

THE ALBUQUERQUE CITIZEN
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THE LOCAL CONDITION

It is hardly necessary for The Citizen to say that the results of yesterday's election in this county were neither what it expected nor desired. This paper believes heartily that the best way to maintain republican principles in the ascendancy is through the maintenance of republican organization. Hence, it always has supported the regular action of its party in political nominations, and it expects its course in the future to be along the same lines. If there are party differences or party grievances, it has seemed to The Citizen that such differences should be settled and such grievances adjusted within the party and not by alliances outside of it.

But it is evident that many republicans have differed from The Citizen in this matter, as shown by their votes on yesterday. Such republicans, together with the democrats with whom they united, have shown a large majority in the county, and The Citizen most heartily endorses the principle that the majority should rule when their wishes are properly expressed.

It follows, therefore, that this paper has no intention to renege in its columns the lost campaign. It accepts the decision of the majority, and the campaign has ended. The Citizen made no personal attack upon the candidates of the fusion party, and it accepts their triumph with no shadow of personal grudge or ill-feeling. And while saying this for itself, it would urge the same upon all its readers, regardless of whether they belong to the successful majority or the vanquished minority.

Already the democrats are saying that two years hence, or even in the next city election, they will have a straight ticket of their own, thus ignoring the fact that it was republican assistance that gave efficiency to the movement on yesterday. There remains, therefore, but one thing for the republicans of all factions to do. That is to accept the result, bury their differences, banish hard feelings and come together again in a united loyalty to the republican party, and a united labor in the maintenance of its supremacy.

NATIONAL OUTLOOK

At this writing it is too early to form any correct idea of the results in congressional elections. On Monday evening, at the close of the campaign, Chairman Sherman's estimate of republican majority in the Sixtieth congress was fifty-eight.

Most of the republican prophets, says the Globe-Democrat, have been placing the lead at between forty and fifty. The present majority is 112, but this is so large that no republican expected to see any close approach to it made in the election of 1906. The republicans have been carrying the house ever since 1894, beginning in that year. In 1894 the republican majority was 150, but that was in the middle of Cleveland's term, when the panic of 1893, the split over the silver issue, the hauling down of the flag in Hawaii and the Wilson-Gorman "perfidy and dishonor" tariff all converged to overwhelm the democratic party. In the off years since the republicans regained the presidency in 1896 the republican majorities were much smaller than are predicted for 1906. The republican lead was twenty in the election of 1898 and thirty in that of 1902. The Globe-Democrat also says that if Hearst shall go within 50,000 votes of carrying New York he is likely to be the national leader of the democratic party in 1908, otherwise the leadership will revert to Bryan.

THE CAMPAIGN COST

The New Mexican thinks that despite the fact that neither party in this territory had much money to expend, the campaign just closed did not cost less than \$125,000. This estimate is based on the fact that the legislative and constitutional candidates in the field numbered 290, while the county candidates numbered 500, giving a total of 790 candidates. This calculation shows that one voter out of every 100 in the territory was a candidate for office. Of course, this made local contests overshadowing in public opinion, both the delegate and the statehood question.

One important feature which the New Mexican finds in the campaign is that little or nothing was spent in vote-buying or other illegal purposes. The effort to influence the public mind was made through the press, the rostrum and the mails. From Santa Fe alone the republican central committee sent out more than 100,000 pieces of mail matter, and there are here the major part of the messenger funds was spent in the cause of publicity. This was quite an improvement on election methods of only a few years ago.

Las Vegas Optic: The campaign has been a warm one this year. Both sides have worked hard and perhaps in the heat of the battle things have been said and done which calm afterthought would couple with regrets. But the campaign is over, and on the whole in San Miguel county it has been a decent and honorable one. The wounds left by political battle do not burn for long and ever the scars disappear. Let us put away politics for a time and consider the business and commercial interests of Las Vegas.

The Citizen agrees with the New Mexican that now is the time to renew statehood work with vigor. The best plan and the one promising immediate success, is to hold a constitutional convention at Santa Fe next month, formulate a constitution, submit it to the legislative assembly for ratification in January, and then present it to congress to show that the vote cast in this territory in favor of statehood is backed up by a sentiment that is thoroughly in earnest.

New Mexican: The registration for the fall election has given conclusive evidence of the marvelous growth of the eastern part of New Mexico and to some extent of other sections such as Grant county. In fact, there is no part of the territory that has failed to give some evidences of growth in population since two years ago, considering that the registration lists were much more carefully culled of dead names and the names of those who have removed, than during preceding years.

The consumption of sugar in Italy is said to be six and one-half pounds per head, as against six-four pounds in this country. There are thirty-three beet sugar factories in Italy and the best fields aggregate 100,000 acres. The beet sugar industry is one that needs developing right here at Albuquerque.

In nearly all the states public opinion is against the convention system and in favor of more power in the people, and through the questioning of candidates and publication of replies the people's rule is becoming a live issue.

We met the enemy and we are his'd. But it is better to have fought and failed than never to have fought at all.

