainbolt. Sheriff Higgins swore out a warrant charging him with horse stealing, and he waived examination this morning before Judge Peacock and was bound over to await the action of the grand jury. He was committed to jail in default of bond—Roswell Record.

Robert Greenleaf remains at the hospital in a deplorable condition. He has been suffering from injuries and blood poisoning several months and there is little left up in the festering of the disease. His arm was lanced yesterday for the third time. Dr. Cutter still has hopes that he will save the arm.

Within the past two years ten Great Northern men, of more or less recent graduation from Mr. Hill's school, have joined the ranks of the Rock Island. The matter of price has hardly entered into the calculation at all. Great Northern and Northern Pacific were outbid for several of the ablest men.

RAILROAD NOTES

George Taylor, the switchman, has returned to work after a short vacation.

Fireman Burnstone has resigned with the Santa Fe and will leave for the east.

Rudolph Quinzer, recently of the local shops, is marked up as extra on the fireman's board.

C. C. Minnow, round house and shop watchman, is enjoying a visit from his daughter, Mrs. J. W. Noble, and granddaughter, Miss Nellie, of Temple, Texas.

Engineer and Mrs. J. M. Reed, popular railroad people of Las Vegas, who were here during the past week, have returned to their home in the Meadow city.

Conductor and Mrs. J. L. Wisner passed through the city last Sunday night for the City of Mexico, where Mr. Wisner takes a position on the Mexican Central.

The glass on the vast side of the main shop building, broken by the heat of the recent fire, was replaced yesterday. Nearly sixty panes were required to do the job.

Allie Bundburg, foreman of the repair shops, has returned to work after having been laid up a week with an injured toe. The injured member is only slightly disfigured.

The electrical engine and steel lathes from the shops displayed at the fair grounds during the fair was returned yesterday and are again in their customary position.

Superintendent F. J. Shepard of the Santa Fe coast lines, who has been east several weeks, passed through the city last evening en route to his headquarters at Los Angeles.

H. J. Taylor, for several years machinist at the local shops, has resigned and will leave for California. Mr. Taylor seeks a lower latitude where he expects to find better health.

The California limited train of the Santa Fe system will go into service on November 29. The officials are also discussing the matter of putting on another train to run from Kansas City to the west.

The heating plant that keeps the boys warm at the shops is being enlarged materially. The former inch and a half pipes are being replaced by three inch pipes and placed conveniently along the passage ways.

A. W. Reeves, traveling freight agent for the Southern Pacific, has returned to his headquarters at El Paso, after a short visit in the city. He enjoyed the fair and had a big lot of literature regarding the Sunset route distributed while here.

Jose Gonzales, a car whacker, who was accidentally struck on the head Saturday by an eight-pound sledge hammer, which flew on the handle, and who was unconscious some time afterwards, is reported in an improved condition and that his chances for recovery are very good.

Paul Morton of the Atchison, Topeka & Santa Fe railroad, knows nothing of a plan for the lease of the Santa Fe to the Union Pacific railroad on a four per cent basis, as rumored in Wall street. He says that such a lease is hardly feasible, as the Union Pacific and Santa Fe are competing systems.

The local railway machine shops and round house are having a heating apparatus installed, which will provide warmth for the employees during the winter. Heretofore the shops have had no heat, and the improvement will be greatly appreciated by the shop men. The radiators are being put in place and the work will be finished next week.

The Santa Fe will operate a weekly Pullman tourist sleeper line this fall between Galveston and Los Angeles by way of Newton and Albuquerque. It is for the especial benefit of passengers who wish to take advantage of the low tourist rate from Texas to California. A similar weekly car is also regularly run over Santa Fe lines between Chicago and Galveston by way of Kansas City.

The State Journal says: A report has reached Topeka to the effect that Edward Forsythe, who left Topeka a short time ago to go to Albuquerque to work as a clerk in the office of the Santa Fe storekeeper there, has resigned his position at that place and will shortly leave for Needles, Cal., where he has secured the position of chief clerk in the storehouse office.

Wrecked on Grade and Eight Men Killed.—A log train of the Alamogordo and Sacramento Mountain railway got beyond control on a steep grade Monday afternoon, and plunged over a declivity, totally wrecking the locomotive and cars and killing eight laborers. This is the first accident that ever occurred on the Cloud climbing route. The railway is one of the most peculiar in the country, being 3,000 feet up and constructed with switchbacks. The scene of the accident is 100 miles north of El Paso.

