

# LAS VEGAS FREE PRESS

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WEDNESDAY, AUG. 31, 1892.



REPUBLICAN TICKET.

For President of the United States  
**BENJAMIN HARRISON,**  
OF INDIANA.

For Vice President of the United States,  
**WHELEW REID,**  
OF NEW YORK.

For Delegate to Congress,  
**THOMAS B. CATRON,**  
OF SANTA FE.

The Albuquerque Citizen comes pretty near bolting the Republican ticket.

A Masonic lodge has been organized at Eddy and the Knights of Pythias expect to organize a lodge during next month.

Mr. Blaine's forthcoming speeches will be five minute ones, it is said. The Maine statesman can say a good deal in that time when he is in the mood.

Since the inauguration of President Harrison the national debt has been reduced \$275,000,000. This shows what the Republicans have been doing with the "public money."

The poll tax collectors should bear in mind that no promise to pay or note can be accepted in payment of poll taxes. It is cash in hand, and when the checking is done, as it will be by both parties if the cash is not forthcoming, there will be trouble. It also will not do to give out any blank receipts, as they are not legal and will make them liable to prosecution.

The attention of laboring men is called to the report of Charles F. Peck, labor commissioner of the state of New York under the Democratic administration. In one year the McKinley bill increased the wages of the workmen in sixty-seven industries an average of \$23.11 for 285,000 employees, while the average increase of wages for the employees in fifty-one trades was \$43.96. In addition to this increase in wages, there was an increase in production of \$31,315,230.69, while strikes were reduced one-third.

## THE DENVER & EL PASO ROAD.

Recent exciting events appear to have driven all public attention from an enterprise that is of vital importance to Denver and to the great rich country that lies to the south of it. The promoters of the Denver & El Paso Independent road, however, have not been idle, but have been quietly at work perfecting plans, and they now expect within a short time to offer the bonds of the road on the market. Their sale will mean the immediate beginning of the work, and when active operations have once been begun, there is every assurance that the line will be steadily and speedily pushed to completion.

The construction of a railroad on the proposed route is one of large importance to Denver, Pueblo, Trinidad, Las Vegas, White Oaks and El Paso—these being the principal points on the route. The benefits to be derived from the road have been so repeatedly set forth that they need not again be gone into at length. To Denver, Pueblo and Trinidad the new line will open up a more direct connection with New Mexico, and one that will not fail to conduce to their commercial advantage. The same results will be assured to Las Vegas, while to White Oaks and the rich mineral country surrounding it the road will

create an era of development such as has never before been witnessed in the western country. To El Paso the road will be of special advantage as putting it in connection with a new territory naturally tributary to its trade. There is not a point on the proposed route that will not be measurably benefited by the construction of this 500 miles of new railroad.

As an investment there is no road in the Rocky mountain country that will command a larger or more remunerative traffic. It penetrates a mining, coal, timber and agricultural country that is unsurpassed in material wealth and whose traffic, as developed by the new road, will assure very large and steady returns. Viewed from any standpoint, there is no enterprise now before the public which is more entitled to its favor, or which demands the more considerate attention of capitalists and investors. It will be a fortunate day for Denver when it is begun, and a still more fortunate one for all the cities named when its trains shall be running from this city to El Paso.—Denver News.

## SAFER PASSENGER CARS.

One of the most interesting new enterprises of the year is the organization of a strong company which proposes to build cylindrical or "whaleback" steel cars for use. The works will be established at West Superior, Wis., where the "whaleback" vessels, now familiar on the lakes, are built, and the success of the "McDougal" pigs in the water has doubtless had much to do with a trial of a similar pattern on land. In so far as the new style may be used for freight purposes the public will have comparatively little at stake, and the success or failure of the venture will mainly concern the men who have the money invested. It will be a matter of the liveliest interest, however, to all persons who travel by railroad if the steel cars which are to be built for experimental work use in passenger traffic shall prove all that the backers of the enterprise hope and expect. It has been apparent for many years to all who have studied the conditions under which great loss of life have taken place in railroad wrecks that stronger and less inflammable cars would go far toward preventing such wholesale slaughter as now and then shocks the country.

In collisions the passengers in the Pullmans have often escaped serious injury when ordinary day cars, being much more lightly constructed, have been ground to pieces and their inmates horribly mangled. The deadly work of fire in wrecks is too familiar to need comment, and it must be considered certain that if all passenger cars could be framed and walled with steel, or made entirely with aluminum, the danger of those frightful accidents in which men and women are imprisoned under the timber of burning cars and slowly consumed by the flames would be greatly lessened. It has been urged many times within the last years that railroad passenger cars should be much more strongly constructed as a precaution against needless loss of life, and it is well to know that an experiment is to be made on a large scale in the building of comparatively fireproof and indestructible cars for the use of passengers as well as freight.—Locomotive Engineering.

## A TRIP.

After trying some time to ascertain whether the alarm clock could with safety be trusted, a man by the name of Newt Shirley retired, in all probability to dream about the trip he intended to make next day, starting at the early hour of 5 o'clock. However, his sleep proved anything but peaceful, as each time the clock shifted her busy hands, showing an hour had passed, Newt arose, rubbed his eyes, and with much surprise noted that some time yet remained before the starting hour. However, it came at last, as all things do to those who wait. A very jolly party, consisting of men, women and children, started that morning for a two weeks outing among the Rockies.

