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MINERAL PARK, FEBRUARY 18, 1883

EDITORIAL NOTES.

The people of Hartford Conn, have formed an anti-vaccination society. We know of several people in this town who are wishing they had belonged to such a society.

The recent rain storm will be of incalculable benefit to our stockmen, and, indeed, to everybody, and being followed by quite a fall of snow the ground will have a chance to get well soaked for once.

If it costs the county of Mohave five hundred dollars to take care of a case of small-pox for twelve days, how much would it cost to take care of a case of cholera or yellow fever for the same length of time?

We suggest to the Board of Supervisors the propriety of having the ceiling and walls of the court room whitewashed before the next term of court. The room now is very dark and dull, and if whitewashed would be much brighter and cheerful, the sides being much lighter.

In California it costs two dollars per year to keep a dog, in the shape of a dog tax. If the Territory of Arizona got two dollars per year for every dog in it, the Territory would make more than it does on poll taxes, or the number of dogs would grow smaller and beautifully less. Where do all these stray canines come from anyway and what is to be done if they keep on multiplying at the present rate?

We are in favor of amending the law in regard to Boards of Supervisors in this respect, that the Board should consist of five members, instead of three, as at present; three of whom should constitute a quorum. It is not always that a member of the Board can regulate his private business so as to be on hand at all meetings and if there were more members on the Board the absence of one, or even two, would not interfere with public business.

The second month of the year 1883 is almost at an end and we have had a railroad accident in some part of the United States nearly every day in the year so far, generally attended with more or less loss of life. If this state of things continues much longer people will want to go back to the old stage coaches and canal boats. They are slower, it is true, but they are certainly a good deal safer than railroads as at present managed.

If you have got any ore that will go anything over \$75 per ton in gold and silver, it might be to your interest to see what you can get for it at home before making up your mind to ship it. We understand that the firm of Welton & Grounds are perfecting arrangements to start up the Concentrator again and that they do not intend to let any ores leave this vicinity, if they can help it, unless they have first been concentrated. There should be an immense saving in the matter of freight alone, as it costs no more to ship one ton of concentrations to Omaha than it does one ton of ore.

A Few Words About Kingman.

The parties who have laid out the town of Kingman have got up some very pretty maps of the proposed town, of which is to be seen in the office. It looks very good, as railroad towns got

ten up for speculative purposes usually do. From the Albuquerque papers we learn that C. Shanfield, one of the inaugurators of this scheme, has sold several lots to people there and in fact did so well that he is going back again to try and sell some more at the same price, viz. \$200 each.

We wonder if these people know what they are buying with their money. We wonder if they know that that the great town of Kingman contains at present one lumber house just finished and four adobe walls as the commencement of another and a few railroad contractors tents. The owners of the lot on which the four adobe walls stand put them up last fall and it looks very much as though they had not sufficient confidence in the future of the town to finish the building. The Sampling works of Chamberlain & Co., are located on the edge of the so-called town, but the machinery, which can be readily moved, is not protected by any building and is exposed to the weather, and the owners will not be likely to erect any expensive buildings until they know something more about the future of the place than they do at the present.

But let us consider a little, and see if we can, what there is to support a town in and around Kingman. The nearest mines are twelve miles away, and the place certainly could not depend on the miners for support; then there is not water enough there to supply a population of one hundred souls, if they ever have that many to supply, which we very much doubt; even now water for present use has to be hauled some two miles, and that is obtained from a surface deposit and is liable to give out at any time, and unless a large supply is obtained from some other source, there will never be any quartz mills or reduction works built or any manufacturing enterprises of any kind established there. The town, if ever there be one, will have to depend on the railroad for its support and on the railroad alone, and we have yet to hear of a town dependent solely on a railroad that ever amounted to much. If this speculation is carried through the town of Kingman can only become a second Maricopa and will consist at the most of about one store and one or two saloons and a blacksmith shop in addition to the railroad offices and warehouses. We are sorry to say that we can see nothing brighter than this in the future of Kingman.

We are reliably informed that the parties who claim to own this town site have not as yet secured a proper title to the ground, and as the town site is on government land we presume that anybody who wants a lot in the proposed town may go and help themselves to one, without paying \$200 for what they can take up for nothing, and no extra charge for corner lots; but nobody in this vicinity wants any lots in such a place at a gift.

