"AL-BOO-KERKE-KIE."

The Oldest and the Newest Town in New Mexico

Rain and its Ravages—The Washouts on the Atlantic and Pacific Road—Nana's Naughty Raiders—The Depredations of the Navajoes.

Correspondence of the Glob-eDemocrat

ALBUQUERQUE, N. M., September 17.—On the strength of my six months' residence in the territory I scorn the epithet "Tenderfoot," and and launch out into the descriptive with almost native assurance.

Albuquerque—pronounced by the natives Al-boo-kerk-kie, with the accent od the penult—is one of the oldest and newest towns in the territory if not in the entire Southwest. It derives its name from Francisco Fernandez de la Cuera, Duke of Albuquerque, who figured as Viceroy from Mexico to this settlement as long ago as 1659. The town has also always had the ecclesiastical appellation of San Felipe de Neri, by which it is known at the present day in the church records. The place has always been an important trading post—that is in the pack-mule and burro sense of the word—because of its being a local station on the historical and hard-trodden Santa Fe trail. Here for generations in the time-honored plaza, beneath the somber shade of the double spired adobe church, Shylockian Jews eagerly drove their pound-of-flesh bargains with the illiterate natives; and here, too, for ages did the corpulent padres repeat their wonted prayers and quaft their diurnal potations, undisturbed by the turmoil of the outer world. And so it might have remained had not that great awakener and potent civilizer, the iron horse, came down the Rio Grande Valley, and, with a fierce and shrill "toot, toot," aroused it from its lazy slumber. I said before that this is one of the

OLDEST AND NEWEST TOWNS

in the southwest. That is a fact. When the iron horse steamed down the valley he fought shy of the old mud-walled town, thus causing a new town to spring up two miles off at the edge of the mesa. On a spot that exactly eighteen months ago was marked by two small tents, stands the present town of New Albuquerqer, and if we except Leadville, is, perhaps the greatest instance of rapid progress on record. It has now a population of upwards of 3,000 inhabitants, and has a line of street cars traversing its principal streets and connecting with the old town. It has gas works in course of erection, is well supplied with first-class hotels and business houses and does the largest trade of any town in the Territory. The eastern terminus of the Western Division of the great trans-continental line, the Atlantic and Pacific Railroad, is at this point, and all of its shops are now well under way in construction. The A., T. and S. F. R. R. records show that more freight is consigned to this station than to all other towns in the Territory combined

THE CITIZENS

are a more than ordinary enterprising class, and have organized a Territorial Fair to be held here the first week in October, at which it is expected there will be the largest collection of ores, mining implements, natural, Spanish, and Indian curiosities ever seen. Agricultural products will also be exhibited in abundance, and the fruit exhibit, grapes in particular, will be fine. The town is certainly destined to be the metropolis of the Southwest; its natural advantages and geograpeical position establish that beyond question. It is a very characteristic Western town, the more so that it is located in a Territory. Just think of a place with gasworks, street cars and such a large population, and not a vestige of municipal government. It is not a strong argument in favor of supposing that red-tape government, be it never so well organized, will sometimes retard progress. Order here is upheld by public opinion and a subscription marshall. There is also a bartender with the dignified soubriquet of "Judge," who deals out whisky and justice with unswerving equanimity. But notwithstanding all this, there is law and order, and business is booming. Saloons, of course, abound, and high-ball, keno and faro, intermixed with dizzy games in the fandango parlors, are the lively after-dark pastimes. No person who has not lived here a whole year can form any idea of the climate, which is certainly one of the best in world—that is, taken the year around. The air is pure and very dry, so much so during the winter that meat will dry up instead of putrefying; fogs are unknown, even during the rainy season, and one never experiences that oppressive dampness

SO PREVALENT IN NEW ENGLAND.

