FISH FROM SOUTH REACH NOVA SCOTIA

Six Thousand Plants of 120 Varieties Chrysanthemums in Pennsylvania Show.

LAST FULL RIGGED SHIP TURNED INTO COAL HULK

Natural Gas Products Are Increasing Along the Appalachian Range of Mountains.

Halifax, N. S., Nov. 6—A number of tarpon have recently been taken on the Nova Scotian coast. Professor Prince, Canadian commissioner of fisheries, in a report to his government, states that the tarpon are fully developed and are splendid specimens of their kind. It is well known that the tarpon's haunts are on the Florida and Mexican coast, and so far as known here its appearance in northern waters has never before been recorded. The staff Canadian biological station during the last four or five years has secured a large number of fishes native to southern waters, which, coupled with the discovery of the tarpon, is believed by experts to strengthen the theory that changes are taking place in the course of the gulf stream and Atlantic currents.

CHRYSANTHEMUM SHOW AND ORCH'DS WITH BEGONIAS

Allegheny, Pa., Nov. 6—No less than 6,000 plants and 120 varieties were exhibited at the chrysanthemum show at Phipps conservatory today. There was also a splendid selection of begonias and orchids. Visitors were shown the Bentley, a new shell pink chrysanthemum of great beauty and rarity; two new and rare specimens of purple orchids and two new pink and white varieties of begonias.

CANADA ADVERTISES FOR INCREASE OF POPULATION

Montreal, Nov. 6—The number of immigrants into Canada during the past year was 189,064, an increase of 42,798 over 1905. The immigrants from the United States numbered 57,939, or 14,267 more than in 1905. Canada has for years pursued a policy of inducing immigration by extensive advertising and paying bonuses to immigration companies. It is said that each British immigrant costs Canada $13 and agriculturalists and servants from the continent of Europe cost the government $5 each. The homestead entries in 1905 amounted to 34,646 in Manitoba and the northwest. The so-called fertile belt in this section of the dominion contains 90,000,000 acres suitable for settlement, of which 67,250,000 have been granted to railroads, homesteaders, etc., leaving 22,750,000 acres for new homesteads.

AMERICAN ALKALI PEOPLE MUST PAY ASSESSMENTS

Philadelphia, Nov. 6—Preferred stockholders of the American Alkali company to the number of several hundred have been served with a collective subpoena to appear before the United States circuit court here today to answer suits brought against them by Receiver Brown for the payments of assessments on their stock. Over two years ago assessments for $10 per share, payable in two installments of $5 each, were called from the preferred stockholders. Payment was resisted and the matter has been in court ever since. Such decisions as have been rendered favored the receivers, the court holding that the party in whose name the stock is held was responsible for the assessments. The American Alkali company is one of the three score industrial concerns that were floated in this city in 1899.

STATUE DEDICATED TO JOHN COTTON AT BOSTON

Boston, Mass., Nov. 6—A statue of John Cotton, the base of which is formed with stones brought from the Church of St. Joseph, England, and erected by his descendants, was dedicated in the First church here today. Amongst the friends of the faithful minister who have subscribed to the memorial are: Chas. S. Cotton, William Everett, John Gray, Francis Lee Higginson, Peter C. Jones, Robert Prest Paine, Charles O. Sargent, Nathaniel Thayer, Judge O. W. Holmes and Robert Hunewall.

BANK TELLER FITCHMAN ON TRIAL AT ALBANY

Albany, N. Y., Nov. 6—The trial of Charles E. Fitcham, the former teller of the First National bank of Saratoga, who is charged with embezzling $115,000 five years ago, was continued today. The prisoner admits he took $30,000 and that the remainder was used to cover overdrafts and pay certificates of deposit as they became due. Fitcham denied the report that he was stealing the bank and that he could make disclosures which would seriously involve some persons interested in the bank. He also stated that his family had no knowledge of these transactions and that they had been unjustly accused.

