#### ROAD EDUCATION.

me of It Is Needed by Every Man and Woman in the Country.

That the subject of good roads is interesting people in all parts of the country is not surprising, considering what loss of energy, comfort, time and money is sustained by all classes on account of bad roads, or at least roads not nearly as good as they might be even with the appropriations made by towns and cities for building and sustaining public highways.

That the several systems now in vogue, experience proves to be unsatisfactory, expensive and bad, there is no doubt.

Most of the loss sustained in main taining roads is from want of knowledge as to the best methods.

Commissioners should be appointed by the several state governments, com-posed of men of the highest scientific and practical attainments on the sub ject, and by their reports, lectures and other means give public instruction, and to local road commissioners, and whose duty it should be to examine different localities and advise as to the most practical and efficient means of improvement in each locality, as different conditions and requirements need different methods of building and re pairing roads.

The practice of many towns in allowing all who wish to work out their highway tax is but little better than highway robbery.

The use of road machines while ap parently doing a large amount of work does not do the best work, as they do not discriminate in the material applied in grading the road, for they scrape up what happens to be at the roadside, which is usually loam or sand, that in wet weather makes mud and in dry weather dust, and soon finds its way back to where it comes from.

Doubtless a macadamized road is the best, but the cost makes them impractical in some states, except in cities and main streets of large towns.

In most towns of Massachusetts we fortunately have abundance of good gravel that with judicious use of the highway appropriations (generally too menger) would make very much better roads than we have, but too often material wholly unfit is used because more cheaply and easily handled.

There is no way by which money can be expended to better advantage than by putting in tile drains in the center of the road, particularly where there are spring hills or a moderate descent, and emptying into a culvert at the lowest points. It is surprising that this plan is not more generally adopted.

Our fathers of seventy-five or a hun dred years ago built long lines of turnpikes straight over hills and along valleys. It has since been ascertained that it is often nearer round a hill than over it, and affording an opportunity for a comparatively level road.

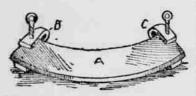
It has been suggested by many that the general government should build the principal highways in a thorough manner "to save the expense to the people." But when it is considered that the people are taxed in some way to meet government expenses, and that onr general government does work in the most expensive manner for the ends accomplished, it may be well to look at this scheme from a more economical standpoint.

It is believed that with the amount of money annually appropriated for expended, our roads should be infinite better than now, and this would lead to a recognition of the great comfort and advantage, to all classes, of good roads, and thus encourage greater appropriations to meet the demand for still more improvement. Hence the need of more knowledge in road building.—Benjamin P. Ware, in eral scent, Phonix, Ariz, Good Roads.

#### FOR SHRINKING TIRES.

A Device That Can Be Made by Any County Blacksmith.

A neighbor blacksmith has made a long step forward in shrinking wagon tires, and the device by which it is done is a very simple affair and can be made by any country blacksmith. The illustration shows the machine complete. The piece marked A is made of %x3 inch bar iron, and is 12 inches long, bent on a curve like a tire. The clamps B and C are made of 1/4x2 inch iron, bent like a U, with a hole in each



end. One end is riveted to A, and the other is threaded and has an eye bolt to clamp the tire. A set of four tires can be shrunk in ten minutes from the time they are put in the fire.

To use it, set it on the anvil, heat a section of the tire, take tire out of the fire and set across the horn of the anvil, strike on each side of the horn with hand hammer, making a knuckle in tire, put tire in clamp with the knuckle between clamps, tighten eyebolts, straighten out knuckle with hammer, and the job is done.

This is much better than to cut and weld a tire and run the risk of burning it,-Southern Cultivator.

LIQUORS.

# Liquor

Agent THE APOLLINARIS CO., Limited, London.

Goods De ivered to any part of the city and surrounding. Free of Charge. Telephone No. 75.

MACHINE SHOP.

# Capital Machine Shops

Pipe Fitting, Machine and Boiler Work.

Farm Machinery.

We have recently opened the finest eq ipped shop in the territory, and during the spring months will make the repairing of threshers and farm machinery a specialty. Separator Cylinders Skillfully Balanced. Sickles Ground and Repaired.

E. E. LINCOLN & CO.

Assaver.

Laboratory No. 18 North Second Avenue

Ordinance No. 193.