As I mentioned, the rainy season this year has capped the climax in the remembrance of that ubiquitious individual, the oldest inhabitant, and in this balmy clime that person is no chicken, 90 years of age being the average. In volume and fury the rain has been the greatest ever known. This the natives attribute to the advent of rialroads telegraph lines, etc., but if that be so, the railroads have to their cost overdone the thing. During the latter part of July and all of August, washouts were an everyday occurence. We received no mail for eight days at a time, and have been five days without knowing whether the President was dead or alive, because the telegraph wires were all down. We might as well have been on a long sea voyage so complete was our isolation. We came very near having a flour famine at one time, and for weeks potatoes and butter were not to be had. The natives have long since lost the art of churning from want of a market. Mr. F. W. Smith, the efficent Superintendent of the Atlantic and Pacific Railroad, has had the severest two months of experience that has fallen to the lot of a railroad man. Along the whole length of his line, from this town to Nevajo Springs, Arizona, a distance of upwards of 200 miles, the rainy season started as if the

FLOOD GATES OF THE UPPER REGIONS

were suddenly opened and in a couple of days the wires were down and the railroad line cut up into sections—gaps three-fourths of a mile being quite common. Mr. Smith at once turned his whole construction force east to mend track, but the utmost efforts of the whole outfit could not keep an open track, and, to express it as the laborers did, "it was nip and tuck to save the right of way from being washed out." At this juncture Nana's Apaches began raiding the country, (the old chief having pushed north after killing the party of Mexican Central Engineers at El Paso). These marauders pushed on toward the railroad track, killed everybody, and burned every ranch they came across, and drove crowds of native ranchmen into the stations along the railroad. The exciting tales of these scared Mexicans, coupled with the fact that renegade Navajos were seen continually crossing the track and going south, so alarmed the railroad hands that a general stampede was imminent. This they certainly would have done had not the Superintendent immediately sent a volunteer force with arms to protect the workers.

SUPERINTENDENT SMITH'S POSITION.

and anxiety can well be imagined, as at this particular time his wife and sister-in-law, with two small children, were at Crane's, 140 miles out on the line, in the very midst of the Indian trouble, and he was helpless to either send them word or get them home on account of the wires being down and the road washed out. But, as even the rainy season must have an end, so we are again enjoying sunny weather, the railroads are all whole again, supplies are being forwarded west and track is being laid at the rate of two miles a day toward the Big Colorado.

A CRAZE FOR DIAMONDS.

Large Purchase for the American Market—Great Value of the Gems.

N. Y. Tribune.

The passion for diamonds is increasing. Probably at no previous time in the history of the American world of fashion were so many of these precious stones worn as now, nor so large a proportion of them of such excellent quality. Here and there the popular taste may select the fanciful gem—tourm line or zircon—but the fire glancing from the facets of a diamond has a charm for the multitude not possessed by any other gem. Most of the diamonds come from the Cape of Good Hope, a few from Brazil, and some from Siberia and Borneo. The discovery of the African diamonds six or seven years ago upset the market, but it has since recovered its equilibrium. Merchants in this city claim that imitation diamonds have not materially injured their interests. Such stocks depend upon the glare of gaslight to avoid detection, as sunlight readily exposes their real character. The demand for fine stones is increasing and for stones finer cut than it is generally possible to obtain in Europe. Many diamonds brought to America are not cut in prismatic proportion and have to be cut over by American workmen to bring out their real beauty. A diamond has thirty-six facets on top and twenty-four facets below. If the distance from the "table" to the "color" is more than one-third of the stone its "life" is lost and it should be recut. The bottom of a good diamond tapers almost to a point in the cutting, which is finally taken off. Of all the diamonds the white translucent stone that is free from flaw and perfectly cut is the most valuable. Pink diamonds are rare, but bright yellow, brown and jet black diamonds may be easily found in the market. While a dull tint injures a white diamond, a marked color of red or green adds considerably to its value. Nine-tenths of the blue diamonds are milky, while all the fine white stones have just a suggestion of blue in their composition.

THE PRICE OF DIAMONDS INCREASING.

Diamonds cost more than they did ten years ago. A perfect brilliant of the first water is worth about $50; one-half carat, $75; one carat, $550; two carats, $800. Diamonds of a larger size bring whatever may be obtained from the purchaser, as no fixed price can be stated. As a diamonds loses nine-twentieths of its weight in cutting, the value of a rough diamond may be calculated, per carat, as one-half the estimate mentioned. Diamonds, imperfect or thin, are usually reduced to powder or utilized in tools for drilling purposes. Three carat stones often bring $900.