ANOTHER DEFAULTER IN THE HANDS OF THE LAW

St. Charles, Mo., Nov. 6.—Benjamin Emmons, Jr., of this city, who was arrested in Panama, charged with a shortage of $1,300 in his accounts, was further charged here today. He is unwell and is under bond furnished by his father.

MINIATURE PAINTERS GIVE AN EHIBITION OF WORK

Philadelphia, Nov. 6.—The Pennsylvania Society of Miniature Painters and the Pennsylvania Academy of Fine Arts opened their fifth annual exhibition in the galleries of the academy here today. There is a capital collection of miniatures and all water color paintings by well known artists. The exhibition remains open until the 24th.

CONGREGATIONALISM IS SPREADING SOUTHWARD

Norfolk, Va., Nov. 5.—The new First Congregational church at Webster avenue and Lockie street, Park View, was dedicated here yesterday. Prominent members of the church from all parts of the state were present at the ceremonies, which were conducted by Rev. Dr. Lyman Abbott and Rev. Dr. Newell Dwight Hillis.

SIXTY YEARS OLD BUT SOUNDS AS IF JUST MADE

New York, Nov. 5.—The old full rigged ship C. F. Sargent, which arrived here a few days ago in a battered condition, having experienced a full Cape Horn storm on her voyage from Portland, Ore., has seen the last of her seven going "nine." She is turned into a coal hulk today. The stout old vessel is at least sixty years old and is supposed to be the last of the old-time American full-rigged ships. Her hull is still as sound as the day she left the stocks, but owing to her bulk and slow speed cannot compete with the modern schooner-rigged craft.

SOUTH ADVANCING IN ALL INDUSTRIAL LINES

Jackson, Miss., Nov. 5—The Mississippi industrial exposition opened today under very favorable circumstances. From early morning special trains brought thousands of visitors. Senator A. J. McLaurin in opening the exposition, delivered an address of welcome to the visitors. Tomorrow there will be a large show of colts and horses. On Thursday premiums will be awarded on stock, poultry, hogs and general agricultural products. It is expected that 8,000 persons will be present at the dedication of the new Pythian hall, on which day "new settlers" will also meet. In all departments entries are large and the various exhibits above the usual standard.

WHITLAW REID IS VERY SWELL AMBASSADOR

London, Nov. 5.—Ambassador and Mrs. Whitelaw Reid have returned to Wrest Park, their country seat, after some visits paid in Scotland. They are at present giving a series of shooting parties at Wrest Park. Mr. Reid comes up to London every day. They have planned to sail from England on December 8th and will spend several months in America.

MANUSCRIPT BOOK OF 450 PAGES BRINGS $640

New York, Nov. 5.—A manuscript volume of about 450 closely written pages containing the general orders issued by General John Peter Gabriel Muhlenberg, the famous Lutheran pastor-soldier of the revolution, has been sold. These orders were issued to the troops under General Muhlenberg's command from May to November 3, 1777. The manuscript was until recently in the library of the late Henry A. Muhlenberg, of Reading, Pa., but found its way into the rooms of the Anderson Auction company, of this city, who disposed of it for $640.

NATURAL GAS PRODUCTION ADVANCING WESTWARD

Washington, Nov. 5.—The natural gas products along the Appalachian range is greatly interesting United States geologists. According to the report of Mr. W. T. Griswold, of the United States geological survey, just issued, the value of natural gas the past year exceeded any previous year by $7,065,099. It amounted to $41,502,855. This result, the report states, has been accomplished by a general advance in price rather than an increase in the quality of gas produced. Out of sixteen states in which natural gases produced but two show a decrease in value as compared with 1904. The greatest increase during the past year was in West Virginia, where it amounted to $1,961,655 more than the previous year. Pennsylvania shows an increase of $1,057,442. Louisiana appears for the first time as a gas-producing state and notable increases over previous productions were shown by Kansas, Oklahoma and Indian Territory. Kansas shows an increase of 49 per cent, over its previous production and the combined production of Oklahoma and Indian Territory was 161 per cent over the production of 1904. A falling off in value is shown in Indiana, Kentucky and Tennessee. The great gas fields of Indiana have shown a steady decline since 1902 and the value of the output last year was considerably less than one-half of the maximum production.

