

Thirty-Four.

El Paso, Saturday, October 29, 1901.

The half-breed journals are now trying to prove by their files that they "never abused Arthur."

The New York World says Judge David Davis is now to be classed neither as a Democrat nor as a Republican, but as a sort of political Dem.-i-Rep.

A facetious exchange says no human heart can refuse to entertain sorrow for the half-breeds who had got the Republican ship up on the dry dock and were busy repairing her when she toppled over on them.

The Albuquerque Journal says if you are going over the Athieson, Topeka and Santa Fé road it would be a good economical scheme to carry a lunch with you. The eating houses along the line have raised the price of meals from seventy-five cents each to one dollar.

Charles A. Allison, Henry Watts and Lewis Perkins, the Southern Colorado highwaymen, were lodged in the Cañon City penitentiary at 3 a. m. on the 22nd, under sentence of thirty-seven years each, from Conchos county. These are the three men arrested in Albuquerque last June and a part of the Stockton gang of Rio Arriba county, N. M.

Curtis, Depew and Co., having succeeded Conkling, Bliss and Co. as Republican managers in New York show their devotion to "civil service reform" by sending out the usual annual circular to Federal office holders inquiring "that the said office-holders contribute 3 per cent. of their salary to the campaign fund within seven days." The difference between the "old machine" and the "new machine" appears to be that the former

In another place will be found a communication signed "Scout" which claims that agent Tiffany, of the San Carlos reservation, is a faithful, honest and efficient officer. While we cannot endorse the views expressed by "Scout," we wish to be perfectly fair, and so admit his communication without further comment. It should have appeared in last issue, but was crowded out.

THAT COMPROMISE.

From information received from an attorney of the Texas and Pacific railroad who knows whereof he speaks, we are enabled to announce that there is not a particle of truth in the reported compromise and cessation of litigation between the Texas and Pacific and the Southern Pacific railroads, nor is there any probability, nor scarcely even a possibility, of a compromise being effected. The Texas and Pacific is required by the terms of its charter to construct, maintain, and control a continuous line of road from Marshall, Texas, to San Diego, California, or, as near as practicable to, the thirty-second parallel of north latitude. The Southern Pacific is a competing road within the meaning of the Texas and Pacific charter, which expressly prohibits consolidation or pooling with any competing road; and the Texas and Pacific company could not compromise with the Southern Pacific on any other terms than an absolute surrender on the part of the latter of its constructed road through New Mexico and Arizona, leaving the absolute ownership and control of this constructed road to vest in the Texas and Pacific company, with a western terminus at San Diego and a right to connect with the Southern Pacific at Yuma only for the purpose of obtaining a San Francisco terminus. Even the conditions of this connection at Yuma are prescribed and governed by the charter. The same thing is being actively pushed, and on Thursday the Texas and Pacific company filed two petitions with the district court of this county asking that the Galveston, Harrisburg and San Antonio Railroad company (that being the name of the S. P. in this state)

be exempted from taxation for a term of years. In this way the city will eventually pay for the grading, but the companies will advance the money. Street grading is going to be probably the most important item of public expense for a few years to come and the burden of it will be quite heavy. Here is an opportunity for the city to relieve itself of a part of this burden and secure the early grading of the most important streets. The balance of the work must be divided equally between the city and the property holders, as is done in other cities.

SMELTERS NEEDED.

We have before expressed the view that smelters are imperatively needed in this city. El Paso, while she will derive a great part of her business and consequent prosperity from the railroads centering in the city, has need to encourage other enterprises if she would enjoy the full measure of prosperity it is her privilege to enjoy. The railroads will bring people and capital to develop the latent resources of the country; and we must be prepared to demonstrate to these people what our resources are, if we expect them to invest. Every man who comes here will not be a merchant, or a banker, or a farmer; every kind of talent will be represented, and the greater field we present for the employment of these various talents the greater inducements we can offer to the heterogeneous classes which will flock here. We should be prepared to offer employment to all classes and in this way retain all that come. If we can do this, we can soon build up a city whose enterprise no less than her natural advantages, will attract the attention of capitalists. We can build up such a business point as to make it an object to railroad companies to build here for the purpose of tapping our trade, and from the position of a small town favorably located on the line of two of these railroads we can rise to the position of a thriving city whose trade is worth striving for and whose business interests must be consulted in laying out new lines of railway anywhere

appears to be that the former preaches what it practices and the latter does not.

