

# THE PHOENIX HERALD.

VOL. 3.—NO. 12.—WHOLE NO. 83.

PHOENIX, MARICOPA COUNTY, A. T., WEDNESDAY, MAY 7, 1879.

NEW SERIES—NO. 19.

## THE HERALD.

Published every Saturday and Wednesday  
GOSPER & McCLINTOCK,  
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**SUBSCRIPTION RATES:**  
One copy one year, \$5.00  
One copy six months, \$2.50  
By carrier, in Phoenix, per month, 50cts

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Gold dust, gold and silver bullion and ores of every description melted and assayed. All assays guaranteed. Prices of assay: Silver and gold, \$5; lead, \$2; copper, \$3. Samples can be sent by mail or express, and returns will be promptly made. Office with Wells, Fargo & Co., Prescott.

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**NEW**  
**Phoenix Bakery, Clark & Adams'**  
J. HEINNOY, Proprietor,  
Washington St., opposite court house.

EIGHT LOAVES OF BREAD OR EIGHT BREAD TICKETS FOR A DOLLAR.

**PIES AND CAKES ON HAND.**

**PIONEER BAKERY**  
WASHINGTON STREET,  
Northwest Corner of the Plaza,  
Eight Loaves of Bread for \$1.00.

Fruit Cakes and Pastry of all kinds, for wedding parties, etc., prepared to order.  
**T. A. Waterman**  
HAS OPENED A NEW

**Tin Shop.**

His place of business is in Goldman's Warehouse, just below the Telegraph Office. Prompt attention given to

**Repairing and Job Work.**  
A large stock of Tin and Sheet Iron Ware constantly on hand.

## MISCELLANEOUS.

**Phoenix Hotel.**  
Washington St., between Maricopa and Plaza streets.

**CLEAN BEDS**  
And Well Ventilated Rooms  
By the day or night.

Best of Accommodations for Families.

A SHOWER BATH connected with the Hotel for the convenience of guests and the public generally. L. J. GARDINER.

**GILLET**  
**LIVERY, FEED**  
AND SALE STABLE.

**Hann & Cusack** - Props

This Pioneer Stable of Gillett has at all times Hay and Grain, and all the accommodations for boarding horses.

**Horses on Hand at All Times to Let and for Sale.**

**Meat Market.**  
Opposition and Competition.

On Montezuma street, opposite the Herald office, and across the street from our former location, we are prepared to furnish the citizens of Phoenix with the very best

**BEEF, VEAL,**  
**MUTTON, PORK, ETC.**  
That Can be Obtained.

**OTERO & BLAKE.**

**Big ug Station,**  
YAVAPAI CO., A. T.

27 Miles from Prescott and 80 Miles from Phoenix, on the Black Canyon Road.

Having purchased the above station, the traveling public will always find meals, grain and hay at all times. A bar, with a good stock of liquors on hand.

**T. Olson,**  
Boot and Shoe Maker.

Washington street, adjoining the Store of Castaneda.

Fashionable Boots and Shoes of the best material made to order in elegant style.

**PERFECT FITS GUARANTEED.**

I give my entire attention to custom made work, and I have every facility for giving entire satisfaction. Send in your orders.

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**LUMBER! LUMBER!**

—AT—  
**SAW MILL AND YARD.**  
PRESCOTT, ARIZONA.

Having moved our mill five miles west of Prescott, on Willow Creek, near Thumb Butte, at a point within two miles of the Miller road, near Iron Springs, and having completed an excellent road to the Miller road and to Prescott, we are now prepared to furnish any amount or quality of

**LUMBER,**  
Shingles, Doors, Sash,  
LATHS, ETC., AT BEDROCK PRICES.

**Barley, Flour, Corn and Produce**  
Taken in exchange for Lumber.

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Geo. E. Lounsbury, Agent, Phoenix, A. T.

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**Fresh Milk**  
10 Cts. per Quart

—AND—  
37 CENTS PER GALLON.