Feel languid, weak, run down? Headache? Stomach "off"?—Just a plain case of lazy liver. Burdock Blood Bitters tones liver and stomach, promotes digestion, purifies the blood.

MASONS TREK FROM FRISCO TO DUKE CITY

"Mort."

"More mort."

Swish, zip, clang, clang, goes the trowel all day long.

Frisco is not the busiest city west of the Mississippi in a building way. At least there is not work enough out there to engage all the available bricklayers. Right here is where the Duke City makes a bid for strenuosity in construction. Bricklayers are coming to Albuquerque from San Francisco. Four or five of them will be engaged on the Ilfeld Huning job on Railroad avenue, where Foreman O'Rourke has been shy on trowel manipulators since the construction of the big warehouse was started.

Out in Frisco they are paying big wages. Bricklayers earn as high as $10 a day. But they cannot work every day. They have to give some other fellow a chance to work. They have too many of them and a bricklayer only averages about two days' work in the week at the Golden Gate, according to the reports which have reached Albuquerque.

Here they earn $5 or $6 a day and there is plenty of work at present to keep them engaged day in and day out for some time to come. And so a number of brickmasons are trekking for the Duke City from 'Frisco.

Itching piles provoke profanity, but profanity won't cure them. Doan's Ointment cures itching, bleeding or protuding piles after years of suffering. At any drug store.

Advice from London is to the effect that a big English syndicate has been formed to construct 2,000 miles of road in the Transvaal territory, Africa.

MOTT'S PENNYROYAL PILLS

They overcome Weakness, Impotency and nervousness, Lost Vigor and Youthful Errors, Loss of Manhood, etc. They are "Life Savers," so plain at a moderate price. Prepared only at the laboratory of Mott Chemical Co., Newark, N. J. Sold by druggists everywhere, $1 per box, or six boxes for $5 (with guarantee to cure or refund money). Pamphlet at druggists or by mail. Sold in Albuquerque by Ira Bright, Jr., Fred Stock, Jr., and Jos. Skinner.

FOR SALE BY . . ANN & SON.

THE AMERICAN SWITCHMAN

Thirty-five thousand switchmen in the railroad yards between Pittsburg and the Pacific coast are believed to be on the eve of a strike which will paralyze, for a time at least, the transportation facilities of the country. Committees of the yardmen's unions in all the cities are presenting the demands, which are for a general eight-hour day with the same pay as on the ten-hour basis. The crisis in the situation is expected during the second week in November.

The following article, written expresly for The Evening Citizen, by Cy Warman, the famous writer of railroad stories and himself formerly a railroad man, is particularly timely in view of the approaching strike.—Editor.

By Cy Warman.

The duties of the switchman today are different from the duties of the switchman of yesterday. The switchman of yesterday was a tough proposition. Peace troubled his mind. Twenty years ago if there was not a switchman's strike in Buffalo, there were two in Pueblo. Members of other organizations used to regard the switchman in the light of a common disturbance. Peace troubled his mind. Mingled with firewater he would fling at the drop of his own greasy cap, and drop it himself. But the switchman has improved with age. He was always brave and daring. He is extravagant, but never lazy. He is an Indian in that he is apt to grow weary of the monotony of life in any particular locality. He moves, often before the rent is due. "I want a job," said a switchman, as he leaned over the railing in the yardmaster's office. "What road you from?" asked the yardmaster, and the switchman answered, " All but this one, and I'll probably be from this one in a week."

I once heard a switchman, a real tough tramp switchman, telling a friend of his how to secure employment. "Don't blow in like a beggar, said he; "but sweep in and go at 'em quick and fast. Don't ask for a job braking—hit 'em for a passenger train and you'll get a job a-switchin', otherwise you'll get nothin'."

