

LAS VEGAS TIMES

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IS SUGGESTED FOR COMMIS-
SIONER.

The office of county commissioner is a most responsible position. It is more closely identified with the direct interests of the people than any other official position in the county. The nature of the office is of a supervisory sort. It has the relationship of being close to the people and the medium that looks after and supervises public improvements and regulates or checks the official roster of county and township.

Having such importance, it is well for the people at this early stage to look ahead and keep in mind individuals for this most important office who are capable, level-headed and will devote some intelligent service to county affairs.

The name of Walter R. Bracken has been suggested for one of the county commissioners. Mr. Bracken would make a good official. He has large business training, is a man of affairs, and of that intelligence who would in a business sense look out for the business end of the people if selected. His past career and his long residence and association is such as to assure that the office would not be conducted as a "fence" for incompetents, wrong-doers and grafters.

Irrespective of politics, the people want good men for this position.

POLITICAL SITUATION.

From The Caliente Express:

The election is not far off, and it would be well for the citizens of Lincoln county to bear this well in mind. It is time for them to have a new deal completely in the whirl of office holders. There are men, and good men who have not been identified in politics of any kind, who would make good officials but for fear of the ring at the county seat they have not the courage to announce themselves for fear of displeasing those who pretend and who run the political machinery of the county. It is time to lay down the law to them and to say that "you have gone far enough," and that in future the people of the county will dictate the political situation, entirely, completely and absolutely, with a total disregard to the scheming politicians of Pioche, who want all and who will have the impertinence to dictate to you who you will be compelled to vote for, for state officers as well.

The fight for establishing a public policy in the organization of the respective conventions of the several parties is first at the several primary elections to select delegates to the respective conventions. It is not after the politicians have controlled your primary elections and have elected tools to do their bidding that you can expect equitable laws.

There have been candidates who have ran for office from time to eternity in Lincoln county, and they want to run for the legislature again. It remains with you to declare whether these fossilized and chronic "pie bighters" are to be placed in nomination and the wishes of the mass of the people be ignored, smashed and paralyzed.

We want the people of Lincoln county, irrespective of party, to select delegates to their respective conventions with a conviction to do the greatest good to the greatest number. We want the offices administered by clear headed and intelligent citizens. We want only representative people possessing the ability and the interest of the citizens to deliberate in the law making councils of the state. We want men who will serve the people with a loyalty and to enact laws fairly and impartially with pride for their labor and a fear to do wrong their religion.

The law making tribunal of the state is the foremost gift within the power of the people. Do not pass over it lightly. By doing so you will have but yourselves to blame.

The primary elections are the very foundation of American and personal liberty. Sacrifice that opportunity and the goal is lost. You will have to serve two more years of bondage before you can possibly right a wrong.

Will you heed this warning? It is given now, and at an opportune time.

THEY DO NOT MAKE 'EM BETTER

One Can Curry the Country With a Fine Tooth Comb and Not Find the Equal of the Railroad and Telegraph Force at Vegas.

Ed Leis of the Old Guard, from Cabin Boy to Able Bodied Seaman, Naval Officer, Now Master Mechanic.

The Main Inspector, Who He is and What His Duties Are, Ever Thoughtful of the Travellers' Safety.

The "powers that be" in the Salt Lake railroad made a most happy selection in the appointment of Mr. F. G. Fulton as agent at Las Vegas. Both the road, the traveling public and the merchants of Las Vegas having business with the railway are to be congratulated on the selection of Mr. Fulton for the responsible position of agent. Not only by long years of training but, if we may use such an expression, by inheritance, Mr. Fulton is a railroad man. His father, Mr. Frank Fulton has been a railroad man all his life and is still in the harness, being chief dispatcher of the San Pedro. Mr. Fulton though still a comparatively young man has seen seventeen years of continuous railroad service and has "held down" several important positions before coming to Vegas, Pomona, San Bernardino and Los Angeles. He commenced in the right way—as office boy—and has by sheer force of character and ability worked his way up. Like the opera of Pinafore, "he polished up the handle of the big front door, and he polished it so carefully that now he is (if not) a commander in the queen's navy," a thorough railroad man and commands alike the confidence of the railway officials and the respect and regard of his fellow workers.

