Albuquerque Weekly Citizen

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TEN THOUSAND KNIGHTS OF COLUMBUS

Assemble at New Haven, Conn.--No Troops for State Fairs.

WALL STREET IS SHOCKED

South Seeks Right Kind of Immigrants, but Would Reject Others.

New Haven, Conn., June 5.—Nearly ten thousand members of the order of the Knights of Columbus have already invaded this city and more are coming to attend the national convention of that organization, which will be held here during this week. The local members of the order, assisted by a large committee of Knights representing the various lodges of this state, have been busy for weeks preparing for the convention, and now everything is in readiness for the enormous crowd streaming into this city. All forenoon trainloads of delegates from all parts of the United States arrived here. The delegates, many of them accompanied by ladies, were received by local committees appointed for that purpose, and conducted to their respective headquarters, where they registered and were assigned to their lodgings.

The convention proper will not begin until tomorrow, but there will be a public reception to the officers of the National Council this evening, which promises to be a grand affair.

Tomorrow morning the delegates will attend pontifical high mass at St. John's church, on Davenport avenue. His Eminence, Cardinal Gibbons, together with several archbishops and bishops, will be present. After mass the National Council will convene in the new Knights of Columbus building on Chapel street. The rest of the day will be spent in sight seeing. Carriage parties and trolley rides have been arranged for that purpose. In the evening a grand promenade concert and ball will be given in the armory.

Wednesday morning will be devoted to sight seeing and various entertainments and in the afternoon the new building of the Knights of Columbus will be dedicated. Addresses will be made by the mayor, President Hadley of Yale, Cardinal Gibbons and other distinguished members of the hierarchy. In the evening a banquet will be tendered the delegates and national officers.

On Thursday morning the session of the National Council will be continued and in the afternoon there will be field sports and other entertainments. Most of the delegates will prepare for their departure on Friday evening or Saturday.

NO SOLDIERS LOANED TO EASTERN FAIR THIS YEAR.

Washington, D. C., June 5.—The United States army will not be able to take part in any of the country fairs this year. There is an increasing demand for military representation on all occasions in all sections of the country, and hitherto the disposition has been to gratify such desires on the part of the people so far as may be.

This year there has been an unusual demand for the presence of one or more of the troops of cavalry or infantry, a preference being expressed for the cavalry as a more spectacular body, for the drawing of crowds. This year, however, all the cavalry, infantry and field artillery commands will be otherwise employed. They are to leave their respective stations on July 15 for marches to the nearest camps, where they will be mobilized in large bodies and engage in two or three months' exercises, the program of operations including the militia. This rule will be rigidly enforced, by direction of the president, without exceptions. The troops must leave their stations on the day set, and nothing will be allowed to interfere in any way with this program. They will be required to remain in camp on the work incident thereto, for the full period designated, and there will be no exception to this requirement. For this reason the War Department is obliged to refuse to lend its aid by the presence of any part of the military body at the county fairs.

SOUTHERN IMMIGRATION COMMISSION IN SESSION.

New York, June 5.—Delegates representing nearly every southern state and including many prominent students of economy, met here yesterday, in compliance with a call sent out some time ago, with a view of organizing a Southern States Immigration Commission. The delegates, who were appointed by the governors of their respective states, will remain in session for two days, and, it is hoped, that a permanent organization will be formed, to regulate the immigration to the south.

As David Robinson, the publisher and editor of the Southern Investor of New York, stated at the opening session, yesterday, some of the southern states, which have steamship connection with New York, are overrun with an undesirable class of immigrants, who are sent south from New York, and are absolutely worthless. Many dissatisfied men, who had been engaged to work in Florida, but refused to stay there, also invade other southern states quite frequently, and many of them must be provided with transportation to New York, to prevent them from becoming public charges. Today the commissioners will hold a session in Ellis Island, where they will inspect the methods employed in examining the immigrants.

MAN IN THOUSAND PAYS $1,500,000 OLD DEBTS.