I would not have the reader infer that all the tough railway employes of yesterday were switchmen, for there have been great improvements in the morals of the service, and, of course, the switchman has improved and developed along with other trainmen, but he was handicapped in the beginning. Perhaps the hazard of his calling tended to make him reckless of his own life and limbs, and correspondingly indifferent to the welfare of his fellowmen. But if anyone he is trouble, especially if the troubled one happens to be a woman or a child, the switchman will empty his pocket to assuage the distress. In fact, he is as generous as he is brave. Now, with improved conditions, and a lessening of danger, and the growing conviction that a good switchman need not necessarily be tough, the switchman is evolving. The old dreaded death-trap—the open frog—into which the switchman of yesterday used to find his foot caught, is no more. In large yards they have special switch engines with high platforms, level with the couches, for switching passenger cars. In fact, the railway managers are working constantly to lessen the danger in the yard, which is the workshop of the switchman.

When the long, coot-stained freight train crawls wearily into the divisional yards, the conductor, bearing his dinner pail and a bundle of waybills, alights and betakes himself to the yardmasters office, where he registers the arrival of his train and deposits the waybills. His responsibility for the train is at an end when these operations are completed. Before he reaches the little home in the suburbs, where the "kids" are anxiously waiting for "daddy," a switch engine, nervously responsive to the signals of a man in dirty overalls is tearing that long freight train to pieces and hurling the units into various sidings designated by the man in the overalls. The man in the overalls is called a "switchman."

In Great Britain and on the continent of Europe the switching or sorting of trains is done principally by horses or by gravity. In this country it has, as a rule, been done by locomotives pushing or pulling the cars in and out of sidings. At some of the larger centers this method is found too slow and expensive, and the poling system was devised. The engine would run alongside of a string of cars, and by means of a pole projecting from the front would solve each car in turn by the corner and give it sufficient impetus to carry it into one of a series of tracks laid out gridiron fashion, where cars are located according to destinations. The poling system in turn is now being superseded by the gravity method. In France the gravity yards were constructed with two series of tracks, laid out gridiron shape, attached to each other diagonally so that cars would run from one series to the other. The modern American idea is to have two sets of tracks in the form of gridirons, coupled together by two tracks forming a hump, which is laid between the two yards on a grade of 3 per cent. Cars arriving in one yard are run up the hump and drop down onto the tracks on the other side, being sorted "on the wing," as it were, according to contents and destination.

In these large gravity yards, particularly, the switchman must be a man of quick eye, fleet of foot, and of sound and steady nerves. It is his duty to seize the cars by the corner as they drop down at the rate of 12 or 15 miles an hour, mount them in a trice, and set the brake sufficiently to reduce the speed materially within a few hundred feet. The occupation is, therefore, the most hazardous in the railway service, although modern safety appliances have done a great deal to reduce the peril. In the old days when link and pin couplings were in use the switchman was required to go in between the cars to couple and uncouple them, and many fatal accidents occurred through his failure to observe precautions. If you ask the old grizzled gentleman in the blue uniform, as he collects your railway ticket, what became of the finger missing from his right hand, he will proudly say, "Sir, I left that finger in a drawbar when I was switching cars at Kansas City, away back in the '80s."

The switchman of today is not required to go between cars, except to uncouple air hose, and in many of the large railway yards this duty is now being delegated to car inspectors. There still, of course, remains many dangers necessarily attendant on the work of boarding cars on the fly, sliding along the running boards on a dark winter night, and riding on the footboard of an engine in slippery weather. On account of these perils it is only the more daring and reckless spirits amongst the railway employes who engaged in yard work, and they have earned the reputation of being the most unsteady, unmanageable and turbulent body of men in the business. There is no sympathy between the road trainmen and the switchmen and for several years the labor organizations representing the two bodies have been at variance, the switchmen at all large centers being subjected to what might be termed a social boycott by the other classes of railway men. As a rule the yardmen are unmarried, are prone to wander from one place of employment to another, and usually end either by drifting into regular train service and rising to the position of conductor, or succumb to their regular habits or the hazards of their occupation. They are paid from 25 to 35 cents an hour, and usually can earn enough to keep themselves and family in decency and comfort, but a real steady-going domesticated switchman is a novelty. They have the virtues which go with a stout heart and an independent spirit in all ages and under all conditions, and as a class are remarkable even amongst the big-hearted railroaders for their generosity, charity and loyalty to each other.