"I have frequently paid $300 a carat for something fine," said a Broadway diamond merchant, recently, to a Times reporter. "Diamonds are like horses, there's no market value for them. No dealer ever sold a good gem cheap. In war times you might pick up a diamond a trifle cheaper than now, but to-day if you want a good diamond you must pay a good price for it. You may buy a one-carat diamond for $100, but it will be nothing extra, no gem."

"Are there more diamonds worn now than ever before in this country?"

"I should say so, most decidedly. I have been in the business over thirty years, and I never knew such a rage for the stones as exists to-day. Last week I attended a garden party at the Grand Union hotel at Saratoga, and I saw bushels of them. That is the only way to describe the number of valuable diamonds worn there, and most of them were fine stones. Nearly every woman there had big solitaires in rings or ear-rings. You see the finest diamonds are worn solitaire in studs, rings and ear-rings, while for bracelets and hairpins an inferior stone may be used, as they are not so conspicuous. I noticed one thing, however, at the Grand Union—nine-tenths of the diamonds were not clean. Dust settles on everything, and it is astonishing how little care a woman will give to her diamonds. They carefully inspect their gloves and shoes before completing their toilet, but their diamonds, worth often thousands of dollars, receive no attention, become dirty and sometimes are lost. A lady customer of mine lost a very valuable diamond, after possing it eight years. If she had been in the habit of giving the gem any attention, she would have noticed that a setting of eighteen carat gold will wear out in time and lose its grip on the stone. The large solitaire diamond is now preferred to the cluster. Few diamonds are worn by gentlemen, except in the case of young men anxious for display. Here and there a gentleman will wear a solitaire on his shirt bosom, but if he has good taste he will be careful that they are small, or he may be taken for a gambler.

FORTUNES AT "SWELL" PARTIES.

"It is astonishing how much money is sometimes represented in the diamonds worn by ladies on a 'swell' occasion. It is a common thing in New York society to see $10,000 or $20,000 in diamonds on a lady's person. Mrs. John Jacob Astor has been known to wear $50,000 worth of diamonds at an evening reception, and I should say that the diamonds worn by Mrs. W. H. Vanderbilt at the garden party I spoke of were worth fully that amount of money. Mrs. Mackey, wife of the bonanza king, once offered to buy the famous regent diamond, the most valuable in the world. It is valued at a mere million, but the French government wouldn't sell it."

"A handy thing to pawn when you strike hard pan," suggested the reporter.

"Not at all. You couldn't find a dealer in the city who would advance a dollar on it. Every one would know it and know that it belonged to the Crown of France. Besides, the diamond is too big to sell—what would you do with it? Certainly not wear it. When a diamond is over five or six carats in size it is not saleable. Halphien, the famous diamond cutter of Paris, has had in his possession the 'South Star diamond, 125 carats, for thirthy years and has not been able to find a purchaser for it, although his price is only $375,000. It is very hard to get rid of these extraordinary stones. An importer in Jonn street has had two stones, each twenty carats, in the market for years and has been unable to sell them, and I don't believe he will ever be able to dispose of them. Isaac Hermann, of this city, did cut a forty-carat diamond, the largest, I believe, ever cut in New York. It was a good job, but the stone was not white and was most likely worn by a gambler.

"Here"—displaying a case of flashing gems—"are solitaire ear-rings, two carats, and worth $1,200. They are large enough to produce a striking effect, and when you get much larger diamonds they look clumsy."

"How are diamonds prepared for the market?"

"Well, they are found, as you know, in alluvial deposits and are extracted by washing. They are cut by cleaving the stones. Then two of them are rubbed together until they receive a shape in the rough. The next step is to finish carefully by grinding on a revolving disk fashioned for soft steel, which is covered with oil and diamond dust. Most diamonds are cut in the shape of brilliants, and some in the form of a rose, having a flat bottom and an upper surface of tiny facets, and ending in a point."