DENVER & RIO GRANDE.

Annual Election of Directors of the Company in Denver.

Denver, Oct. 21.—At the annual meeting of the stockholders of the Denver & Rio Grande railroad today all the directors were re-elected with the exception of Charles G. Warner, St. Louis, who retired because of impaired health and is succeeded by Edwin Gould. The report shows no unpaid vouchers and no floating indebtedness at the close of the fiscal year. The net earnings for the year were nearly seven millions. Over three millions have been spent for improvements. It is stated that the strike of the miners in Colorado has not materially affected the earnings.

Surveyors Nearing Roswell.—The Santa Fe Central surveying outfit are slowly nearing Roswell and will be with us in a few days, says the Register.

The country that they have come over although rough in some places is not difficult to put a line through. Last Friday, E. E. Spierling, the assistant to Chief Farwell of the corps was in Roswell, and reported the party to be some thirty-five miles from town. They were then engaged in platting their work, and would then

come straight to Roswell. Mr. Spierling was much pleased with his first view of Roswell and said he had not expected to see so large a city.

His Sensibilities Damaged.—J. Frank of Omaha, Neb., has filed suit in the district court for \$10,000 damages against the Chicago, Burlington & Quincy Railroad company because he was put off a train after having purchased a ticket. The ticket owned by Frank was one sold by the joint railroad agency and was turned over to the conductor when the passenger left Denver for Omaha. When the train had started the conductor told Frank, it is alleged, that he did not have the ticket and that the latter would have to get off at the next stop. Frank claims that he has been greatly damaged in his business and in his sensibilities as he was ejected from the train before a car full of passengers.

THIS STORY IS C. T.

Railroads Announce That Issuance of Passes Will Be Restricted.

The issue of passes by the western roads during the year 1904 will be greatly restricted, raises to shippers or merchants will be entirely discontinued.

Not bring this about the annual passing of the executive officers of the western roads has been in session at Chicago during the last two days.

The issue of exchange passes will be greatly curtailed. Annual passes will not be exchanged with any road that does not grant a similar favor. This means that officers of the eastern trunk lines, no matter what their rank, will not receive any annual passes from western roads, because the trunk lines refuse to issue exchange passes.

Return passes to men in charge of livestock shipments will also be cut off next year.

The Alamogordo News says: Pay day for the shops and mill occurred on schedule time on Thursday the 15th. The pay roll for the shops was smaller than for some months, on account for a number of men being laid off last week. Nearly two hundred men are yet employed at the shops however, and Wednesday they worked ten hours. It is quite likely that the work required to be done will increase soon when more men will be needed.

OIL BURNERS.

In a Short Time to Be Extended to This City.

According to the reports which have reached here in the past few days, there is a prospect that the Santa Fe will extend its use of oil as far east as this city. The intimation is also made that coal may be discarded soon between Albuquerque and Kansas City. Hard coal is now obtained by the company from the mines near Gallup and there is talk of a strike of all union miners in and west of Colorado. This, it is believed, will hasten the use of oil in the district beyond Seligman.

Prediction is further made that when the company begins to use oil into Albuquerque and beyond, it will be found profitable to extend its use in engines over the entire Santa Fe system.

The Colorado Argus says: When Newton Teal shipped his household goods from Pecos to Garland the consignee was one box short, and Wednesday in Justice Emerson's court he brought suit against the railroad company for \$100 damages. Hon. G. A. Richardson appeared for the railroad and J. O. Cameron for Teal. After hearing the case Justice Emerson rendered judgement for plaintiff in full. The railroad promptly gave notice of appeal.

THIS WOULD MAKE TROUBLE.

Santa Fe Said to Be Invading Hill-Harriman Preserves.

Among the different rumors which have been set afloat with regard to the intention on the part of the Santa Fe to "do things" is one to the effect that the company will extend its system beyond Eureka, in northern California, the ultimate terminal point being Astoria or Puget sound. Some time ago the California and Northern Railway company, organized under the laws of Nevada, became a Santa Fe corporation. Its capital is \$2,500,000 shares, with 247,000 already issued. The company has constructed from Eureka to Arcata, a distance of eight miles, and the ostensible point is Crescent City, in Del Norte county. It is now stated that this work will be continued, forming a "northern branch" of the system.