—AT—  
**Jesus Otero's.**

**NEW**  
**Barber Shop.**

**FEL X DEES,**

Has fitted up a Barber Shop opposite the Herald Office, where he will be pleased to see his numerous friends and the public in general. Shaving, Shampooing and Hair Cutting done in the Latest Style and satisfaction guaranteed.

**HARNESS & SADDLERY**

HAVING OPENED A SHOP FOR THE manufacture of Harness and Saddlery, I am prepared to execute all work in the third in a

**FIRST CLASS MANNER.**  
Farmers and stock men will find it to their interest to bestow their patronage upon me as some here at class work is turned out at my establishment.

Directly opposite the Herald Office, 29 EDWARD O'CONNOR.

**Livery Stable.**  
Washington street adjoining the Phoenix Hotel.

Horses bred and by the day, week or month. Keeps always on hand the best quality of wheat and grain, hay, and oats.

Good accommodation for tourists and Travelers. Keep constantly on hand Fine Turnouts

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## MISCELLANEOUS.

**PACKER & MCKENNA.**  
**SALOON**

On Washington street in the old Capitol Building has been

Refitted and Refurnished.  
MAKING IT THE MOST ATTRACTIVE place in Phoenix.

The Parlor adjoining contains games capable of amusing the most fastidious.

**Photographs.**

THE UNDERIGNED CALLS THE ATTENTION of the public to the fact that he is prepared to execute all work in his line in the latest style. Also constantly on hand a fine assortment of

**ARIZONA SCENERY**  
Stereoscopic and 8x10 sizes, including in part of Government Posts, Agave, Palo Verde, Indian Castles, and other Characteristic Scenery.  
At Torrey's Bazaar, Wash. St., Phoenix, 29

**Express and Delivery**  
**WACON.**

HAVING A WAGON BUILT EXPRESSLY for the purpose I am prepared to do anything in the above line.

**Furniture moving a specialty**  
Or left on the flats, at the Magnolia saloon will receive prompt attention.

**J. W. MARKLEY.**

**New Saloon.**  
We would respectfully call the public attention to the fact that we have just opened a new saloon in the building opposite the Postoffice.

And intend to keep it as a saloon should be kept.

The very best quality of **Wines, Liquors, and Cigars.**  
ALWAYS ON HAND.

And sold at Prices to suit the Times.  
A handsomely furnished Club room attached for the use of our patrons.

**BROWN & DANIEL.**

**DUDLEY HOUSE**  
Gurley St., Prescott, Arizona.

**A FIRST CLASS HOUSE**  
ON THE EUROPEAN PLAN.

New and clean beds for lodgers and extra rooms for families.

**FRED. WILLIAMS, Prop.**

**T. J. Morgan,**  
Gurley St., one door east Post Office,  
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**DEALER IN**  
Diamonds, Watches, Clocks, Jewelry and Silverware, Spectacles, Gold Pens and Pencils, etc.

Watchmakers and Manufacturing Jewelers.

All kinds of Jewelry and Silverware made from Native Gold and Silver. Free Price of Jewelry description. See Post a Ribbon, Standard.

**FURNITURE!**  
The undersigned has on hand a large assortment of

Furniture and Upholstery.  
Also manufactures to order **FINE CABINET WARE, DOORS, WAINSCOTING, AND OFFICE FITTINGS.**  
Eastern made Chairs constantly on hand. On Washington street, adjoining the store of Nathan & Co. 67 1/2 A. COEKA.

## E. IRVINE & CO.

**A NEW**  
**DEPARTURE.**

**Cash Down**  
**Or No Sale.**

**WE WILL HAVE THE**  
**PAY OR KEEP OUR**  
**GOODS!**

We hereby notify our friends and the public generally that from this time forth we will cease to sell for credit on any terms whatever. We are aware that in order to do this we will have to sell cheaper than our neighbors, and we are prepared to do so. As we are building we are very much pressed for cash, and therefore it will be better for us to sell for cash than to sell on credit so short a time, no matter how good the buyer. The facts in the case are just these: it is a necessity with us to have our goods or to have the wherewith to buy more. Of course we do not expect to do so much business, but we are determined to do what we can.

