

The Arizona Sentinel.

INDEPENDENT IN ALL THINGS.

VOL. IX.

YUMA, ARIZONA, SATURDAY, DECEMBER 4, 1880.

NO. 49.

The Arizona Sentinel.

Published every Saturday by
JOHN P. KNAPP.

Proprietor.

Subscription:

One year.....\$5 00
Six months..... 3 00
Single copies..... 12

Advertising:

One inch, each insertion.....\$2 50
Each subsequent insertion..... 1 25
Contracts by the year or quarter at reduced rates.

Job Printing:

Legal Blanks, Briefs, Bill-Heads, Letter-Heads, Circulars, Labels, Cards, Programmes, etc., printed in every style, with neatness and dispatch.
Currency taken at par.

C. W. CRANE, Agent, 328 Montgomery St., SAN FRANCISCO.

PROFESSIONAL CARES.

HENRY N. ALEXANDER,

Attorney at Law,
AND NOTARY PUBLIC,
Commissioner of Deeds for the States of California and Pennsylvania.
Main street, next to Sentinel office, Yuma, Arizona.

O. F. TOWNSEND,

Deputy U. S. Mineral Surveyor,
FOR ARIZONA.
Yuma, Arizona.

FARLEY & POMROY,

Attorneys and Counselors at Law
TUCSON, ARIZONA.
Notaries Public. Office of United States District Attorney. Office on Congress St.

WM. J. OSBORN,

ATTORNEY AT LAW.
Lead and Mining Titles a Specialty.
Tucson, Arizona.

W. S. EDWARDS

Civil Engineer and Surveyor
U. S. DEPUTY MINERAL SURVEYOR.
General Real Estate and Mining Agent.
Tucson, Arizona.

W. STREET,

Attorney at Law,
Tucson, Pima County, Arizona.

PAUL WEBER,

Attorney and Counselor at Law,
Prescott, Arizona.

RUSH & WELLS,

Attorneys at Law,
Prescott, Arizona.

T. J. MORGAN,

Manufacturing Jeweler,
Diamonds, Watches, Clocks, Jewelry and Silverware.
Prescott, Arizona.

CRYSTAL PALACE.

—:—

MEYBERG BROTHERS,

Importers and Jobbers of

CROCKERY, GLASS AND CHINA.

Silver Plated Ware.

Lamps, Cutlery, Tinware,
Willowware, Chandlery,
Water Filters & Coolers, Etc.
AT EASTERN PRICES.

—ALSO—

MANUFACTURERS OF CIGARS.

Factory

423 JACKSON ST.
San Francisco, Cal.

Office

81 MAIN ST.
LOS ANGELES, CAL.

Select Poetry.

FRIENDSHIP.

Better far than gold or jewels,
In the night of grief and pain,
Is the thought through joy or sorrow,
One friend will still remain.

Many friends may gather 'round us
In the days of wealth and power;
But alas, how few the number
In adversity's dark hour.

And if ever o'er our pathway
Shines prosperity's bright sun,
Sweetly comes to us the knowledge,
We some noble heart have won.

Yet that loved one may forsake us
For another held more dear,
Leaving only sad, sweet memories
All our life to cheer.

And the wealth that once was ours
Vanish'd with the summer's bloom;
While the years pass so swiftly,
Bring life's autumn fraught with gloom.

When love's passionate dreams are o'er,
And our youth for ever fled,
With the hopes that made us glad some,
Like spring violets crushed and dead.

Through the clouds that darkly lower,
As this weary world we roam,
Faithful friendship, like the Iris,
Tells of brighter days to come.

Agnes Clifton.

Select Miscellany.

OUR RAILROADS.

Guaymas, Mexico, October 10.—Very few of our readers probably have ever heard of Guaymas. A place now of considerable importance on the Pacific Coast, and destined to be better known in the future as the western terminus of the Southern Transcontinental Railroad, deserves to be written up, especially as the extensive railroad building in the Southern portion of the United States and in Mexico is beginning to attract the attention it deserves.