The old rumor that W. B. Leeds, president of the Rock Island, is to succeed B. F. Yoakum as president of the St. Louis & San Francisco has been revived. Friends of Mr. Yoakum say that in consequence of the refusal of the Rock Island syndicate to take over the Seaboard Air line, Mr. Yoakum will take upon himself the personal direction of the Seaboard. That would necessitate his retiring as president of the Frisco, for it would require all his time.

IS THIS OFFICIAL?

Announced That Choctaw Extension Will Be Abandoned.

It was announced at Austin, Texas, on Tuesday, that the Rock Island has abandoned its project of extending its Choctaw road from Amarillo, Texas, west to Tucuman, N. M., where connection would be made with the El Paso line of the Rock Island.

ALFALFA MEN'S GRIEVANCE.

Can't Get Low Rates Without Misrepresenting the Facts.

"Alfalfa men in western Kansas have a grievance against the railroads," said A. H. Burtis, federal fence inspector, says the Topeka State Journal. "They claim the railroads are discriminating against them. It costs them 70 cents a bushel to ship alfalfa seed from the alfalfa center out there to Topeka. The rate for shipping millet seed is only 10 cents a bushel. Alfalfa seed and millet weigh the same per bushel. Still millet freight is 10 cents and alfalfa

is 70 cents per bushel. There isn't one railroad man in ten that can tell which is millet and which is alfalfa seed by looking at it. Inasmuch as the railroads were giving them the worst of it, some of 'em shippers out there concluded they would turn a trick themselves. So they have been shipping alfalfa seed and labeling it millet seed, getting the 10 cent rate. This would save them about \$250 a car."

SOME FURTHER FACTS.

Concerning the Negro Car Robber Shot While Resisting Arrest Near Gallup.

A communication from Gallup gives additional information about the negro who broke into a sealed car at Grants, resisted arrest near Gallup, and was shot and taken by Marshal Winders of the latter place.

It appears that at least twenty boxes in the car had been broken into and rifled, the negro appropriating to his own use a pair of shoes and a Stetson hat. These articles aided in his identification.

Marshal Winders had no trouble in finding his man, about a mile out of Gallup, and started for town, with him marched in front. Suddenly the man turned on the marshal and attempted to disarm him; but the officer was too quick for him and shot the prisoner in the thigh, inflicting a severe wound.

The negro's name is J. Smith, and he is wanted by the officers of the reformatory at Hutchinson, Kas., on another charge. Smith will be given a trial at Gallup on the charge of robbery and resisting an officer in the performance of his duty, after which he will be turned over to the Kansas authorities. The officers at Hutchinson have been notified of the whereabouts of the man. The hobos will probably be detained as witnesses.

Payton Skidmore died suddenly at his home, near Aztec, at 11:30 o'clock, Thursday night, of stomach trouble. Mr. Skidmore had not been well for some time, but had been able to be around and attend to business and no one thought of the end being so near. Deceased was about 66 years old, highly respected by all who knew him. He leaves a family and several grown children, Mrs. Lucy Hoyle, who lived with her father and kept house for him, is the only one of his children residing in this county.

PECOS VALLEY LINES.

The Directors and Stockholders Meet in Roswell.

The directors and stockholders of the Pecos lines held a meeting in Roswell last Thursday, says the Roswell Register. It was held aboard the special train that brought them to the city.

All of the old officers were re-elected as their service has been eminently satisfactory. Following are the officers who were re-elected: H. U. Mudge, of Topeka Kansas, president of the Pecos Valley lines. He is also manager of the Santa Fe. Avery Turner, of Amarillo, vice president and general manager, of the Pecos Valley lines. J. C. Paul, of Amarillo, treasurer of the Pecos Valley lines; Don A. Sweet, of Amarillo, secretary of the Pecos Valley lines; A. L. Conrad, of Amarillo, auditor of the Pecos Valley lines.

The following were the passengers on the special train that consisted of the special cars of Avery Turner and H. U. Mudge; H. U. Mudge, of Topeka; George H. Clarke, of Topeka, formerly secretary of state of Kansas and the present state printer; T. J. Templar, of Hutchinson, Kansas, president of the Kansas Grain company, of Hutchinson; Avery Turner and wife J. C. Paul, A. L. Conrad and Mrs. Driggs, of Amarillo, and W. C. Hilton of Topeka, private secretary to President Mudge.

All the directors were re-elected except Ed Kenna, the vice president of the Santa Fe system, and Samuel Atkinson of this city, claim tax and land agent for the P. V. & N. E. Railway Co., was elected in his place. The following are the directors of the P. V. & N. E. R. Co.: E. P. Ripley, of Chicago, president of the entire Santa Fe system; H. U. Mudge, Topeka; Avery Turner, Don A. Sweet, A. L. Conrad, C. Paul of Amarillo; J. J. Hagerman, E. A. Cahoon, John W. Poe and Samuel Atkinson of Roswell.