New York, June 5.—Wall street has had quite a shock and is eagerly discussing the "peculiar" action of a man who gave up a considerable fortune to pay certain moral debts which he was by no means obliged to pay under the law. The man who caused this sensation was Edwin S. Hooley, whose firm, E. S. Hooley & Co., of No. 49 Wall street, failed during the panic of 1903. The failure occurred on July 27, 1903, three days after the failure of Talbert J. Taylor & Co. and W. L. Stow & Co., and was for $3,000,000. The firm settled with its creditors in December, 1903, at 50 cents on the dollar. In October, 1904, Mr. Hooley formed his present firm of Hooley, Larned & Co., his partners being George E. Larned and Frank E. Brumley, the latter the board member. The house was notably successful, from the start, and Mr. Hooley, who, when the old firm made its assignment, assumed sole liability for its debts, found recently that the time had come when he could carry out his steadfast purpose to discharge his "moral obligations" to the creditors. As a result he mailed to each of his creditors a check for the remaining 50 per cent of his claims, with interest at 6 per cent from the date of the failure. His action is not without precedent in Wall street, but the precedents are not numerous. Mr. Hooley, who is still a young man, has always been well liked in the street. The failure of Mr. Hooley's firm in 1903 was due to an overloaded account in Evansville & Terre Haute and Keokuk & Des Moines. These railroads the firm expected to sell. The money panic developed, however, bankers refused to loan on the collateral, and the Hooley firm was forced to suspend.

CHATTANOOGA'S SPRING FESTIVAL HAS OPENED.

Chattanooga, Tenn., June 5.—Yesterday was opening day of the spring festival, for which the most extensive preparations have been made during the last month or two. Thousands of visitors from all parts of the state are congregated here and the hotels are already crowded. The festival, which will last all week, was formally opened on yesterday, with an automobile parade, in which fifty-five motor cars, handsomely decorated and filled with beautiful women, took part. The parade was reviewed by the mayor and city officials. The festival show was opened at Olympia Park. Great efforts have been made this year to make the show at the park attractive. One of the most interesting features is the ostrich farm, which was exhibited at the St. Louis Exposition, and attracted so much attention. There will also be a large spectacular show in which more than sixty persons will take part.

The most interesting feature of today will be the Red Men's parade in the evening, when several hundred members of the order, dressed like Indians, will march single file through the brilliantly illuminated streets to Olympia Park, where the Red Men will conduct a "Country Store." The Knights of Korassan will have their big parade on Wednesday afternoon. The Industrial Parade, which will be one of the most important features of the festival week, will be held on Thursday morning, and it is expected that between seventy-five and one hundred floats, representing the various industries and lines of business will take part in the great pageant. The coronation festival and distribution of prizes to the successful owners of the floats will take place in the evening. Friday will be military day with a fancy drill by the Twelfth Cavalry as the special feature. Every night the city will be brilliantly illuminated.

FINE STRING OF RACERS FOR KENILWORTH TRACKS.

Buffalo, N. Y., June 5.—As fine a string of horses as ever was seen in this city is now quartered in the sheds of the Kenilworth race track, where the thirty days' race meeting will open this afternoon. The most important event of the opening day is the famous Buffalo Derby, which was won last year by Oxford, a colt formerly owned by Jacob G. Lang, a local horseman. For this year's Derby a number of excellent horses have been entered. The south will be ably represented by Minnie Adams, the southern Derby winning filly owned by Mr. Cook. Canada will make a strong bid with Kinleydale and Court Martial, both from the stables of M. Dyment. Other promising horses are Teamster, Humorist, Lotus Eater and several others.

Although the track is comparatively young, having been opened in 1902, it is in excellent condition, and everything is favorable for the running of the famous Derby. The race is for three-year-olds, and is for $3,500. Horsemen from all parts of the state are here to attend the race meeting, and it promises to be the most successful ever held in this part of the country.

ALAMO'S COLLECTION ENRICHED BY PORTRAIT

Austin, Tex., June 5.—The historic collection in the Alamo has been enriched by the addition of a fine portrait of Davy Crockett, painted from life by John G. Chapman, while Crockett was a member of congress from Tennessee. The portrait belonged to John S. Wise, Jr., a native of Virginia, now living in New York, and was recently purchased by a representative of the Daughters of the Republic of Texas, for $1,000. The picture bears the date of 1832 and is said to be an excellent likeness. There is but one other authentic portrait of Davy Crockett known to exist, which was painted by Deramb, and hangs in the Capitol at Washington.