Edward Leis, Ed as every one calls him, has had a very varied and rather remarkable career. Born in California, he shipped as a cabin boy at the early age of seven years and by the same attention to business and force of character which distinguishes the man today became successively able bodied seaman and petty officer, and has visited most of the principal seaports of the world. Giving up the adventurous career of a sailor he next turned his attention to railroading, starting in as a fireman on the S. P. His promotion to the position of engineer soon followed and he served in this capacity on the S. P., the Santa Fe and the Mexican Central and on the latter road also as passenger conductor and master mechanic at the important division point of Jamenez, coming from there to take his present position with the Salt Lake Route as master mechanic at Las Vegas. Mr. Leis, is a master mechanic in the fullest sense of the word, and in addition a thoroughly good fellow and has the regard and loyalty of every man working in his department.

The seasoned traveler by rail who is lulled to sleep by the rush and rumble and whirr of the choo-choo cars and can slumber through anything short of a head-on collision only to be wide awake every time the train stops is often heard to wonder what has become of the man with the hammer and its musical tink-tank as he went along the train hitting the wheels. Don't be alarmed, Mr. Traveler. The man is still there, but the hammer has been discarded for the "inspector's" lamp. Your safety is still looked after with the most scrupulous vigilance, and you can fall asleep with the comforting assurance that, at Las Vegas at least, and all along the Salt Lake route, everything that skill and forethought can do to insure your safety is being done.

This particular branch of railroad work comes under the department of the master mechanic and the immediate supervision of a foreman of inspection. At Vegas Mr. John Loftus is the foreman of the car inspectors, and like his chief, Master Mechanic Leis, is one of the old guard. Born in Pennsylvania and educated in the public schools he is a skilled railway man of over thirty years' experience. His first service having been with the Lehigh Valley as brakeman, in which capacity and that of switchman and car repairer he has served and most of the principal roads of the country. Mr. Loftus came with the Salt Lake at its start. With him are E. A. Dodson, car carpenter; Henry Smith, Henry Steele, W. W. Dement, Gil Hannigan, and last, but not least, the old "wheel horse" Jerry Sullivan; and to use Mr. Loftus' own words, there is not a better lot of boys or a more competent crew at any division point or on any road. Every train that passes through Las Vegas is thoroughly inspected in the most careful

and skillful manner as to its running gear, steam valves, pipes and gear, every wheel, truck, beam, brake shoe, rod, bolt and down to the smallest nut is carefully looked over and put in perfect shape before the train is allowed to proceed.

Get out of your comfortable berth in the Pullman or your reclining chair some night, Mr. Traveler, and you will notice a blue light (lantern) hanging up on the side of the front car next the engine. That is the lamp of the train inspector and until that is taken down by the foremen of inspection as denoting that the train is absolutely in good order and ready to whirl over the country to the next division point, not even the general manager of the road would dare take the responsibility of signalling the engineer to start the train. There is a great deal of work done at Vegas by the inspectors, as many as ten pairs of defective wheels having been taken from under trains passing through in one month, and the number of brake shoes, etc., replaced can be counted by the hundreds.

A new fifty-ton wrecking apparatus arrived at Vegas this week and Mr. Leis and assistants are busily getting it in shape for any emergency which may arise.

Mr. J. R. Johnson, for a long time connected with the S. P. at San Bernardino, has taken the place of Mr. Hannigan, resigned, as night clerk in charge of the station and night car checker. Mr. Johnson comes to Vegas highly recommended and will be an acquisition to both railroad and social circles at Vegas.

We omitted to mention in last week's issue a circumstance that exemplified the courage and sense of duty by which all railroad men worthy of the name are actuated. The engine which took Madame Mjeska's special out of Las Vegas was manned by Engineer Bodenhouse and Fireman Gregg. Just before leaving Mr. Gregg was quite badly burned about the face by an explosion of oil gas from the fire box of the engine. But as there was no one else available to take his place, he had his face dressed by Dr. Hewitson, the company surgeon, and made the run.