ROADMASTER HALL BREAKS AN ARM.

While inspecting track and bridges south of Riverside, Cal., on the Santa Fe, Friday afternoon, Roadmaster Hall had the misfortune to fall off a bridge and break his arm. He was traveling on his motor car and attempted to alight from the car before it stopped, just as it was going on a small bridge. In jumping he in some way missed his footing and was precipitated to the ground and off the end of the bridge, the fall breaking his arm. He was taken to his home in Oceanside, where he will remain until able to get about and attend to his duties.

Taking of testimony has been finished in the right-of-way case of the Arizona & Colorado railroad vs. the Denver & Rio Grande railroad, the last hearing of which was held at Aztec in San Juan county. The evidence submitted by both sides is voluminous covering over a thousand typewritten pages.

OIL WELL MACHINERY ARRIVES AT FARMINGTON

Three cars of machinery and tools for the oil well which will be sunk by the Farmington Oil & Gas Co., just south of town, arrived at Farmington, says the Times.

Superintendent Messick and his assistants came down from Durango and immediately commenced work on the buildings and foundation for the machinery. He says he will have everything in place and in running order in about a week. This outfit is complete in every respect, of the best make obtainable, and has a capacity of 5,000 feet.

The entire plant is paid for, and there is sufficient money on hand to sink the well to a depth of 2,000 feet.

That the people of Farmington are determined to make a success of this enterprise is evidenced by the fact that last week over $1,000 additional stock was subscribed for. There is only a small amount of the low-priced stock left, and you will have to hurry if you want to get in on the ground floor.

LAS VEGAS FEELS GOOD OVER THE DAWSON LINE.

There was general rejoicing in Las Vegas Saturday evening when the news was received that Messrs. Phelps-Dodge & Co. had caused articles of incorporation to be filed at the capitol building covering the line of railway from Corona to Dawson via Las Vegas, says the Optic. The following dispatch arrived too late for Saturday's issue:

The following articles of incorporation have been filed in the office of Territorial Secretary J. W. Reynolds:

Dawson, El Paso and Southwestern Railway company. Principal place of business, Alamogordo, Otero county. Territorial agent, W. A. Hawkins, at Alamogordo. Capital stock, $200,000, divided into two thousand shares of the par value of $100 each. Object, building and operating a railroad line between Dawson and Corona. Duration, fifty years. Incorporators, A. C. James, C. H. Dodge and James McLean, of New York city; John Franklin and H. J. Simmons, of El Paso, Texas; E. L. Carpenter, Dawson, and W. A. Hawkins, Alamogordo.

Those who have been skeptical regarding this new line of railroad for Las Vegas will now join the shouters for a greater Las Vegas, for one town, one postoffice, one great and never-ending pull for all that stands for upbuilding everything here and everybody who has interest in Las Vegas.

TO BEGIN FENCING FT. BAYARD WATER-SHED.

Supervisor R. C. McClure, of the Gila forest reserve, has been authorized to begin fencing the Ft. Bayard water-shed, says the Silver City Enterprise. This fence is to be erected by the ranchmen and stockmen in the vicinity of the water-shed, together with government aid, the ranchmen furnishing the labor necessary to erect the fence and the government the material, including a car of barbed wire and many hundreds of fence posts. It will take about nine miles of fencing to inclose the water-shed, which supplies the Ft. Bayard sanatorium with its water supply. The fence will obviate the necessity of cattlemen having stock grazing in that vicinity from patrolling the water-shed to keep the cattle off, in compliance with a government order, and will pay for itself in the saving thus afforded within a very short time.