ARTILLERY COMPANY CELEBRATES 268TH ANNIVERSARY

Boston, Mass., June 5.—The Ancient and Honorable Artillery Company of Massachusetts is celebrating its two hundred and sixty-eighth anniversary today. Shortly after 1 o'clock in the afternoon the members of the company assembled at their headquarters and escorted the governor of the state and the commanders-in-chief to the Old South church, where annual sermon will be delivered. After the conclusion of the exercises in the church the company will march to the Common, where the ceremony of commissioning the newly elected officers will be performed by the governor and commander-in-chief. The company will then parade to Faneuil hall where dinner will be served at 6:30 o'clock. It will be preceded by a formal reception.

PITTSBURG'S UNIQUE WAY OF ADVERTISING

Pittsburg, Pa., June 5.—The first of the series of trade excursions to go out from here under the auspices of the Merchants' and Manufacturers' Association of Pittsburg started from here at 8 o'clock this morning, in a special train. The delegates taking part in the excursion, which had been arranged for the purpose of advertising the manufacturing interests of Pittsburg, will take in many towns in northeastern Ohio and will return to Pittsburg on Saturday. Today the excursion will visit East Palestine, Columbiana, Leetonia, Lisbon, Salem, Alliance and Canton, where the excursionists will stop over night. Tomorrow they will visit Massillion, Orrville, Wooster, Loudonville, and will spend the night at Mansfield. On Wednesday, Ashland and Akron will be visited, and the night will be spent at the latter city. The route for Thursday includes Kent, Ravanna, Warren, Niles and Youngstown, and for Friday, Ashtabula, Conneaut, and Erie, leaving Erie during the night to return to Pittsburg.

LIQUOR INTERESTS HAVE GATHERED AT LOUISVILLE.

Louisville, Ky., June 6.—The annual convention of the National Wholesale Liquor Dealers' Association opened yesterday with a large attendance of delegates, representing every part of the United States. The convention will last three days and the local liquor men have made special efforts for the entertainment of the delegates. At the same time the National Association of Mail Order Liquor Dealers is holding its annual convention here at the Seelbach. This association, which is incorporated under the laws of Kentucky, has now about forty members. It was organized last year in Chicago, with an original membership of seven members.

Matters of great importance to the liquor trade will be discussed at both conventions. The principal fight now on in which the mail order houses are interested, is a fight with the express companies for a reduced rate of transportation. The companies held for the regular merchandise rates, but through the efforts of the association a reduction has been granted. The reduction, however, has not been great enough to satisfy the demands of the association, and the fight is still being continued. Robert L. Crigler of Covelngton, Ky., is president of the association.

WOMEN CONNECTED WITH LITERATURE OR TEACHING.

Syracuse, N. Y., June 6.—Several hundred women, representing the literary and educational organizations in the western part of the state, are assembled here to attend the tenth annual convention of the Federation of Women's Literary and Educational Organizations, which opened here this morning at the New York State Trade School for Girls. The headquarters of the delegates is at the Yates Hotel.

The program arranged for this convention is of unusual interest. Among the attractive features is a lecture by Ismar J. Peritz, professor of Semitic languages and archaeology in the University of Syracuse, who will speak this afternoon on "Women in the Ancient Hebrew Cult." At the opening session this morning Miss Ladd delivered an interesting address on "Early Federation Days."

The woman suffrage question will come up for consideration and debate at the session tomorrow morning, and the discussion will be in charge of Miss Harriet May Mills, state organizer, who has selected a number of able speakers, among them Miss Julia A. Jenney, Syracuse; Mrs. Mary P. S. Gannett, Rochester, and Miss Anna S. Huntington, Syracuse.

A delightful program has been prepared for the literature and art division of the convention. Mrs. Henry Altman of Buffalo will read a paper tomorrow morning on "The Art of the Ancient Hebrews," and Dr. S. P. Colegrove of Salamanca will speak on "Art in the Home."