Never before was railroad building more active than at present, nor were there more gigantic schemes projected. Railroad involving the outlay of immense sums of money are now being constructed or are soon to be commenced, and the result will be closer trade relations with Mexico and New Mexico, Arizona and Texas, and indeed of the whole South and South-west. That almost unknown country, Mexico, will be thrown open to the investment of America capital, and the hidden treasures of it mines will be brought to light to swell the vast amount of wealth in our country accumulated by American energy and enterprise.

To accomplish these purposes the railroad kings are pushing their respective lines along the border States and Territories, and through Mexico in various directions.

The Southern Pacific Railroad is now 1150 miles from San Francisco, having crossed Arizona and is now speeding its way across New Mexico towards El Paso, Texas. The Atchison, Topeka and Santa Fe Railroad having entered New Mexico from Colorado and traversed it from north to south, is now far down the Rio Grande, and is rapidly approaching the place where it will cross

the track of the Southern Pacific. At the present writing the two roads are only about 160 miles apart, and as the gap is being lessened daily, the junction will probably be made by Christmas. Chicago can then compete with San Francisco on equal terms.

As different versions of the railroad situation in the southwest has been published, all of them in some way incorrect, let me here give you the truth: First, as to what may be called the "Boston Combination," and chiefly the Atchison Topeka and Santa Fe Railroad, now complete from Kansas City to a point about thirty five miles below Fort Craig on the Rio Grande. At a point on this river not yet announced, but probably at the Village of Colorado, near old Fort Thorn, the main line leaves the Rio Grande, and strikes off in the south westerly direction, heading for Guaymas, on the Gulf of California, in a straight line as the nature of the country will permit.

The Sonora Railway Company (limited) is now under construction from Guaymas, and running as nearly as possible northwest, will, within eighteen months, effect a junction with the Santa Fe, forming a new and favorable transcontinental line via the Chicago, Burlington and Quincy to Chicago, and thence to the Atlantic seaboard. This line will be nearly 1500 miles shorter from ocean to ocean than by the Union and Central Pacific lines, and will be free from the deep snows and severe cold, the delays and dangers of winter travel by these railroads, and will present to the tourist magnificent scenery as yet new to the traveling public.

The Atchison, Topeka and Santa Fe Railroad, from the point of departure of what we may call the mainline to Guaymas, will also follow the course of the Rio Grande until it reaches El Paso, where it will connect with the Mexican Central, which will run from the City of Mexico to El Paso, a distance of about 1500 miles. The latter railroad, now under construction, will pass through several important cities, open up perhaps the wealthiest portion of Mexico and give access to the beautiful City of Mexico, the future Paris of America. Another railroad, from the City of Mexico to the Pacific coast, is also contemplated by the "Boston combination," although the Southern Pacific people claim that franchise for themselves.

But this is not all. The Atlantic and Pacific Railroad, projected so long ago, is now being built, its general course being along the thirty fifth parallel. Connection is made with the Santa Fe road at Albuquerque, N. M. and seven or five miles of track are now laid west of that place. Tracklayers are closed behind the grader, who are working rapidly toward San Diego, Cal. where work has recently been commenced to run north to San Bernardino, and

thence eastwardly to meet the coming locomotive. Engineers are now in the field in various localities, and a connection with San Francisco is probably in the plans of the Atlantic and Pacific Railroad Company.

Besides all these, another railroad has just been surveyed, the Arizona Southern, from Tucson, Arizona, to some point on the located line of Sonora Railway, probably at or near Ures, or perhaps as far south as Hermosillo the Capital of Sonora. This road takes in some of the best mining districts of Arizona, and will have tributary to it the rich mines and extensive stock regions of Northern Sonora.

All of these railroads I have mentioned are virtually one corporation, the same names, as a rule, appearing in the lists of directors of the different companies and one gentleman, Thomas Nickerson, of Boston, is President of every company I have named except the Atchison, Topeka and Santa Fe, and of this company he was President until last May. Boston enterprise and capital are generally contributing to further these grand projects, and, unlike the Texas Pacific men, there has been no "hurray for the flag and an appropriation."—Correspondence of the Chicago Tribune.