BAD MAN BACA GETS FIVE YEARS

JUDGE ABBOTT SENTENCES CATTLE THIEF FOR ONE OF FIVE CRIMES.

Jose S. Baca, the escaped cattle thief who was arrested in the Zuni mountains by Mounted Policeman Rafael Gomez, was sentenced to five years in the territorial penitentiary by Judge Abbott, in the district court yesterday.

After mentioning that the sentence was the longest the law provided for the offense, Judge Abbott took occasion to remind Baca that sentences for the remaining four crimes of which he is convicted would depend upon his behavior in prison.

Baca is regarded as a bad character by the county territorial officers. He has previously served a term from Dona Ana county for horse and cattle thieving, a term from Bernalillo county on a like charge and a sentence for complicity in Maxwell county.

Doane is now serving time at Santa Fe for cattle stealing. He is accused of the murder of Walter Lyons, a school teacher, near Ramah, in McKinley county, and is regarded as one of the most desperate criminals in New Mexico.

When Baca, who escaped from the Bernalillo county jail, was recaptured, he was living in the Zuni with a newly married wife. He had settled down on a ranch and apparently gives up his career of crime.

Capt. Fred Fornhoff, of the mounted police, and Officer Ben Williams effected the capture of Doane and Baca last July. They were at the ranch of Bonito Archuleta, in the Taos canyon, between Santa Fe and Thornton, when the officers caught them unawares and covered them with Winchesters. Doane was subsequently sent up, but Baca escaped from jail here and his disappearance was a mystery until Gomez re-captured him at his mountain home.

OFFICIAL MATTERS

Railroad Mail Service Established.

Railroad mail service has been established between Las Vegas and Hot Springs, a distance of 6.74 miles.

Postoffice Site Changed.

The postoffice at Black Lake, Colfax county, has been moved one-half mile to the north of its former location.

Assistant Territorial Engineer Appointed.

David M. White, territorial engineer, appointed as his assistant Wendall V. Hall, an old resident of Santa Fe county, and who is a candidate on the republican ticket for county surveyor.

Postoffices Established.

The following new postoffices have been established:

Johnson, Union county; D. C. Johnson, postmaster.

Tellez, Dona Ana county; E. E. Moreno, postmaster.

Postoffices Discontinued.

The following postoffices have been discontinued:

Hopewell, Rio Arriba county; mail will be supplied from Tres.

Mariana, Rio Arriba county; mail supplied from Abiquiu.

Notaries Public Appointed.

The following have been appointed notaries public by Governor Hagerman:

Isabel Henry, East Las Vegas, San Miguel county; Benjamin F. Bisson, Gould, Union county; Porfirio Abeyta, Peñasco, Taos county.

New Mexico Pensions.

Nelson A. Newell, Santa Fe, New Mexico, $10 per month from September 26, 1906; Canuto Martin, Pojoaque, Santa Fe county, $10 per month from October 10, 1906; Jose Dolores Gonzales, Sandoval county, $12 per month from June 22, 1906; Mrs. Albino Martinez de Martinez, Cleveland, Mora county, $8 per month from July, 1906; Willis Carter, Fort Bayard, $17 per month from June 9, 1906; Jose E. Sandoval, Ranchos de Taos, $10 per month from September 19, 1906; Jose Julio Domingues, Villa Nuevo, $12 per month from October 26, 1906; Charles A. Jones, Santa Fe, $8 per month from December 4, 1905; Teofilo Cardon, Cleveland, Mora county, $12 per month from August 21, 1906.

PROF. DOUGLAS EMINENT MINING MAN IN SILVER CITY.