SCARCITY OF TEACHERS IN APACHE COUNTY

There is going to be a scarcity of teachers in Apache county next year, says the St. John's Herald. Beginning right here in St. Johns, five of the seven teachers who taught here last winter are gone. Those who were at Nutrioso and Alpine are not applicants for the places again. Springerville will have to get another principal so will Eager, El Tule and perhaps both of the districts on the railroad. It has been many years since teachers were so scarce. The school boards should be looking out for teachers at an early date.

J. B. Hill, of Hillwell ranch fame, spent the day in the city. His mission, as he puts it, is to acquaint people with the conditions in his district.

ROCKEFELLER'S NOT DYSPEPTIC SAYS DR. ALLEN

Gaekwar of Baroda and Wife Don't Like Ways of Americans.

TOWNS BLOTTED OUT AND

Railroads Changed for New York's Water Supply-Big Gas Fight On.

Special Correspondence.

New York, June 5.—What are we to believe now? If there is anything in this world that the people of America have believed in, it was that John D. Rockefeller, the great oil king, has been a sufferer from a fearful form of dyspepsia for these many years, and that feeble health generally had made him a thin, attenuated man, just fitting the living-skeleton cartons that had become the standard works of publishers and readers of the illustrated newspapers. Many people found much comfort in believing in Rockefeller's dyspepsia. It seemed, in some way, to equalize matters. He had money; likewise dyspepsia. We hadn't the money; neither had we the dyspepsia. But here comes Dr. Allen, Rockefeller's family physician for many years, who declares that Mr. Rockefeller has never been a sick man, and particularly has not had dyspepsia, and that, instead of being a skeleton, he is a man of one hundred and ninety pounds weight, which, by the way, is within about eighty pounds weight of what Secretary Taft has after a long series of treatments to reduce the figure at which he tips the scales. Dr. Allen is supposed to know what he is talking about, and his declaration just shakes our belief in everything. If we can no longer have a thin, dyspepsia haunted Rockefeller, what can we believe in? Have the papers been stringing the public with manufactured ideas of the Standard Oil company's head, and must we conclude that they cannot be believed whenever they talk about the public men against whom the public has a tinge of animosity? Here's Tom Platt, New York's senator, saying he never swore when he talked to a reporter, who in an alleged interview, made him rip out the strongest kind of an oath. It's time this misrepresentation stopped, or when we meet these worthies in heaven, we won't know them. The public has some rights, whether Rockefeller or Platt has or not.

INDIAN PRINCESS DOES NOT LIKE OUR MANNERS.

It is trustworthily stated that the wife of the Gaekwar of Baroda, who is called the maharani, does not entertain a very flattering opinion of New Yorkers. The Indian princess evidently takes the things written about her very seriously. She is deeply distressed at being attributed with strange and weird habits which to the high caste Indian woman, seem barbarous indeed. So in place of the customary charming remarks about our beautiful America, our handsome men and lovely women, her highness thinks New Yorkers are entirely too busy; that some of them are really quite lacking in delicacy in dealing with royalty, and that they are always living at a high tension, which, perhaps, makes them unaccountable for their occasional rudenesses. "America may be far ahead of India in civilization," the princess is quoted as saying, "but in India we would never make visitors to our country so unhappy by pursuing them as they do here. It may be the way of civilization, but it is the first time in my experience I have ever been pursued. I have traveled in Europe and England, and have never had my slightest movements followed by a curious crowd." Her English companion says that the princess is totally unable to comprehend the American attitude of regarding her as a curiosity.

But the Gaekwar and his wife were wonderfully delighted with Coney Island, finding everything there to their liking, and varieties and numbers of attractions very much ahead of anything they had ever seen. They had none of the affected superiority that some people manifest when they are shown new things of meritorious quality, but took much delight in the sights as children, riding the chutes, going the merry-go-rounds, taking in the spectacular events at Luna park, and generally making a day of delight of it, the Gaekwar taking copious notes as he went from one sport to another, with an eye to getting up similar attractions for his people. Their expressions of delight were as ingenious as though they were children playing with their first toys and Coney Island did its best for them, keeping things going for their special benefit for a long time after hours, and when the time came to close the Gaekwar was disgusted with the throngs that rushed for the cars, so the proprietor of one of the amusements took him to the city in his own auto. There will be a Coney Island in the Gaekwar's realm in double-quick order when the ruler has reached home and settled down to business.