Our Lumber Yard is now full and nearly complete.

Provisions,  
Groceries,  
Dry Goods,  
Clothing,  
Boots and Shoes,  
Fruits,  
Honey,  
Summer Hats,  
Ranch Butter,  
Hardware,  
Tinware.

Paints,  
Oils,  
Glass,  
Putty,  
Crockery Ware,  
Iron and Steel,  
Lamps,  
Powder,  
Fuse,  
&c., &c., &c., &c., &c.

**Irvine & Co.**

Keep on the West side of the Plaza. Remember the sign over the door.

**E. IRVINE & CO.**

**Variety Store**  
**Tienda Barata.**

## THE PHOENIX HERALD.

**SEMI-WEEKLY EDITION.**  
Wednesday, May 7, 1879.

**ON TO MEXICO.**

**Boston Wants the Trade From Our Southern Neighbor.**

**A History of the A. T. & S. F. R. R.**

The Atchison, Topeka & Santa Fe Railroad has become pretty well known by name to Boston people, during the past year, while its stock, upon the brokers' boards, which was at first given to the purchasers of its bonds, has advanced from nine dollars to one hundred and eight dollars per share. The recent movement of the managers of this road to secure a Massachusetts charter, under which a company might construct a railroad into Mexico, has brought it still further into public notice of late, and a brief sketch of its history and proposed extension may not be uninteresting.

The Atchison, Topeka & Santa Fe Railroad, though nominally but 471 miles in length, and by its charter running from Atchison (near the eastern boundary of Kansas) and Kansas city, Mo., across Kansas to Colorado, nevertheless controls all its connections west and its branches and connections east to such an extent as to double its actual length, and make it the only railroad for southern Kansas, southern Colorado and northern New Mexico. Except the Union Pacific, it is the principal railroad between the Missouri River and the Rocky Mountains, and if the plans of the present managers are successful, the time may come when it will not be second in interest even to the great Union Pacific.

The first company for the construction of this road was organized by Kansas parties in 1859 under the name of the Atchison & Topeka Railroad Company. It was reorganized under the present title March 3, 1863, but for some years it was little more than a railroad association. Mr. William M. Gaylord was the manager of enterprise and with him were associated, at different times, Eastern and New York capitalists. Little progress was made until 1869, although Congress offered a grant of about three million acres of Kansas territory if the road were completed before 1873. Gradually the interest drifted toward Boston, and Mr. T. J. Peter of Kansas, but formerly of Cincinnati, took hold of the affair and enlisted the attention of Mr. Henry Hayes, President of the Passumpsic railroad of Vermont, as well as of the brothers Charles W. and Carlos Pierce. In 1868 the Charter passed entirely into the hands of Boston parties. The first 28 miles of road were built in 1869. Soon after, Mr. Alden Spear and Joseph and Thomas Nickerson became interested in the enterprise, and sections of thirty, four and seventy-five miles were constructed in 1870 and 1871 respectively. Messrs. Kidder, Peabody & Co. built the forty-five mile section from Emporia to Florence, taking in payment seven per cent. first mortgage bonds of the company at about 95 1/2 and the accompanying amount of stock. Yet three hundred and sixty miles remained to be constructed and equipped in less than a year in order to save the land grant. The uncertainty of securing an extension of time from Congress determined the directors to proceed to the immediate construction of the line, and the three hundred and sixty miles were built in less than nine months, and cars were run across the state December 28, 1873, just four days before the land grant time expired.