Prof. Douglas, the eminent mining man at the head of the Phelps-Dodge Co., arrived in Silver City in his private car Nacoxari at 10 o'clock Wednesday morning in company with C. E. Mills, superintendent for the Phelps-Dodge company at Morenci and consulting engineer for the Burro Mountain Copper Co., says the Silver City Enterprise. An El Paso and Southwestern engine pulled the special from Douglas, A. T., and the party were met at the local depot by a livery rig and taken at once to Leopold, the scene of the Burro Mountain Copper company's operations in the Burro mountain. There in company with N. F. Leopold they spent the day in looking over the mineral formations and examining the mining property in that section. The visit of Prof. Douglas to the Burros mountains at this time is significant, inasmuch as the Phelps-Dodge people are great copper producers and the Burro mountain district is being developed into a second Bisbee district. The special bearing Prof. Douglas left the city at 9 o'clock Wednesday morning.

CONDEMNATION ORDER AGAINST PUEBLO INDIANS

An order was signed yesterday by Judge John R. McPie, of the First judicial district court in the matter of the condemnation proceedings in the case entitled United States of America vs. Facundo Sanchez, governor of the Indian Pueblo of San Ildefonso and the Indians of San Ildefonso. The order was for the appointment of three commissioners to appraise a certain parcel of land in the pueblo which has been ordered condemned and Jose F. Gomez, Pedro A. Lujan and Manuel Gonzales were named by the court as these commissioners. A store house will be erected by the government on the land in question. The petition is only a formality and there is no opposition to it on the part of the Indians.

HOME FRIENDS ENTERTAINED GOVERNOR HAGERMAN

Governor Hagerman was the guest of honor Monday evening at a banquet given at the Gilkerson hotel at Roswell. The dinner was followed by a reception at the Commercial club and thereafter the governor addressed a mass meeting at the court house. Attorney General Reid also spoke and among the other speakers were Dr. C. J. Parsons, H. J. Newland and J. A. Nesbet. In his speech the governor predicted a majority of W. H. Andrews, republican candidate for delegate to congress and a majority for statehood.

BACK GIVES OUT.

Plenty of Albuquerque Readers Have This Experience.

You tax the kidneys—overwork them—

They can't keep up the continual strain.

The back gives out—it aches and pains.

Urinary troubles set in.

Don't wait longer—take Doan's Kidney Pills.

Mrs. L. H. Wentworth, 216 Eighth street, East Las Vegas, N. M., says: "I am glad to recommend your Doan's Kidney Pills. They helped me wonderfully and cured a case of kidney complaint of five or six years standing. I had backache very bad and I wore plasters nearly all the time, but my greatest trouble was with the kidney secretions which were very scanty. Doan's Kidney Pills removed every symptom of the backache and entirely cured the urinary trouble. I think that a remedy as good as Doan's Kidney Pills should be known by every kidney sufferer."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, N. Y. sole agents for the United States.

Remember the name—Doan's—and take no other. 48

EXPRESS PREPAID
FOUR FULL QUARTS
Double Star Whiskey $3.20
and Imported Match Safe as Premium

DOUBLE STAR is a pure Kentucky 3-year old whiskey direct from our Kentucky distillery and you cannot get better goods for the money. We are selling this brand at a very close margin, but are willing to make small profits and be assured of your steady patronage. Honest methods deserve honest patronage. If you don't find it all right ship it back at our expense.

We Will Refund Your Money

All goods shipped in plain box with no marks to indicate contents.

Double Star is only one of our many brands. Write for new 260-page catalogue. References. Any bank or express co. in U. S.

BON. I. LOOK
Consumers' Wholesale and Mail Order House
1022 Blake St. DENVER, COLO

BAD RULING ON RAILROAD ADVERTISING

Railroad Man Says No Law Can Prohibit a Fair and Just Exchange of Commodities.