WONDERFUL DEMAND FOR RAILWAY ROLLING STOCK

This table, taken from the Railway Age, shows the total orders placed for railway equipment during the twelve months of each of the years from 1902 to 1905, during forty-one weeks of 1905, and during the period of very nearly thirty-nine weeks of 1906 to date:

Year	Freight cars	Passenger cars	Loco-motives
1902	195,248	3,459	4,556
1903	108,326	2,219	3,283
1904	138,561	2,313	2,583
1905	241,315	3,289	6,265
1905, 41 weeks	196,672	2,267	4,131
1906, 31 weeks	218,298	1,992	4,323

Figures such as these speak for themselves, but stated in words, not only in the aggregate of orders placed in nine months of 1905 20,000 cars in excess of the total for the entire twelve months of 22 years previous to 1905, but 20,000 more cars have already been ordered this year than were ordered in a period in 1905 which was two weeks longer. Last week alone not less than 44,000 freight cars were ordered, a circumstance which under conditions existing a few years ago would have been sufficient to cause an end of comment, but which is now looked upon as but little out of the ordinary. Yet with such an impetus, there are doubtless those who will question the prediction that January 1, 1907, will find the total of orders recorded in 1906 greater than that of 1905, because of the fact that the roads which are large annual buyers have placed their orders earlier, and, while contracting in many instances for fewer cars than last year, have raised the totals to the point which is not a true indication of conditions. A study of the records at hand, however, shows that it is the orders for cars in lots of from 500 to 2,000 that form the basis for the total, and with the knowledge that the moral effect in this time of the year of such orders as have recently been placed has tremendous cumulative results, the prediction is made that the close of 1906 will see all records for orders for freight cars surpassed.

MOST WONDERFUL BRIDGE WHICH EVER WAS BUILT

The Royal gorge of the Arkansas river, in Colorado, one of the scenic wonders of the world, is to have a new feature to add to the amazement of the traveler.

Nature began the wonder-working by using the river to cut a gorge seven miles long through the solid rock, which rises in continuous, semi-perpendicular walls for hundreds and thousands of feet above the roaring stream.

Then man resolved to force a way through this gorge for a railroad, and in so doing worked another wonder. Where the gorge was too narrow to give room for the track beside the river the engineers devised the famous hanging bridge, which has long been regarded as one of the triumphs of railroad building. It parallels the river for seventy feet and hangs in the air from steel rods supported from tresses anchored in the rock walls.

Soon the traveler, gazing upward from the hanging bridge, will see the towering walls of the gorge spanned by what will seem to him a colubine bridge. It will be a bridge, a bridge of steel, and the traveler may see a trolley car gliding across his vision half a mile up in the air.

At the spot where this bridge will be suspended across the chasm the walls are 2,622 feet high, and the gorge is fifty feet across at the bottom and 230 feet across at the top. Apart from the scenic considerations the bridge will be noteworthy as the highest in the world. Indeed, it is in a class by itself, its nearest competitor being the new Zambesi bridge, 430 feet in the air.

The bridge will be built of steel cables and of flat steel, and the curved girders that support the structure will be anchored in the granite walls, so that nothing short of a violent earthquake can loosen them. A feature of the bridge will be a plate-glass floor, which will enable visitors to gaze down into the gorge without danger, and steel railings will make it impossible for anyone to fall off.

The work is being done by the Canyon City, Florence and Royal Gorge Interurban Electric Railway company, which is extending a line from Canyon City and Florence eleven miles to the top of the Royal gorge. The ascent is 2,800 feet and the summit is 7,900 feet above sea level. From the summit the cars will return to Canyon City by another route, running fifteen miles by the force of gravity alone. The bridge will cost \$1,000,000 and the track extension another million.

The American inventor for October states that the spanning of this fearful chasm is "one of the most difficult and dangerous projects yet attempted by engineers," and says that the bridging of the Royal gorge hitherto has been deemed preposterous from an engineering viewpoint; indeed, the possibilities of overcoming the engineering difficulties in building a road on either side of this gorge have been gravely questioned until lately.

The building of this new bridge, therefore, shows several interesting things: That the American people will go in crowds to see a wonderful natural view; that the science of railroad engineering is making progress, and that there is no limit to the enterprise of the American in filling what he conceives to be a real want.—Chicago Inter-Ocean.

GOOD REASONS AGAINST JAPANESE IN SCHOOLS

The Japanese consul at San Francisco is complaining that under a local law Japanese children are excluded from the public schools and relegated to the "oriental schools," with Chinese, Indians and negroes. This evidence of ambition on the part of the Japs is not unusual. They seem determined to force a higher standard than is accorded to other oriental races, and they are having some success.

It is singular that while this demand for admission to the public schools is being made in California, the report of the commissioner of labor on Hawaii states that exactly the opposite course is being taken by the Japanese there. They avoid the public schools there and maintain separate schools of their own, wherever practicable. The evident reason of this is that the population of Hawaii is much mixed, and the natives and Chinese often outnumber the Americans in a school district to a very large extent. Indeed, the commissioner of labor says the American families have not only taken their children out of the public schools, but have actually moved out of the neighborhoods in the islands where the excess of orientals was very large. The reason given for this is stated:

The American pupil brought up among children of all races and attending school in a district where a majority of his schoolmates are Japanese never acquires a perfect mastery of his own language and speaks "pigeon English," often with a foreign accent. His progress in all studies has to be regulated by the progress of classes composed in great part of young people whose knowledge of English is imperfect, and where linguistic training necessarily supersedes instruction in the essentials of the science or other subject taught. In other than purely pedagogic ways he is at a disadvantage. In personal habits and customs and social and ethical ideas he is apt to grow like those with whom he is associated in school life.

It is evident that these race mixtures produce problems not contemplated by those who have assumed that the process of amalgamation would go on everywhere as it has usually done in the United States. They have overlooked the difference made by the overwhelming superiority of numbers of Americans at home. In Hawaii, however, the commissioner of labor says: "It is an open question whether the final result in the schools will be the Americanizing of the oriental or the orientalizing of the schools."—Indianapolis Star.

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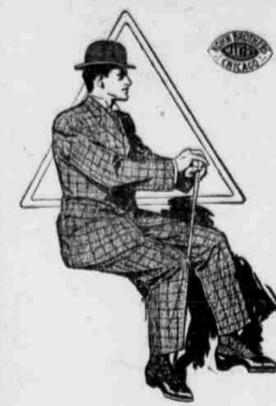
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