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SATURDAY, OCTOBER 1, 1892.



For President of the United States
BENJAMIN HARRISON,
OF INDIANA.
For Vice President of the United States,
WHITELAW REID,
OF NEW YORK.
For Delegate to Congress,
THOMAS B. CATRON,
OF SANTA FE.

According to the United States census in 1870 in this country, there were 97,801 females to every 100,000 males, so that out of every million men 27,990 were doomed to celibacy. In 1880 there were 96,544 females to every 100,000 males, so that out of every million men 34,560 could not find wives. In 1890 there were 95,280 females to every 100,000 males, so that out of every million there were 47,300 who had no female counterparts.

The passenger committee of the trunk lines began a meeting on the 28th to discuss the matter of rates and regulations to be in force during the continuance of the World's fair at Chicago. The general feeling of the committee is that a one-way rate to the exposition should be established. This, however, is vigorously opposed by a number of the roads. The Michigan Central in particular is especially bitter in its denunciation of such a measure, claiming that it will tend to the reduction of the west bound rates.

The Globe Express company has been formally established in Denver and will, about the first of next week, be prepared for business. The company has not been incorporated yet, but will be in due time. The purpose of the new company, it is claimed on good authority, is to be the absorption of the Denver & Rio Grande Express company, and it will also attempt to secure the contract now in force between Wells, Fargo & Co. and the Santa Fe road, which will expire February 2, 1893. The Globe will have good financial backing.

THE "SCALPERS" WIN.

The cases against the thirteen ticket brokers who were indicted on complaint of the Chicago, Milwaukee & St. Paul railroad company, were nolle prossed in Judge Northum's court lately. The men were arrested on a charge of violating an act passed by the legislature of 1875 prohibiting brokerage in railroad tickets. Judge Prendergast, represented the defense, claimed that the law on which the indictments were returned was unconstitutional. He submitted reasons why he thought it violated the federal constitution. First, it attempts to regulate commerce between states; second, it makes unjust discriminations; third, it deprives a citizen of his liberty—which term implies the right to earn an honest living.

State's Attorney Langenecker requested the court to dismiss the indictments, which was done.

TIMELY EXTRACTS.

Following paragraphs are from the governor's annual report recently forwarded to the secretary of the interior:

The territorial indebtedness on March 4, 1892, aggregated \$864,800, which is a slight decrease from the year previous.

During the year 408,932 acres of the public lands have been disposed

of. Of this number 180,200 acres were railroad selections, 209,180 homestead entries and \$4,351 desert land entries. There are now open to public settlement in the Santa Fe district nearly 11,000,000 acres.

Rapid progress is being made in irrigation and several large companies have been incorporated during the year.

There has been rapid and important improvement in agriculture and horticulture. The advance during the year, the governor says, has been marvelous.

Cattle raising has not been specially prosperous though the sheep industry has been prosperous and profitable.

Mining, on the whole, is said to be in a flourishing condition, and especially coal mining.

The progress of the public schools during the last year has been extremely gratifying and has exceeded the most sanguine hopes.

The governor, in closing his report, again urges the early admission of New Mexico into the union of states.

COMPLETING A BIG CANNON.

The last of the jackets has been slipped over the breech of the great 15-inch gun at the Washington Navy Yard, and the immense piece of ordnance is now nearing completion. The work is one of more than usual interest, and every step is being carefully watched by Capt. Sampson, the inspector in charge at the yard. It will be one of the largest ever made in this country by the built-up process. The modern steel rifle is made of thirteen separate pieces of metal, exclusive of the complex carriage.

Its total length is 40 feet, its diameter at the breech is an inch more than 4 feet, and it tapers to the thickness of 21 inches at the muzzle. When finished the gun will weigh nearly 108,000 pounds. It requires more than a quarter of a ton of powder to load for one discharge, but that quantity is expected to hurl a shell weighing 1000 pounds a distance of twelve or thirteen miles at the extraordinary velocity of 2100 feet per second. When finished its construction will have occupied six months, but better time can be made with the other guns of this caliber that are to be built.

ABOUT THE GOULDS.

There are few families in New York at present that can lay claim to more real happiness than the Goulds. Jay Gould has turned over most of his business affairs to his son George. He spends the greater part of his time at Irvington now that he has returned home, in consultation with his gardener. The grounds surrounding the Gould mansion are being transformed into a botanical fairyland, and Mr. Gould is superintending the work in person. For five hours each day he wanders about his estate, giving orders, offering suggestions and occasionally putting in a few licks himself to spur the workmen on. Towards dusk he drives through the nearby country roads with his daughter Helen, and generally returns with an appetite that would do credit to Corbett, the pugilist. Mr. Gould's health is better than it has been for some years, and he does not propose to endanger it by a return to active life. George Gould has assumed entire charge of his father's interests, and only consults him on the most important matters. George inherited more of his father's tireless energy than any of the boys, and the work of managing a dozen corporations is rather a pleasure to him than otherwise, he says.

GOOD WAGON ROADS.

The value of good wagon roads is not appreciated in this country. We are great railroad builders, but we really neglect that equally important item, good wagon roads. It frequently costs the farmer as much to get his grain to the station, a distance of a few miles, as to transport it half across the continent to market. A county will issue bonds to help build a railway which it may not need, yet consider that it has done all that is necessary when it compels the able-bodied citizens to stand in the wagon ways and talk politics a couple of days each year.