We found some very good and reliable drivers, and Jim Christal was chosen to do the piloting. He was considered the most capable to see to the ladies, as his crutch lay just in reach. He proved faithful to his trust and landed them safely over

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COL. ROBT S. GOSS, A. M.

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many dangerous places. Although some very loud screaming occurred, he remained self-possessed, only complaining of his right arm, persisting it was talked off. But he is a fortunate man, so still has the use of that member. He, however, was not so lucky as Ray Salisbury, who found a diamond an inch long and half an inch wide. He feared to sleep in an open tent with such a fortune in his possession, but after examining all the guns he was at last persuaded to retire. The bright light of the moon revealed him starting up in his sleep and holding the very precious gem up to the light to see that it was not a dream, but a reality. He at length fell into a peaceful slumber, and when he awoke his first thought was of his diamond. And it was indeed very amusing when, after searching for some time and failing to find it, he looked from one to the other in mute appeal. Suddenly he turned to his better half and exclaimed: "You have it!" Of course the joke could be carried no further, for we feared it would prove fatal, so he was made happy by again seeing the wonderful diamond.

One morning before we had partaken of breakfast, Thomas Smith and Ed Keen set out to visit a snow-covered mountain which seemed about half a mile away. They walked on—on—on, yet still they seemed no nearer, and after four or five miles' walk they sat down and concluded to take separate routes. After climbing over rocks and logs for some time Keen sat down to rest and then return to camp. He sat for some time watching a mysterious object between the trees. So slowly and with gun in hand ready to slay the sly intruder, he crept on, and imagine his surprise to see his friend Smith ready for a plunge in what was not one yard of water. "Hello, Thomas!" cried Ed, pushing forward. "You ain't going to go in there, I hope?" "Yes I am," replied Smith; "I don't intend to be fooled by any more appearances." They returned to camp, and they did not need any coaxing to eat the warm supper awaiting them. They tried very hard to get their friend, Dan Scully, to climb the mountain, but "No, not in 32 years," was his reply. He remained near camp, contenting himself by catching mountain trout.

Dr. Milligan caught the largest trout ever heard of. He was in his buggy, and Engineer Dague was driving very fast. As they passed the stream the doctor threw in his line and—well, he was surprised to find the buggy brought to a standstill. He and Dague were both exhausted when at last the trout lay in the buggy. It was ample food for two meals for them. The doctor would have it that this was o. k., but remember, reader, it is a fish story!

But we must not forget the ladies. Some proved brave, while others were not, and one lady who showed

taste for climbing and getting cactus and other wild vines was very badly poisoned by a plant resembling the wax plant. Dr. Milligan, however, having thoughtfully brought his medicine case, soon relieved her suffering, and she had no further trouble until the last evening of camping bliss, the object of annoyance this time being a small bug in her ear. Although this seemed laughable to the others it was not so to her.

One eve while all were enjoying the camp fire, they were startled by hearing noises as if made by some wild beast. Some remained still and speechless while others rushed for the tents. Mrs. Salisbury was very much frightened and had her little ones smothered away in a pile of blankets. Imagine our amusement to find that the cause of our alarm was Smith with a fishpole and cord tied to a piece of pine, which, when whirled fast over his head, made a noise that would cause the most courageous to tremble.

We, however, were not frightened out of attending the corn dance. We were the only Americans present but made friends with the Pueblos and can speak very highly of all whom we met.

One family upon whom we called insisted that we remain for dinner and as we had never eaten in a Mexican house we accepted the invitation and were surprised at the taste our friends showed in cooking and serving and we found our appetites returning at the sight of the dinner. We left pleased with our reception and carrying with us a very favorable impression of the Mexican and his home.

One young lady of our party was a complete stranger to New Mexico ways—Miss Essie Salisbury, of Emporia, Kansas. She was not, however, a stranger to driving, for one day while preparing a luncheon we were surprised to see Miss Essie driving up the canyon where few men would care to go, handling the lines with perfect ease, not giving them up even at the most rocky and dangerous points. Such young ladies are heroines in real life and deserve commendation for their noble conduct.

Mrs. Newt Shirley proved very brave until the stubborn mule caused the buggy almost to upset. Then her real character came to light and we found she was afraid to give up this world and pass on to that other so much happier. Yet we all cling to life with fond hopes that the morrow may bring joys and brightness to us, never known before. R X

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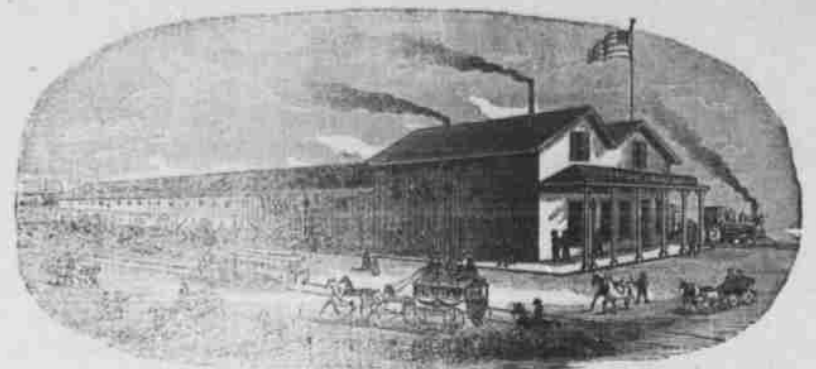
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