GREATER CITY'S WATER SUPPLY DESTROYS TOWNS.

When the great metropolis wants anything, it gets it, no matter who suffers by it. In reaching out after a vast addition to its water supply, it will wipe out several small towns in Ulster county, a hundred and more miles away, and supposed to be reasonably secure from any interruption to their plain rural life, and miles of a large railroad, the Ulster & Delaware railroad, which these very towns bonded themselves heavily to build, will be moved from one to four miles from its present bed, sometimes outside the limits of the towns which paid for it. Nineteen miles of the track of this road will be thus treated. The largest of the towns and villages to be thus upturned and wiped out of Shokan. It has a population of one thousand persons, and West Shokan, nearby, has half as many. Other villages are Ashron, Glenford, Brown's Station, Olive Branch, Stony Creek and West Shokan, all containing about six thousand population. These towns, of late years, have had a large summer boarder business, being in the shadow of the Catskills, and great favorites of the lovers of pure air. The city works will cost $160,000,000 and 15,000 men will soon be employed in the work that will take many years to finish. Yet the rights of a great city are supreme, as her citizens are entitled to get a supply of the element that is absolutely necessary to existence. And so a desert has first to be made. In order that water may be secured to be drank a hundred miles away.

COLD STORAGE DEMANDS $2,000,000 SKYSCRAPER.

Everything of consequence, nowadays, as soon as it reaches large proportions, has to have its skyscraper. And so the cold storage people are to have theirs, at a cost of two millions. The entire upper part of the building, embracing about two million cubic feet of space, will be equipped with a modern refrigerating plant. All the fruit and vegetable industry will be accommodated with facilities to keep their products in good shape, store and basements being located in the building for these trades, cold storage pipes being put in such places as are demanded by the necessities of dealers.

GAS FIGHT MAY END IN CITY OWNERSHIP.

The gas fight is the greatest one the city has had on its hands in a long while. The legislature passed a law reducing the price of gas to 80 cents a thousand cubic feet of gas, but the companies resist this, declaring it is not constitutional, and while the suit is pending, they are undertaking to collect the full amount of $1.00 per thousand as heretofore. Resistance is being made by users to this procedure, and legal aid has been secured, and organizations have been formed to support the contention that the companies be paid 80 cents on their bills, and if refused, put the money way in a safe place, with proof of the tender. The fight will be a bitter one, and those interested wish to largely advertise themselves as champions of the people, and will make all the trouble they can to the gas companies. There are banded together in the Gas Consumers' League over half a million consumers of gas, and their advisers purpose to attack the franchises of the gas companies if they do not consent to the demands of the people. One of the methods of opposition proposed is for blocks of ten consumers to get out injunctions from the state courts restraining the gas companies from either taking out gas meters or shutting off the supply of gas from the premises of those refusing to pay the rate that has been outlawed. Prominent lawyers declare that the legislature was within its rights when it arbitrarily fixed the rate of gas at 80 cents, and that the legislature has the power to disfranchise the companies and pave the way to the city's condemnation of their property and purchase thereof. This has a squint towards municipal ownership.

LONDON HOTEL APES AMERICAN MANNERS.

The Hotel Carleton, London, has become a large purchaser in New York, of refrigerated game, meats, fish and oysters, canvas back ducks, Virginia hams, mallard ducks, diamond back terrapin, and all the delicacies that are obtainable in this market, of the finest possible quality. The goods are stowed away in a square room, which is really a refrigerator, and the contents of each basket is frozen solid. The Hotel Carleton has many American customers in its restaurant, and they want the delicacies of their own land, and they will get them if the enterprise of the Hotel Carleton can give it to them. The list of contents of the baskets makes a gourmand's mouth water.

OLD TIMER.

UNTERRIFIED OF ARKANSAS IN STATE CONVENTION.

Hot Springs, Ark., June 6.—The democratic state convention of Arkansas opened yesterday at noon with a full delegation representing every county in the state. It is expected that the convention will remain in session three days. Contesting delegations are present from Hempstead, Cross, Mississippi and Poinsett counties.