Analytical Chemist and Assayer.

Sign Language

Women can talk the whole length of E. E. FORD. a pew and understand each other's meaning-or think they do. A case occurred in Kenderton church, Philadelphia, a few Sundays ago. An occupant of a pew formed the words: "How sweet you look," to another, and then put her finger to her lips as though to chide the rising thoughts in a sacred place. At the close of the service her friend said: "I did not know what you were saying until you put your finger to your mouth; then I knew it was: 'Come home to lunch.'"-N. Y. Times.

How He Tells the Time.

"My father," said the small boy to the woman who was calling on his mother, 'is a great man. He knows what time it is without even looking at his watch."

"What do you mean, Tommy?" queried the visitor.

"Oh, when I holler out an' ask him what time it is in the morning, he always says it's time to get up. when I ask him what time it is in the evening, he allus says: 'Time to go to bed, Tommy.' Oh, I tell you my for ther is a great man."-Waterbury.

"Woman," she remarked, in a general way, for the purpose of introducing this paragraph, "woman must have more elbow room."

"Then," said he, seizing the opportunity, "then why doesn't she put some of the puffs lower down on the sleeve. instead of about the shoulders?"

His question remained unanswered, because already she had begun to talk of something else.-Indianapolis Jour-

Heaith Resort.

## Acadia Ranch Health Resort

Nestling under the foothills in the Oak Groves on the north side of the Santa Catalines mountains, altitude 4500 feet, pure air, good water, no dust. For particulars and descriptive leaflet, write to

E. S. DODGE, Oracle, Ariz

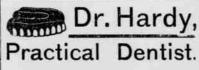
#### You Do Note

### MISS LENA PURDY,

Dramatic Elecution and

Practical Delsarte.

If desirable, lessons can be given at residence of pupil. For particulars address box 522, Phonix.



most modern and difficult Crown and Eridge work skilifully performed. YOUNG BUILDING.

Opp. Commercial Hotel. - - - Up Stairs,

### DR. E. C. HYDE, • • DENTIST • •

A LL work guaranteed. Crown and bridge feffice and re-idence—20 N. Second Ave. Sun-day nours—10 to 1.

Saloon.

# The Palace,

GUS. H. HIRSCHFELD, Prop.

WINES, LIQUORS AND CIGARS, PHŒNIX, ARIZONA.

form grade, to its intersection with the center of First avenue, which point shall be 91,500 feet above datum plane; thence along the center of Jackson street, on a uniform grade, to a point midway between First avenue and Second avenue, which point shall be 91,915 feet above datum plane; thence along the center of Jackson street, on a uniform grade to its intersection with the center of Fecond avenue, which point shall be 92,250 feet above datum plane; thence along the center of Jackson street, on a uniform grade, to a point midway petween Second avenue and Third avenue, which point shall be 92,250 eat above datum plane; thence along the center of Jackson street, on a uniform grade to its intersection with Third avenue, which point shall be 92,000 f et above datum plane; thence along the center of Jackson street, on a uniform grade, to a point midway between Third avenue and Four'h avenue, which point shall be 91,500 feet above datum plane; thence along the center of Jackson street, on a uniform grade, to its intersection with the center of Fourth avenue, which point shall be 90,500 feet above datum plane; thence along the center of Jackson street, on a uniform grade, to a point midway between Fourth avenue and Fifth avenue, which point shall be 90,500 feet above datum plane; thence along the center of Jackson street, on a uniform grade, to a point midway between Fourth avenue and Fifth avenue, which point shall be 90,500 feet above datum plane; thence along the center of Jackson street, on a uniform grade, to a point midway between Fourth avenue and Fifth avenue, which point shall be 90,500 feet above datum plane; thence along the center of Jackson street, on a uniform grade, to a point midway between Sixth avenue, which point shall be 80,500 feet above datum plane; thence along the center of Jackson street, on a uniform grade, to a point midway between Sixth avenue and seventh avenue with the center of seventh avenue and the center of Jackson street, on a uniform grade, to its intersection with the center of Imported and Domestic

Rallroads.