A lady of Sacramento had for a table ornament a rather pronounced copy of the Greek Slave. It has been the pride of aesthetic natures, the admiration of artistic souls. There was working for that family, as servant, a young woman of much modesty but little culture who could see nothing to admire in the polished marble. She but saw its nudity and it shocked her. She said nothing, though her mistress could see she was not pleased. For some weeks this went on, until at last, with a blush and a stammer, she remonstrated, and, to spare her feelings, the lady of the house made for the statue a little red petticoat, which was worn except on grand occasions. Fancy the Greek Slave with a red petticoat!—Sacramento Bee.

Business is Business.

[Wall-street Daily News.]

The average Long Island resident stands to his word and pays his debts, but he likewise provides for contingencies and emergencies. A few days ago one of them wanted a well dug, and he came over to the city to make arrangements. Having found a man who pursued that calling, they soon settled on the price per foot, and then the Long Islander said:

"I now want a distinct understanding about another little matter. Wells sometimes cave in."

"Yes they do."
"As I told you this is pretty stiff soil, but you may have a cave before you get through."

"Well I've been pretty lucky in escaping accidents."

"But you may be caught in this cave. It is a great deal of trouble and annoyance to have a man buried in a well. I passed through such an experience in Illinois once, and I can't do it again for nothing. Now then, you think the well will cost about thirty dollars."

"About that."
"How tall are you?"
"Six feet."

"Well, if you are caved in, and I have to get a crowd and new curbing and all that, I shall charge you so much per foot to dig you out. What do you think would be a fair price?"

"Well I'll stand three dollars a foot for my six feet if taken out alive."

"That's fair. Now how much per foot in case your being dead when we come to you?"

"I might stand two dollars, I guess."

"Very good—we understand each other perfectly well, and you can come on to-morrow. Good-day."

"There's one little trifle we didn't settle on, said the digger as he detained the other. In case of a cave how much would you charge to send over here for my wife?"

"Well nothing above the actual cash outlay."

"And in case she wanted to sit near the well and weep while you were digging how much would that be?"

"Let see. I can't say for certain because I don't know how long it would take to dig you out, but you can depend on my making the terms as low as possible and giving discount if there is any show for it! You'll find me very liberal in anything where other men would be mean and stingy."

The preparation for the issue of Panama canal shares are nearly complete and subscriptions are expected to be opened in November. Of 600,000 shares to be created 100,000 will be reserved for the founders, and the rest will be allotted in lots of 10,000 among the members of the Syndicate. If the shares are taken up the Syndicate will receive a bonus of 200,000 francs for each lot of 10,000 shares or 20 francs per share. Should the subscription fail, the liability of the Syndicate will be limited to four francs per share for the cost of issue.

The total acreage of wheat in Ohio in 1880 was 7,318,370, and the total number of bushels received 40,052,119. Average yield per acre, 1712-10 bushels. This is the heaviest yield by 5,000,000 bushels ever reported.

TAXPAYERS! ATTENTION!

Taxes are now due and payable at my office at the Court House, in the village of Yuma. Taxes become DELINQUENT on the SECOND MONDAY IN DECEMBER. F. M. HODGES, Tax Collector, \$4.3m.

LYONS' COLUMN

ISAAC LYONS,

WHOLESALE AND RETAIL DEALER

—IN—

GENERAL MERCHANDISE

Yuma, A. T.

WOULD RETURN THANKS FOR the liberal patronage heretofore received, and in order to merit future expectations,

WOULD INFORM THE PUBLIC

That he is

DAILY RECEIVING

Every Thing That Is Good
to enable him to suit the taste of his customers, parties wishing to purchase

FIRST CLASS GOODS

will find upon examination of his stock that no auction or second rate articles are to be

FOUND IN HIS STORE,

believing that good and

Genuine Articles

are what the public need, his aim will be to give his customers such goods as will satisfy them and

AT PRICES

within the reach of all.

HIS STOCK.

—COMPRISES A FULL AND—
COMPLETE ASSORTMENT

—OF—

Dry goods, Fancy goods, Dress goods, Ladies and Gents Furnishing goods, Gents and Boys clothing, Gents and Boys Hats, Boots and Shoes, Staple and Fancy groceries, Provisions and Crockery,

Wines and Liquors

Milwaukee Beer.

CIGARS AND TOBACCO

Hardware, Picks and Shovels, Black and giant powder, Caps, Fuse Steel and other articles,

FOR MINERS USE

ALL GOODS DELIVERED WITHIN CITY LIMITS.