The principal contest will be over the nomination of commissioner of mines, manufactories and agriculture, as none of the candidates has enough instructed votes to secure his nomination at the first ballot. Guy Tucker leads with 208 votes. The nomination for railroad commissioner in the northwestern district will have to be settled in the district convention, as none of the candidates has a clear majority.

Engines Nos. 1257, 1258, 2028 and 2029 were delivered at the Topeka shops Monday, from the Baldwin Locomotive works. The two former are balance compound passenger engines and the two latter are large six wheel switch engines.

TRACTION COMPANY MAY TAKE OVER PROPOSED NEW CAR LINE

Understood That Col. D. K. B. Sellers Has Made a Proposition to Col. Jastro With Above Object in View.

(Wednesday, June 6.)

That the residents of the Highlands district are soon to be served with transportation by an electric car line and that the line may be built by the Albuquerque Traction company instead of the local promoters, headed by Col. D. K. B. Sellers, as was first intended, now seems not only a possibility but a probability.

Interviews Subscribers.

While both Col. Jastro, of the Traction company, and Col. Sellers, who is at the head of the proposed new line, did not seem inclined to talk for publication, or to discuss what might take place, it is known that Col. Sellers and representatives of the proposed opposition company, yesterday visited a majority of the larger subscribers to the $15,000 subsidy asked by the promoters of the proposed Highlands line, and questioned them as to their willingness to turn their subscriptions to the subsidy, which were in the nature of stock subscriptions, into a bonus, or donation, to the Traction company, provided the latter company would agree to build the line and operate it according to the terms of their existing franchise, and a number of the subscribers, who were interviewed by a representative of The Evening Citizen, stated that, with one exception, all the larger stockholders had agreed to this proposition.

Makes Jastro a Proposition.

Judging from this, it would seem that Col. Sellers, representing the promoters of the proposed line, had made Col. Jastro, of the Traction company, a definite proposition, although just what the proposition was Col. Sellers, when seen by a representative of this paper, refused to state.

Terms of Proposition.

It is supposed, judging from indications, that the promoters of the new line have agreed to turn their subscriptions over to the Traction company, as a donation, in the form of a bonus, provided Col. Jastro will agree to build the line and keep it in continuous operation, as per their present franchise.

Definite Answer Tonight.

It is understood that Col. Jastro has agreed to give the promoters of the new line a definite answer regarding this proposition tomorrow morning, this proposition tonight. The proposition was made him yesterday, Col. Sellers stated, and he was to give an answer last evening, but asked for further time in which to consider the proposition, in the meantime looking over the line of the proposed new street railway, with a view to discovering the percentage of grades in the Highlands.

Make Tour of Inspection.

Col. Jastro, Col. Greer, president of the Traction company, and Mr. Farwell, civil engineer for the Albuquerque Eastern, went over the route of the proposed line yesterday, taking levels, and discovering the percentage of grades. Col. Jastro later wired an engineer in California asking his opinion of the feasibility of operating street cars at the grade discovered in the prevailing climatic conditions, as it is well known that climatic conditions have a great effect on the electrical power of a street car, and as an electric car can only pull a certain grade under certain climatic conditions, it is desired to discover whether these conditions, as existing in the Highlands are favorable or not.

Inspecting Railroad Avenue.

This afternoon Col. Jastro, Col. Greer, Col. Sellers and a civil engineer made a tour of inspection over Railroad avenue from the Santa Fe tracks to the University, taking levels for the purpose of discovering whether that route would not be more practical than the Gold avenue line. Silver avenue was also inspected, but it was found to be impracticable for a car line.

Col. Sellers Interviewed.

When asked why this move was made, and why the promoters of the new line did not continue with their project as at first planned, Col. Sellers replied:

"There has been so much talk, and so much exploitation in the newspapers, concerning the proposition as to whether two car lines would mean two five-cent fares, provided they were operated independently, and as the Traction company did not seem inclined to accept our proposition of an interchange of transfers on a 2 1-2 cent basis, that we arrived at the conclusion that it would be best to have the car lines operated under one system, if possible, so that all chance of having to pay two fares would be forever done away with, and following out that line of thought we made the Traction company a proposition, not, however, until our representatives had interviewed the subsidy subscribers, that is the majority of the larger subscribers who could be seen yesterday, and learned that they favored the new move, and were willing to turn their stock subscriptions into a donation bonus. On that basis we made the Traction company a proposition but the terms of it I do not care to discuss for publication until the Traction company has given us its answer."