Experientia Docet.

We must tell some men a great deal to teach them a little, but the knowledge of the curative properties of SPRING BLOSSOM in cases of sick headache, indigestion, and biliousness is bought by experience. Price 50 cents, trial bottles 10 cents.

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Railroad Building on the Frontier.

A correspondent at Walla Walla says that during the next two or three years railroad building in Washington territory and Oregon promises to be very active. Not only will the Railway and Navigation company—now a part of the construction of the Baker City branch and the extension of the Colfax road to Farmington, but it has projected several feederes to its main lines—one up the Pataha and another to Moscow, with possibly an extension of the Pataha road to Lewiston. The company also has engineers in the field surveying for a railroad route from Baker City to Snake river. The Northern Pacific company may decide to construct the road over the Cascade mountains to Puget sound. In addition to the operations of the local companies, three powerful corporations, says the correspondent, are heading that way. The Union Pacific company has two hundred miles graded on the route of the Oregon Short line from Granger. The original intention was to build this line to a connection with the Oregon Railway company's road at Baker City. It will push right on to the Pacific coast. Whether that end will be attained by continuing the road down Snake river to its mouth and thence over the cascades to Puget sound or by way of Canon City to the Dalles and down the north side of the Columbia, or through the Pengra pass to the Willamette valley and thence to Yaquina bay or down to Astoria, is the yet determined. The Union Pacific owns the Utah Northern Narrow-gauge road which is in operation from Ogden to Butte City, M. T., and the company is discussing the practicability of extending the road from Butte City over the Bitter Root mountains to Lewiston and thence to Puget sound, down Snake river and over the cascades. The managers of the Central Pacific company have had their eyes on prolific Eastern Washington for some time, and some of the shrewdest of them have announced the possibility of their building a branch of their road into this region. It is understood that the Central Pacific is backing the operations of the company, presided over by ex-Governor Woods, which is now engaged in building a railroad northwesterly from Wadsworth, a station on the Central Pacific in Nevada. This company have twenty-five miles of road in operation and a large force of men and teams engaged in grading. In addition to these operations the Chicago and Northwestern Railway company, which is now building an extension through to the Black hills country, is reported as having exploring parties in the field examining into the practicability of extending its road to Puget sound.

Bucklin's Arnica Salve.

The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, tetter, chapped hands, chillblains, corns and all kinds of skin eruptions. This salve is guaranteed to give perfect satisfaction in every case or money refunded. Price, 25c per box. For sale by

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TARRANT'S SELTZER APERIENT. NEW YORK.

No one who is thoroughly regular in the bowels is half as liable to disease as he that is irregular. He may be attacked by contageous diseases, and so may the irregular, but he is not nearly as subject to outside influences. The use of

Tarrant's Seltzer Aperient,

secures regularity, and consequent immunity from sickness.

SOLD BY ALL DRUGGISTS

SOMETHING EVERY LADY OUGHT TO KNOW.

There exists a means of securing a soft and brilliant Complexion, no matter how poor it may naturally be. Hagan's Magnolia Balm is a delicate and harmless article, which instantly removes Freckles, Tan, Redness, Roughness, Eruptions, Vulgar Flushings, etc., etc. So delicate and natural are its effects that its use is not suspected by anybody.

No lady has the right to present a disfigured face in society when the Magnolia Balm is sold by all druggists for 75 cents.

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Where direct connections are made with Through SLEEPING CAR LINES for

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HOBBIE BROS., Brokers in all Railroad Tickets, Omaha, Neb., offer Tickets to the East, until further notice, at the following unheard of Low Rates:

Chicago, $11; Round Trip, $21.00. These are limited First-Class Tickets and good for return through the year, and via the Old Reliable Chicago, Burlington & Quincy Railroad. Also, one way to

NEW YORK,	1st class,	$18 00.
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Remember the place—Three Doors North of Union Pacific Railroad Depot, East side of Tenth Street.