To people at a distance who buy lots in this or any other town on paper we have this advice to offer: Look well before you leap, and don't be lured into investing in town lots that you know nothing about, even though you are assured that the town will be the future county seat etc. And bear this in mind, that the county seat of Mohave county can not under any circumstances be moved from Mineral Park under three years at the very least even if the inhabitants of the county voted to move it elsewhere, which they will not do for years, if they ever do, as it is centrally located now. We have yet to hear whether the railroad authorities themselves countenance this scheme. We rather think not, and shall not be surprised to hear any day that the Atlantic & Pacific railroad company will lay out a town of their own in Wallapai valley at or near the Wallapai siding and supply it with water from artesian wells, bored at the expense of the company. If artesian water is ever found in Wallapai valley, the coming town will be somewhere in that valley and Kingman and all other such schemes not founded on a legitimate basis will die an ignominious death and be buried beneath its own sand and the festive horned toad will again have undisputed possession of its avenues and choice corner lots, as at present and heretofore.

Rawlins, W. T., February 8th.—A coach, which left Pacific Springs, on the Sweetwater stage line, last week, was caught in the storm of Friday. The coach was abandoned, and the party started back on foot to the station. The driver, W. J. Stewart, was found frozen to death, standing in the snow, and Thomas Scott, Superintendent, was found standing up in the snow, frozen so he could not move. He will lose his hands and feet. W. V. Clark, a passenger, is not yet found. They were out three days and nights. Another stage driver was badly frozen. He reports two foot of snow on a level and that the cattle are starving. This stage line runs from Green River, on the Union Pacific railway, to Fort Washakie, W. T., through the south pass of the Rocky Mountains.

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Latest News From All Parts of the World.

Shocking Disaster.

Cincinnati, O., Feb. 13.—A shocking disaster is reported by telephone from the western portion of the city. Both the freight and passenger depots of the Cincinnati Southern railroad undermined and fell in the surrounding water, carrying with them one hundred or more people. Only the freight depot went down. A great crowd of people were there looking at the flood when Ryan's restaurant and another small building near, went down. The crowd rushed over on the platform of the depot to see what was the matter when suddenly the depot collapsed and sank into the water. The track was at the same time destroyed and the cars standing near ran into the depression covering the people who had gone down with the fallen building. Not one body had been recovered up to 1 o'clock.

The Mississippi Still Rising.

Helena, Ark., Feb. 13.—The river rose fifteen inches in the last twenty-four hours. The people are preparing to repair bad places in the levees at once.

A Dead Desperado.

Chatanooga, Feb. 13.—Sam Kason, a noted desperado, living near Carpenter's Station, twenty miles below this city was found dead with a bullet in his brain Wednesday evening. He had killed five men in the last six years.

Flood Disasters.

New Albany, Ind. Feb. 12.—The river rose 18 inches last night and is still rising. All the houses and factories along the river are abandoned. Three thousand persons are thrown out of employment, and from three hundred to five hundred families had to move.

Murder in a Jury Room.

St. Louis, February 5th.—John C. Parker, the murderer of Mike Paylon, whose case was docketed for trial in the Criminal Court yesterday, shot his wife through the head about noon in the jury room of the Court, and afterwards sent a bullet through his own brain.

Railroad Accidents.

Bradford, Pa., February 5th.—A terrible disaster, attended with loss of life, occurred on the Buffalo, New York and Philadelphia Railway, just north of Hinsdale, this morning. The train bound for Buffalo, consisting of an engine, baggage and smoking car and a day coach, only partially filled with passengers, left Olean at six o'clock. The great floods weakened the trestle over the creek a few miles from Bradford, and when the train entered the bridge there was a sudden deafening crash of timbers, and the flood which was within two feet of the rails, swallowed up the engine and tender, the baggage car following the engine and striking on its end. The smoker remained partially on the bridge, but the passengers were terribly shaken up. Early reports had it that nineteen were killed, but late dispatches place the number at two.

St. Louis, February 6th.—The freight train on the Vandalia road encountered a broken rail near Mulberry Grove, Ill., early yesterday morning. Seven cars were derailed. A few moments later a second section of the train, following behind, rushed into the rear of the first section, smashing the caboose to pieces and wrecking nineteen cars of the two trains.

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OUR LANDING AT POLHAMUS

Is twelve miles nearer for shippers to this section of country than Fort Mohave. Shippers will find it to their advantage to have their freight landed at Polhamus. We have ample storeroom for any quantity of freight, and a reliable man is there at all times to receive and forward it.

We will Deliver Supplies to Railroad Contractors

Either at Their Store in Mineral Park or Polhamus.

Hay and Barley for Teamsters

Always on hand at either store.

Having a Resident Agent in San Francisco,

Parties Desiring any Special Business Transacted or Ores Sold, can have the same Promptly Executed Through us,

We Also Have a Store at the Needles

Where Contractors and Others will be Supplied with Every thing they Need.

COME AND SEE US.

Mineral Park and Polhamus, November 1st, 1882.