## Merchani | Maricopa & Phœnix R. R.

Prida & Pass STATIONS. Fri de P M 8:00 Lv...Phoenix ...Ar 8:30 8:40 Ar. Tempe Lv. 1 4.35 Lv. Tempe Ar. 1 4.25 9:25 .... \*Kvrene.... 4 00

Pullman sleeping car se vice nightly between Phornix ans Mark-ops. sleeping Car coupous soid to al points on the Southern Pacific and connecting times.

sold to a Promision the Southern Pacific connecting times.

1 Pain vo 1 connects with Southern Pacific 19, passing Maricopa et 11:50 pm. Train No 2 connects with Southern Pacific 20 passing Maricopa at 240 a.m. Connection made at Tempe with siages for Goldfield. Connection made at Phonix with siages for Prescott and Congress. \*Trains stop on signal.

C. S. MaSTEN, General Manager

THE BEST EATING STATION between Phoenix and Prescott is kept by Mrs E Byrneat Fr g Tanks.

#### Bids.

Pursuant to ordinal ce No. 177, adopted Oct. 5, 1894 by the common council of the city of bœuix and on the 27th day of February said ouncil directed this notice, the undersigned invites, and will receive it his owe in the city isall up to 5 o'clock p. m. Monoay the 11th day of March sesled proposals in bids for the toltowing street work to be done according to specifications adopted angust 6, 1894, for the isying of cement sidewalks and concrete curb in the city of Phœn x, towit: A sidewalk 6 feet in with h nfront of ot 4, block 8; lot 6 in block 83; lot 9 in block 73 and lot 11 in block 73 in the cty of Phœn x; said bids to state the price per square foot for doing said work. The common council reserves the right to accept any or reject all bids.

ED. \*\* HWARTZ.\*\* City Recorder. All ores sampled and assayed and accuracy guaranteed. Mines and prospects carefully examined and extent and value of ore bodies for in-her. Check and control assays a specialty Gold \$1.50; Siver \$1.50; Gold and Silver \$2.0 Highest price paid for piacer gold. Samples by mail receive prompt attention. Prices of analytical work on application. An ordinance establishing and declaring the grade of streets in the City of Phoenix.

The co mon council of the City of rhousix do or dain as follows:

Section 1. That the grade of Center street from Van Buren street to the center of Jackson street shall be and is now hereby established and declared to be as follows: Be imming at the center of Center street at its intersection with Wan Buren street, at an elevation of 97, 200 feet above the established datum plane (assuming the reference point inducted on a stole action of streets of the center of the City Hall plane to be 88,235 feet above datum plane; thence along the center of Center street on a uniform grade to a point midway between Van Boren and Monroe streets, 97,300 feet above said datum plane; thence along the center of Center street on a uniform grade on a point midway between Van Boren and Monroe streets, 97,300 feet above datum plane; thence along the center of Center street, on a uniform grade to a point is 97,300 feet above datum plane; thence along the center of Adams street, on a uniform grade, to a point will wave between Van s and Washington streets, which point is 97,300 feet above datum plane; thence along the center of Center street, on a uniform grade, to a point midway between Adams and Washington streets, which point is 97,230 feet above datum plane; thence along the center of Center street, on a uniform grade, to a point midway between Washington street and Jeffer solvastreet to a point which shall be 97,230 feet above datum plane; thence along the center of Center street, on a uniform grade, to a point which point shall be 97,100 feet above datum plane; thence along the center of Center street, on a uniform grade, to the center of Center street, on a uniform grade, to the center of Center street, on a uniform grade, to the center of Center street which point shall be 93,20 feet above datum plane; thence along the center of Center street to a point where the center of Center street on a uniform grade, to the center of Center street whic

#### Ordinance No. 191.

an ordinance to amend section 1 of ordinance No. 70, entitled "An ordinance to provide for the protection of persons and property in the city of Phænix from dam-ge by fire"

The common council of Phonix do erdain as

The common council of Phoenix do crdain as follows:

\*EUTION 1. That section 1 of ordinance No 70 be amended to read as follows: All that portion of the city of Phoenix bounded and described as follows, to wir: Commencing at the center of \*ourth street east of the center of Mouroe street, thence west along the center of said street t. the center of Fourth avenue to the center of Madison street, thence east along the center of Madison street, thence east along the center of Madison street, thence east along the center of said at each to the center of Fourth street, thence north on Fourth street to the place of beathning, shall be and constitute and be known as the fire limit district of the city of Pron x

SEC 2. All ordinance's or parts of or imances in condict with this ordinance are hereby researed.