Omaha, August 1, 1881 au25dawtm

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Is the only line from Chicago owning track into Kansas, or which, by its own road, reaches the points above named. NO TRANSFERS BY CARRIAGE! NO MISSING CONNECTIONS! No huddling in ill-ventilated or unclean cars, as every passenger is carried in roomy, clean and ventilated coaches upon Fast Express Trains.

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and all points in Northern Iowa, Minnesota and Dakota. This line is equipped with the improved Westinghouse Automatic Air-brake and Miller Platform Couplers and Buffer; and for

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Trains leave Union Pacific Transfer depot at Council Bluffs at 5:15 p. m., reaching Sioux City at 10:20 a. m. and St. Paul at 11:55 a. m. making TEN HOURS IN ADVANCE OF ANY OTHER ROUTE.

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PROBATE NOTICE.

State of Nebraska, Douglas County, ss:

At a County Court, held at the County Court Room, in and for said County, on the 21st day of September, A. D. 1881. Present, A. M. CHADWICK, County Judge.

In the matter of the adoption of Jennie E. Colyer, a minor.

On reading and filing the petition of Amos and Mary Colyer, praying that their said child may be adopted by Edward and Mary E. Steward and that they voluntarily and freely give up the custody and care of said child, and also the petition of Edward and Mary E. Steward showing that they wish to adopt the said child.

ORDERED, That October 15th, A. D. 1881, at 9 o'clock a. m. is assigned for hearing said petition, when all persons interested in said matter may appear at a County Court to be held, in and for said County, and show cause why the prayer of petitioner should not be granted; and that notice of pendency of the said petition and the hearing thereof, be given to all persons interested in said matter, by publishing a copy of this order in THE OMAHA DAILY BEE, a newspaper printed in said County, for three successive weeks, prior to said day of hearing. A. M. CHADWICK, County Judge.

[A true copy] se21ev w3t

A. G. TROUP, ATTORNEY - AT - LAW

THIS NEW AND CORRECT MAP

Proves beyond any reasonable question that the

CHICAGO & NORTH-WESTERN R'Y

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Carefully examine this Map. The Principal Cities of the West and Northwest are Stations on this road. Its through trains make close connections with the trains of all railroads at junction points.

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HARRY P. DUEL, Ticket Agent, C. & N. W. Railway, 14th and Farnham streets.
D. E. KIMBALL, Assistant Ticket Agent C. & N. W. Railway, 14th and Farnham streets.
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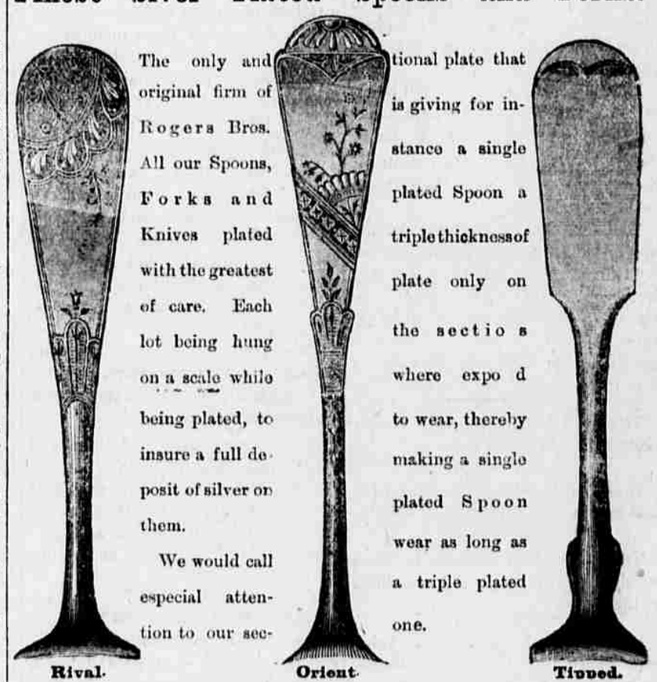

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310 South Thirteenth Street, with

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GEO. W. DOANE. A. C. CAMPBELL.

DOANE & CAMPBELL, Attorneys-at-Law,

S W COR. 15TH & DOUGLAS STS., OMAHA.

jy 21 tf