Line Will Be Built.

"And in case the Traction company refuses your proposition, what then?" was asked of Col. Sellers.

"Then," emphatically returned the colonel, "we will proceed with the construction of the line ourselves, as originally intended, just as soon as the city council sees fit to grant us the franchise asked."

Think It Traction Project.

Some there are who seem to think that the proposition of the promoters of the new line to the Traction company, offering them the $15,000 subsidy raised, as a bonus, on condition that they build and operate the line, is proof sufficient of their claims that the Traction company was back of the move from the start, as was claimed by many at the time the project of a car line into the Highlands was first promulgated, but there is no further evidence now that such is the case, than there was at the beginning of the raising of the subsidy for the new line.

Highlanders Want Line.

But whether the allegations be true or not, the fact remains that the residents of the Highlands want street car service, and that they are willing to assist in any project that will lead to a culmination of their desires, and that they are as willing, taking the sentiments of the larger subscribers to the subsidy as a criterion, to donate their subscriptions to the Traction company, as a bonus, as they were to take stock to the same amount in the proposed new company, provided the Traction company will build the line and operate it.

Extension Work Progressing.

In the meantime the Traction company is going ahead with its new extension to the lumber mills. Second street, from Railroad avenue to Roma avenue, has been plowed up and ties and rails laid thereon, and the work of preparing the street on to New York avenue, thence to Twelfth street and on to the mills, will be pushed forward as rapidly as possible.

Engineer Sent For.

An engineer has been sent for and will arrive soon to lay out the curves and raise the grades and the work of connecting the extension with the Railroad avenue line will be completed as soon as practicable. It is intended to have the line in operation by the first of July if possible.

SANTA FE CENTRALS PLAY HERE SUNDAY

WITH McINTOSH BROWNS—RAILROAD CONNECTIONS SECURED AT LAMY—CAN RETURN SUNDAY NIGHT.

The management of the McIntosh Browns received an answer to the proposition made the Santa Fe Centrals to play here Sunday, this morning, the Centrals stating that they would play the Browns here Sunday at Traction Park, provided the management of the Browns would secure Santa Fe railroad connections at Lamy for them so they could return to Santa Fe Sunday night instead of having to stay here until Monday.

The management of the Browns at once got into communication with the chief dispatcher at Las Vegas, through the local city agent, with the result that the Santa Fe officials stated that they would hold the connections at Lamy for No. 8, so that the Santa Fe boys, leaving here on No. 8, Sunday night, will make connections at Lamy and go on through to Santa Fe.

Santa Fe was notified of the consummation of these plans and immediately wired back that they would be here for the game Sunday.

A. F. Dieter of Raton, has resigned his position as auditor of the Santa Fe, Raton & Eastern company to accept one with a railway company of St. Paul, Minn. Mr. Dieter and family have gone to Denver to spend a month before going to St. Paul.

WILL NOT BUILD CHURCH AND PARSONAGE

THE GOOD PEOPLE OF THE HIGHLAND METHODIST CHURCH ABANDONED A GOOD IDEA.

It is understood that, at a meeting of the members of the Highland Methodist church, held last night at the church, it was voted to abandon the idea of erecting a new church and parsonage.

This is to be regretted, because Rev. Sollie, who has proved himself a great worker, had assurances of liberal support from the board of home missions of that church, and it does look like the members here are doing themselves and their church a great injustice by refusing to improve along with the other religious denominations of the city.

It is to be hoped that the members will hold another meeting at an early day, and reconsider what they did last night.

The Highland Methodist church has a membership, so The Evening Citizen learns, of over 100, and the present church edifice is entirely too small for such a large congregation, which is steadily growing. The church, through the good work of Rev. Sollie, some time ago purchased two valuable lots on East Railroad avenue, near Broadway, and these lots should not remain barren long—they should be ornamented with a handsome church edifice and a modern parsonage building for the Highland Methodist congregation and its pastor.