The American method of improving a road is about as follows:

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

Royal Baking Powder

ABSOLUTELY PURE

A man is elected road overseer who could not tell a culvert from a Chinese pagoda—knows no more of roadbuilding than a dray horse does of trigonometry. He summons the citizens to come forth on a certain day and "work the roads." A few of them come with scrapers and shovels. They paw around in the dirt for a day or two, each man according to his own ideas, and the last state of that road is infinitely worse than the first. The result is that it requires four horses to do the work of one when the farm produce is to be hauled to market.

The old Romans did these things differently. They realized that good roads were of vastly more importance to a community than fine buildings. The highways they constructed are good after twenty centuries of wear and tear.

The poorest countries in Europe have better highways than the richest state of the American Union. Road building is a science with the Europeans. It is strange that in this country, where labor-saving machinery has been brought to the highest perfection—where it is the boast of the people that "every edge is made to cut"—we have the worst roads, the greatest labor wastes to be found in the world.—Globe-Democrat.

RAILROAD ITEMS.

President Marvel, of the A. T. & S. F., is booked for a tour of the west 10 days hence.

The railroad is much like the newspaper proof reader in one respect. Let it never fail to do its duty and nobody takes notice of it, but when it fails once everybody notices it.

The perennial rumor to the effect that the Santa Fe has gained control of the Rio Grande is again affloat, but no information on the point could be obtained in the railroad offices at Denver.

Dr. E. R. Lewis, a representative in Kansas City of the American Public Health association, has received from W. P. Foster, traveling passenger agent of the Mexican Central Railway company, with headquarters in St. Louis, announcing a round trip rate of \$60.10 from Kansas City to the City of Mexico, good from November 29 to December 1, 1892, inclusive. The rate is said to be the lowest ever made between the two points.

The White Oaks Eagle says: It has been determined by the Pecos Valley Railway company to build another hundred miles of road soon. This will bring it to Roswell, and by that time it will be determined whether to build through Lincoln county to Albuquerque or via Fort Sumner to Bernal, a point 16 miles south of Las Vegas on the main line of the Santa Fe. Of connection may be made at White Oaks with a Carlsbad branch of the Santa Fe.

Ripans Tablets cure indigestion.

The meeting of the creditors of Marcy, Geer & McCann, Tuesday evening, was not largely attended, but a committee was appointed to invite Chas. Springer, the assignee, to be present at a meeting of the creditors at the council chamber this Thursday evening at 7:30 o'clock. All creditors are invited and urged to be present.—Raton Range.

And now Muldoon wishes to take John L. through a course of training. It is no use, Muldoon, John has had his picnic.

REPUBLICAN COUNTY CONVENTION.

At a meeting of the Republican Central committee of San Miguel county, held in Las Vegas the 10th of the present month, it was ordered that a county convention be held at the court house in Las Vegas on Thursday, October 6th, at 2 o'clock p. m., to nominate the following county officers: 2 senators, 3 representatives, 1 sheriff, 3 county commissioners, 1 probate judge, 1 probate clerk, 1 assessor, 1 school superintendent, 1 treasurer, 1 surveyor and 1 coroner.

The different precincts are entitled to representation in said convention as follows:

1 San Miguel.....	4
2 La Orosia.....	4
3 Tecolote.....	4
4 Las Vegas.....	7
5 La Concepcion.....	4
6 Las Alamos.....	4
7 Pecos.....	6
8 Upper Vegas.....	4
10 Chaparral.....	5
11 San Geronimo.....	7
12 Pajarito.....	5
13 Rociada.....	4
14 Sapello.....	4
15 Manuelitas.....	4
18 San Lorenzo.....	4
20 Joya Larja.....	2
22 Savinosa.....	4
23 San Jose.....	5
24 La Lluvia.....	5
25 Panaceo Blanco.....	4
26 North Las Vegas.....	8
28 Cabra Springs.....	4
29 East Las Vegas.....	4
30 Manuelitas Arriba.....	5
31 Puertecito.....	4
32 El Pueblo.....	4
33 Los Vigiles.....	4
34 Las Mulas.....	4
35 Las Gallinas.....	4
36 Peña Blanca.....	4
37 El Cerrito.....	4
38 Los Torres.....	4
40 Vernal.....	2
41 Liberty.....	2
43 San Agustin.....	4
44 Ojitos Prios.....	4
45 La Aguda.....	5
47 Hot Springs.....	4
49 Arroyo de los Yucas.....	4
51 Las Dispensas.....	4
52 Alamogordo.....	4
54 Colonias Arriba.....	4
55 Tremestina.....	4
56 Agua Santa.....	4
57 Canon Largo.....	4
58 Romeroville.....	6
59 Embury.....	2
60 Ute Creek.....	4
61 El Empalme.....	4
62 La Manga.....	4
63 San Pablo.....	4
64 Las Vegas.....	6
65 Las Colonias.....	5

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President.
D. C. WESTERS,
Secretary.

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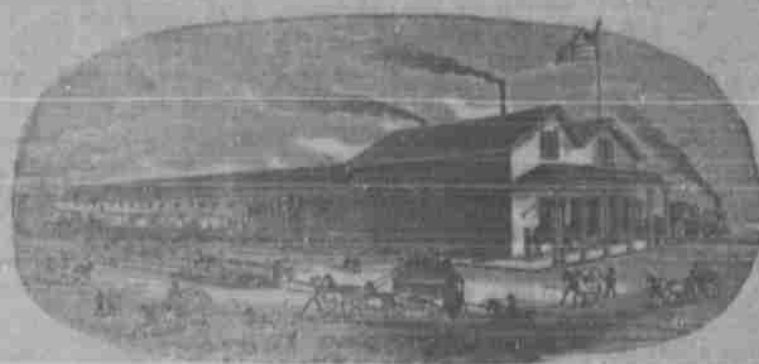
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