SEC 3. This ordinance shall take effect and be in force from and after its passage and publication according to law.

Passed by the common council the 27th day of Feoruary, A. D. 1895.

[SEAL]

JAMES D. MONIHON,

[SEAL] JAMES D. MONIHON,
Attest: Major.
ED Schwartz.
City Recorder.
[Date of first publication February 28, 1895.]

### Ordinance No. 192.

An ordinance annexing to the City of Phœnix in the County of Maricopa, Territory of Arizona, he land, property and territory, situate, lyi g and being in said County and tertory to-wit. The southeast quarter (½) of section five (6) in townstip one (1) north range three (3) east of Gila and Sait river base and meridian.

Whenkas, A petition has been filed with the City Recorders at the common conneil of the City of Phœnix, signed by the owners of more than one half in value according to the last sasesment in Maricopa County, or the land, or operty and territory in Maricopa County, Ferritory of Arisona hardinafter mentioned towit: The southeast one-ner (½) of section are (1) in township one (1) north range three (3) as Gila and Sait river base sind meridian according to the United Stales survey, and commonly known as the Churchill Addition to the ity of whomix, and lying contiguous thereto and not embraced within its limits and assing that said tract of land, property and territory, be annexed to said city, in conformity with the rovisions of section one of an act entitled "An act authorizing incorporated cities to extend and enlarge their limit," annoved April now hereby, established and declared to be a follows:

Beginning at the intersection of the conter of Jackson street with the center of Center street which point is 91,400 feet above datum plane; thence on a uniform grade along the center of Jack on street, to a point midway between Center street and First avenue, which point shall be 91,450 feet above datum plane; thence along the center of Jackson street, on a uniform grade, to its intersection with the center of First avenue, which point shall be 91,500 feet above datum plane; thence along the center of Jackson street, on a uniform grade, to a point midway between First avenue and Second avenue, which point shall be 91,935 feet above datum plane; thence along the center of Jackson street, on a uniform grade, to a point midway between First avenue and Second avenue, which point shall be 91,935 feet above 'An act authorizing incorporated cities to ex-lend and enlarge their limits," approved Apri

lend and enlarge their limits," approved April 12th, 1893.

Now therefore, the Common Council of the City of Phenix do ordain as follows:
SECTION 1 That the said property and tract of 14 d and territory hereinbefore mendoned and described, be, and the sme is hereby annexed to, made a part of, and in-luded within the corporate limits of the City of Phenix, County of Maricopa, Territory of Arizona, and the same and every part thereof shall hereafter be a part and parcel of said city, for all purposes whatsoever.

SEC. 2. This ordinance hall be in force and effect from and after its passage and publication according to taw

Passed by the common council, this 27th day of February A. D. 1895.

Approved this 27th day of February A. D. 1895.

[SEAL] JAMES D. MONIHON,

JAMES D. MONIHON,

[SEAL] JAMES D. MONII Attest: ED. SCHWARTZ, City Recorder. [Date of first publication Feb. 28, 1895.]

#### Notice.

Notice of sale of real estate at private sale Norice is hereby given that in pursuance to

an order of the probate court of Marico a county, Asizona territory made on the 21st day of February, 1895, in the matter of the estate of John Bohn, deceased, the undersigned, the administrator of the said estate will sell at private sale at the office of J. B. Woolward, rooms 2 and 4 Porter building, Phonix, A. T., where offers or bids will be received, for cash in lawful money of the United States, and subject to the confirmation of the probate court on Monday the 11th day of Merch 1895, at 12 o'clock m. all the right, title, interest and estate of the said John Bohn, deceased at the time of his death, and all the right, title and interest that the said estate has, by operation of law or otherwise, acquired other than or in addition to that of the said John Bohn, deceased at the time of his death in and to that certain real estate situated being and lying in the County of Maricopa, Arizona Territory, as follows, viz Northwest 14 of section 9, in town-hip 2, south Northwest 14 of second 16 of range 5, west, containing 160 acres. The bids or offers must be in writing. Deed at expense of purchaser. SAMUEL BOHN, Administrator of the estate of John Bohn Boarding.