The people of Cincinnati, the "Paris of America," have, according to the New York World, been so blinded with tears at President Garfield's sad fate as to be unable to see the way to their pocket-books. In Mr. Field's last list of subscriptions to the Garfield fund there were \$19 forwarded "through the Cincinnati Gazette." Of this sum \$10 came from Houston, Tex; \$1 from Little Rock, Ark., and \$8 from the colored citizens of Maysville, Ky. The World thinks Cincinnati is distinguished for her effusiveness and economy.

It is to be regretted that the city has already given away valuable franchises to corporations without deriving any corresponding benefit, present or prospective. In the infancy of our city great care must be exercised in voting franchises. It is so easy to give away what appears now valueless but may in a few years be worth thousands of dollars. The council should act with great caution in these matters and be sure that the city does not give more than it receives. Generally speaking, if a franchise is worth having it is worth paying for.

The idea suggests itself very naturally to new-comers that, if the real estate men of El Paso are as confident of the future of the city as their prices would indicate, they might show their faith by their works and put up a few buildings upon the lots owned by them. They ought each to have at least residences for themselves, and the building of a few houses to rent would improve both their property and the general appearance of the city and induce others to purchase lots to build on rather than for speculative purposes. Nothing will so surely convince people who come here to seek a permanent home that El Paso is going to be a city of the future as to see the growing number of buildings in every corner of the city. It is a mistake to suppose that El Paso is a city of the future. It is a city of the present, and it is a city of the future.

name of the S. P. in this state) be restrained from constructing and operating their road on the T. and P. right-of-way in this county and that a receiver be appointed to take charge of the road bed, constructed road, depots, rolling stock and other property of said company; and Judge Falvey now has the petitions under consideration. This does not indicate much of a compromise.

STREET GRADING.

The El Paso city government is chiefly supported by revenues derived from taxes levied, in one way or another, upon the business and property within the city. Other branches of business which do not return anything like as large profits as street railways generally do are made to contribute their share towards supporting the luxury of incorporations; and we see no reason why this one branch should be exempted. One company has already obtained a right-of-way through certain streets and another is now at the doors of the city council asking the right through other streets, which will probably be conceded to them. This right-of-way is a most valuable franchise, as is illustrated by the fact that one company offered, in consideration of receiving it, to donate to the city \$500 in cash. Their offer was not, however, accepted, whether because the council considered the franchise worth a higher price or because the other company used its influence to prevent it, does not matter; as either event would prove that somebody considered the franchise a valuable one.

Now the streets of El Paso are sadly in need of grading, and no street railway can be built without grading them in part. It is too much for the city to ask that the companies go to a further expense and grade them throughout their entire width. We think ourselves to be very much in the right in our streets, and they, as a punishment, have refused to do so. We think we are very much in the right in our streets, and they, as a punishment, have refused to do so. We think we are very much in the right in our streets, and they, as a punishment, have refused to do so.

new lines of railway anywhere in the southwest.

There is no reason why we should not and there are many reasons why we should, by enterprise and harmonious public spirit, make of El Paso something more than an accidental city. We have now the start of any city in the southwest in the matter of railroads and, instead of resting easy in the belief that this alone is going to make the city, we should begin to inaugurate new enterprises and launch new schemes for the attraction and creation of business. Instead of simply attracting capital we must be prepared to create it; otherwise we shall be consumers only and soon exhaust what little advantages nature has vouchsafed us without any effort on our part.

With smelters costing fifty or a hundred thousand dollars we can begin to show material wealth. The whole country for a couple of hundred miles in every direction is one great mining camp. The mountains are full of precious metals, and smelters contiguous to them would induce the development of hundreds of square miles of territory which now produces nothing and pour into our lap the hidden wealth which is more potent to help us than half a dozen railroads. Let the business men of El Paso take this matter into consideration and resolve to place the city in a position to not only invite railroads but to make it to their interest to come here. With proper enterprise this can be made as great a railroad center as Kansas City and a greater one than Denver. Every important line to be built in the southwest within the next ten years can be forced to connect with this city; but this cannot be effected by holding up the price of town lots and lying back of our case, confident in our future, and keeping people away in the beginning of our prosperity. A little voluntary liberality just now will do more than can be done in any other way. We are able to get the city out from under our feet, and it will stand in a much better position to handle it. Our opportunity is now, but it is not to be taken by either ourselves or our