Mr. Gilbert Hannigan has resigned his position as night clerk in charge and car checker to accept a position as car inspector with Foreman Loftus, as the office work was too confining. Our private opinion is that that pay check had something to do with it. At any rate it is the first time any of Gil's friends, and he has a host of them, suspected of there being anything delicate about him unless it was his appetite.

Solid trains of citrus fruit from California through to eastern points pass through Vegas nightly now and the Salt Lake has about all the freight business it can handle. Shippers claim they can do better over the Salt Lake than on any competing line.

Frank Morreson, formerly night call boy, promoted to night clerk, has proven himself past master in the way of handling the business allotted to him. He is there every time with that pleasant smile, especially when the ladies are in evidence.

Andy Andross, forman of the freight department, is running around the warehouse like a four-time winner. The boys all denote a feature of happiness about him these days. He is awaiting the return of the Mrs. from an extended visit to Los Angeles. No wonder he wears the winsome smile.

Mr. N. G. Muir, day yard clerk, has moved over to the residence adjoining the Y. M. C. A. and W. C. T. U. in Keff's addition.

B. U. Forrester, formerly manager of the Telegraph department, resigned and left on No. 2 Sunday last, to accept a position in the general office of the Short Line at Salt Lake. Las Vegas loses a splendid citizen in the removal of Mr. Forrester.

Mr. W. A. Nash of the telegraph force, has been appointed manager, and is delivering the goods to the public in his usual way, which makes every patron of the company anxious to return and do business with him.

J. H. Douglass, one of the famous California oil men has the position in the telegraph office made vacant by the resignation of Mr. Forrester and the promotion of the able Mr. Nash.

Conductor Ham, one of the most pleasant and affable passenger conductors on the L. A. line has resumed duty after a lay off of ten days with a bad case of the grip.

F. S. Webber of the Las Vegas Ice Manufacturing company left Friday morning on the limited for a business trip to Salt Lake and Los Angeles.

J. W. Ellingson, chief clerk to General freight and passenger agent at Salt Lake, passed through Vegas Sunday evening en route to Los Angeles.

Say, there are none better or more excellent, than R. M. Stack. None surpass him in efficiency or those clever qualities that makes the splendid official.

HAY AND GRAIN, Wholesale and retail at Clarks.

A ROYAL MONTANA PRINCE.

Who Ranks First and Foremost Among Men of That State.

From The Caliente Express:
J. R. Warton, general manager for Senator Clark's street car system in the city of Butte, passed through Caliente the other day on his way to the city of angels.

Mr. Warton is the most widely known street car superintendent there is in the United States and he bears the reputation of paying the biggest wages for that kind of labor in the world. He not only pays the most wages, but he has the best paying system and there is not a man in his entire employ but who do not revere and idolize him.

Superintendent Warton stands today the most successful street car operator in the country, and he has results to show for it.

Quack Dog Doctors.

A member of the British Royal College of Veterinary Surgeons says: "The growth of quack dog doctors and bogus medicines during the last few years has been simply appalling. These 'dog specialists,' as they call themselves, are usually dog dealers with good knowledge of canine habits but absolute ignorance of medicine."

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One room house, corner First and Bridger street. Apply to P. L. SMITH, First and Bridger.

NOTICE.

Church service are held at the school house each Sunday at 3 p. m. Sunday school 8 p. m. Preaching by the pastor, Dr. Bain.

TEMPORARY WITHDRAWAL.

Department of the Interior, Land Office, Washington, D. C., January 6, 1906.

Proposed Spring Mountain Forest Reserve, Nevada.

Register and Receiver, Carson City, Nevada.

Gentlemen: On January 4, 1906, the acting secretary of the Interior, temporarily withdrew from all disposal, except under the mineral laws, all the vacant unappropriated public lands in the following described area, for the proposed Spring Mountain Forest Reserve:

Townships 18, 19 and 20 South, Range 55 East.

Townships 18, 19, 20 and 21 South, Ranges 56, 57 and 58 East, M. D. B. and M., Nevada.

You will post said withdrawals upon the records of your office.

Very respectfully,
W. A. RICHARDS, Commissioner.

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Las Vegas to Provo and return, \$28.80.

Las Vegas to Salt Lake and return, \$28.80.

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