An order has just been issued that no more cars can be used on the New Mexico division of the Denver & Rio Grande system except those equipped with the new automatic couplers. As the cars now in use are not to be so equipped, they will be no longer seen in Santa Fe.

Deserved Appointment.

News from Manila states that Prof. W. A. Sutherland, formerly in the University of New Mexico and the New Mexico College of Agriculture and Mechanic Arts, has been appointed agent of the government of the Philippine Islands to look after the Philippine students who are sent to the United States to school. This makes another appointment of a New Mexican man to an important position. The advantage which the New Mexico people understanding the Spanish language have over others in filling positions in our new possessions is becoming more apparent each day.—Deming Graphic.

Burglars Form Union.

Chicago burglars have organized a union. Its official title is the Burglars' Aid association. Whenever a house is burglarized hieroglyphics are used for the benefit of other burglars who might chance that way. Crosses, circles and the pictures of dogs, usually made up of a knife, pencil or chalk, are believed by the police to be the principal characters of this strange code. Included in the membership, in the opinion of the police, are some of the cleverest burglars operating in Chicago.

Fireman McCannon is at the local hospital under treatment. He was brought in from off the road, where his muley overtook him.

KNIGHTHOOD IN FLOWER.

Chivalrous Order of the Temple Will Occupy the Day.

TOMORROW CLOSES THE GATHERINGS.

The third annual convocation of the grand commandery of Knights Templar for New Mexico, was called to order at 10 o'clock this morning, at their asylum in Masonic temple of this city.

Previously, the members of Pilgrim commandery No. 3, Albuquerque, had assembled and in full uniform had escorted the right eminent grand commander, Sir C. N. Blackwell of Raton to the temple.

The grand body was organized August 21, 1901, and up to the present time has had three right eminent grand commanders—Sirs E. L. Bartlett, J. P. McGrorty and C. N. Blackwell, respectively of Santa Fe, Deming and Raton; three very eminent grand deputy commanders—Sirs J. P. McGrorty of Deming, C. N. Blackwell of Raton, Alex. Stevens of Albuquerque; three eminent grand generalissimo—Sirs C. N. Blackwell of Raton, Alex. Stevens of Albuquerque, H. A. Harlee of Silver City; three eminent grand captains general—Sirs J. A. Murray of Las Vegas; A. H. Harlee of Silver City; E. A. Cahoon of Roswell.

The officers thus far mentioned occupy the dias, and are usually considered to be in the line of succession, the commander becoming past commander, the deputy becoming commander, the generalissimo becoming generalissimo, the captain general becoming generalissimo, and the captain being elected from the body of the house. This is generally not always the case. There are thirteen officers needed to fill all the chairs of a grand commandery, and twelve for a subordinate commandery, but the business can be transacted with seven, nine or eleven. The highest body among Knights Templar is the grand encampment, which meets every three years. The twenty-ninth triennial convocation for the United States of America will meet in San Francisco, Cal., at noon on September 6, 1904.

The ritual of the valiant and magnanimous order of Knights Templar, which means knights of the Temple, is one of the most beautiful and impressive ever devised by the mind of man, while it is the only one of the Masonic orders which is founded on the Christian religion and the practice of the Christian virtues.

The present officers of the New Mexico grand commandery, were given by the Citizen last evening. New officers were elected and installed this afternoon, but it was too late for the Citizen to secure them for today's issue. From 5 to 7 p. m., there will be a luncheon and smoker extended to the grand commandery by Pilgrim commandery No. 4, of this city, and then tonight the same commandery will have its usual monthly convocation.

The Eastern Star.

Tomorrow will close the convocations of the different Masonic orders, the grand chapters of the Order of the Eastern Star will have the day devoted to its exercises.

This is quite a modern organization, while the three bodies—Blue lodge, Royal Arch chapter and Knights Templar commandery claim a vast antiquity. The Order of the Eastern Star was founded to meet the objection so frequently urged against Masonry that it discriminated against women. But it is a beautiful order, formed on the Masonic idea of teaching moral truths by physical symbols. It has brought to Masonry the support, encouragement and assistance of a multitude of America's best and noblest women; and the formation of the order has been productive of the utmost good.

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