Commenting on the interstate commerce commission's interpreting the new law in regard to reciprocal advertising to mean that nothing but money can be received for transportation, a railroad official says:

The railroads manufacture one commodity, transportation, and it has a value which can be exchanged for money or its equivalent the same as any other commodity. No government, no law, can decree that a commodity is not the equivalent of actual money without inviting ridicule upon itself. Personal services or commodities are exchanged between two parties for an amount represented in money. The entire manufacture and commerce of the United States, the credit between seller and buyer, is represented by a money value, not by an actual money exchange. A tyro in political economy knows all this. No law can prevent a man trading lots. The railroads constantly trade land with farmers in eliminating curvature in right of way. Many a bushel of potatoes or apples has been exchanged for a country newspaper subscription. The large city newspapers at terminals will only take cash for advertising. Their position is totally different from the country newspaper. They do not care to trade with the railroads in exchange for transportation, because they would have more than they needed.

The railroads have always traded country papers transportation for advertising, and they will continue to do so as long as the two parties can agree to accept each other's product in trade—an amount represented by a money value, but not by actual money. Actual money need not pass in any trade, and no specific law will ever hold that would destroy the power of exchange between two specific commodities, because besides being special legislation it would be fundamentally against reason. A government has the right to regulate commerce and to indicate that service shall be returned for service, but it cannot say that actual money shall pass between the parties from both sides of a transaction. Goods represent money, and transportation and advertising space are commodities.

If the ruling of the commission remains unchanged the larger systems of roads and perhaps others will make no contracts to exchange transportation for advertising, not even for traveling within state limits where the commission has no jurisdiction. They will take this position rather than take chances of being accused of giving such transportation for the different states through which their lines pass, in order to enable the holder to make an interstate journey. It might be construed as an evasion of law, though I am not so sure that this would be sound or equivalent to a violation.

In my opinion, however, such a tremendous pressure will be brought to bear upon the commission that they will be compelled to reverse themselves by finding they were in error, and for this reason their action was voluntary and arbitrary, and, I am told, without first consulting the attorney general of the United States. If they had done so or his opinion is hereafter obtained he will, in my judgment, tell the commission that their ruling is not good law, notwithstanding the fact that nearly every member of that body is a lawyer. He will also, I believe, say that the framers of the law never contemplated anything so absurd and drastic; that the law requires not an exchange in kind, otherwise cash, as the commission has held, but an exchange of equal value, and that is exactly what the giving of transportation for advertising amounts to.

In other words, we would not lawfully, in balancing accounts, name a lower rate to the newspaper for the transportation it receives. It must be the same as is named in our published tariffs, and the newspaper, per contra, must charge us its established rate for the advertising space we take.—New York Commercial.

* * *

ENGINEER OUT AFTER SERVICE OF 27 YEARS.

J. E. Piper, the oldest man in the engine service of the Santa Fe on the El Paso-Albuquerque division, came in this morning in charge of the engine pulling the Santa Fe passenger from the north and left his engine after twenty-seven years of faithful service with the road, says the El Paso Herald.

For over twenty-two years Mr. Piper held the throttle of a passenger engine that pulled the regular train between here and Albuquerque.

In all his long service Mr. Piper was to only one wreck, which he escaped from most marvelously. It occurred about ten years ago on the Santa Fe, a little this side of Las Cruces. The train was thrown into a ditch and the fireman on Mr. Piper's engine was badly scalded and lost his left arm.

On September 18, 1905, Mr. Piper was pinched between the tender of the engine and a baggage car in the yards of the local union depot and was nearly killed. He survived his injuries and again entered the engine service with that same intrepid spirit.

He started to work for the Santa Fe in August, 1879, when the road was being built to El Paso. He soon secured a position as fireman out of Las Vegas and in eighteen months he was given charge of a locomotive. In 1884 he was promoted to the passenger service and remained in it until this morning, when he left his engine at the union depot after the last run of his long and faithful service.

Mr. Piper is now going to content himself with retired life and, having collected for himself and family enough earthly wealth to last through life, will spend the rest of his life at his residence, 809 North Oregon street, El Paso.

He will send in his written resignation to the railroad company in a few days and will be formally retired from the service.

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The Degree of Honor meets this evening at Odd Fellows hall at seven o'clock.