Hapty and Content are the Boarders at the

#### IVY GREEN RESTAURANT.

#### WHY?

Because their appetites are first cultivated to a condition of natural Healthfflness and then regularly nouri-hed and satisfied by choice viands, fresh vegetables and all pelatable and wholesome foods in

MFS. A. WILLIAMSON,

#### CHAS. W. STEVENS

Cor. First & Adams Sts.. LIVERY FEED AND SALE STABLE

Good Turnouts on short notice at all hours of the day and night

Buy, Sell and Trade, Horses. Special stiention to boarding horses Hack Stand, Cohr Bros. Clgar Store, Telephone, 25:

M. E. HURLEY.



#### LIVE BUTCHER.

CHOICE STEAKS AND ROASTS. BEST BEPT MARKET IN PHOENIX. FREE DELIVERY IN THE CITY.

### E. E. BURLINGAME'S ASSAY OFFICE & CHENICAL LABORATORY

Established in Colorado, 1866. Samples by mail or express will receive prompt and care-ful stient'on. Gold and Silver Bullion Refined, Melted and Assayed, or purchased. Address, 1736 and 1738 Lawrence St., Denver, Colo.

#### Ordinance No. 190.

Granting to the Santa Fe, Prescott and Phomix Railw-y Comp ny the right to construct, maintain and orerate a side track on Jack-son street in the city of Phomix, Arkona. The Common Council of Phomis do ordain as follows:

son street in the city of Phomix, Ationa. The Common Council of Phomix do ordain as follows

Section 1. That the Santa Fe, Prescott and Phomix tailway company, a corporation organi d and existing under and by vi tue of the laws of the Teritory of Arizona, be and said company hereby is suthorized to construct, maintain and operate a side track on the north side of J. ck. on street between the First street and econd avenue, alon and adj-cent to and parallel with the curb live of the sidewalk on the north side of said Jackson street in said city of Phomix, and to connect raid side task with its main track in the most practicable manner at a point nor more hen 225 feet west of the ast line of Flist avenue, and also to connect with its main rack at a point not more than 225 feet cast of the west line of Center steet.

SEC. 2 This ordinance shall take effect and be 10 force from and after its passage, approval and publication net ording to I.-w.

Passed by the Common Council of Phomix, this 27th day of February, A. D., 1895.

[SEA] JA ES D. MONIB N.

Attest: ED. SCHWANTZ.

City Recorder

[First Publication Feb. 28, 1895.]

"EL PASO RCUTE"

## Texas and Pacific

The Great Popular Route Between

### THE EAST AND WEST.

Short line to NEW ORLEANS, KANSASCITY CHICAGO, ST. LOUIS, NEW YORK and WASHINGTON, Favorite line to the north, east and southeast, PULLMAN BUFFET SLEEPING CARS and solid trains from El Paso to Dallas, Fert Worth, New Orleans, Memphis and St. Louis.

FAST TIME AND SURE CONNECTIONS.

Pacific Railway. For maps, time tables, ticket rates and all required information, call on or address any of the ticket agents.

B. F. DARBYSHIRE, GASTON MESLIER,
Gen Pass. and Ticket Agt., Dallas. Tex.

Florence and Globe Stage Line

CARRYING U.S. WHLLS, FARGE EXPERS.

CTAGE LEAVES FLORENCE DAILY FOR AN Electric and Globe at 7 o'clock, 7. M.; steps all night at Riverside and arrives at Globe at 5 o'clock, F. M.; returning, leaves Globe at 8 o'clock A. M. Good accommodation on the road, improved line, good stock and comfortable stages, four-horse coach every other day, W. E. GUILD, Agent, Florence, E. F. KELLNER CO., Agents, Globe.

EUGENE MIDDLETON,

Proprietor

# Phonix and Buckeye Stage

Leaves Phoenix Mondays and Tuesdays at 7:30 a.m.: arrives at Buckeye in twelve hours; leaves Buckeye Tuesdays and Saundays at 7:30 a.m., and arrives at Phoenix in twelve hours. Office at Mesa Fruit Store.

#### Fort Thomas and Globe Stage Line.

LAYTON BROS, Props. Runs both ways between Fort Thomas and Glabe every day. Special rigs for drummers or families when desired.