In the next three years the road was extended westward into Colorado and the Pueblo & Arkansas Valley railroad was constructed from Pueblo eastward to meet it. The history of the Atchison, Topeka & Santa Fe has been one of continued progress and extension. It has leased every road connecting with it west of Kansas City, and practically the same Eastern capitalists hold the stock and bonds of them all. The following named are the lines leased, none of them for a term of less than thirty years: The Kansas City, Topeka & Western, sixty-six miles; the Pleasant Hill & De Soto, a forty-five-mile branch connection of the latter; the Florence, El Dorado & Walnut Valley, a branch road of thirty miles; the Wichita & Southwestern, another branch of twenty-seven miles; the Pueblo & Arkansas Valley, 24 1/2 miles; the Denver & Rio Grande, a narrow gauge road of 337 miles; and the New Mexico & South

ern Pacific. The latter starts from the Raton Mountains, on the Louisiana line between Colorado and New Mexico, and though now in operation for only twenty miles, is being rapidly extended southward toward Mexico, but of this extension more will be said further on.

The tide of immigration that has poured over the line of the Atchison road out upon the rich prairie lands of Kansas and into the mineral regions of the Colorado Mountains has been marvelous. The population of Kansas has risen from 195,000 in 1860 and 265,000 in 1870 to almost 1,000,000 in 1878, and as a wheat-producing country this State stepped last year from the seventh to the first rank. In the four years from 1873 to 1877, while the country was experiencing the great industrial depression, Kansas increased its cultivated acreage from two and a half millions to five and a half millions, and the value of its farm products from thirty to fifty-six millions of dollars. Colorado, the sister State of Kansas, increased its mineral yield during the same time from four to eight millions.

The generous policy of the company toward immigrants and visitors has made it a great favorite with the people, and there is an ambivalence of feeling between the road and its patrons to the great advantage of both. Its financial management speaks for itself. The construction and rolling stock of the amounts to but \$23,447,000 for its 471 miles, and a large income is derived from leased roads.

Never, save in 1873, has it failed to cash its bond interest, and then it was paid with second mortgage bonds, at fifty cents on the dollar. Those bonds are to day selling at 114. The most satisfactory thing about it all is that the money has been made—nine tenths of it—by Boston parties. Now as to the extension into New and Old Mexico. If the reader will look at the map of Colorado, he will find La Junta (pronounced Hoonta) in the eastern part, on the line of the Pueblo & Arkansas Valley Railroad. From this point an arm of this road has recently been built via Trinidad to the Raton Mountains upon the line between New Mexico and Colorado, a distance of 95 1/2 miles. Here a tunnel two thousand feet long, is being cut through limestone and porphyry at an expense of about \$50,000. It will be completed next September. At present the road runs over the mountains by a "switchback," or spiral line track, and the tunnel will shorten the distance some three miles. From the Raton Mountains starts the New Mexico & Southern Pacific Railroad, already built into New Mexico in a southerly direction a distance of thirty miles, and expected to reach Las Vegas, a distance of 100 miles from Colorado, by May 15.

The route from here in a south-westerly direction to the Rio Grande River will soon be determined by surveys now being made; but the river will probably be reached at Albuquerque, two hundred and forty-eight miles from the State line. All the money has been raised to complete it to this point. Beyond, the location is still undetermined, though thorough surveys have been made.

It will probably strike over into Arizona and reach Tucson in the southeastern part of that territory.

It will cross the Southern Pacific, which the San Francisco capitalists who built the Central Pacific road are now pushing eastward from Yuma toward El Paso on the Texas frontier at the rate of a mile a day, and from here or some other southern point in the territories connect with another line of the Atchison road, yet to be built down the rich valley of the Sonora in Mexico, to the Port of Guaymas, on the Gulf of California. This will be completed a second through rail line to the Pacific coast.

If the connection is made with the Southern Pacific, a second route to San Francisco will possibly be opened within a year, and if the Southern Pacific continues as planned across Texas via the Texas Pacific, seven three lines will be competing for the California business. The result must be the developing and opening up to eastern trade of the immense agricultural, grazing and mining regions of the far southwest. Already a portion of the territorial trade comes to the Atlantic coast cities, and some of it to Boston, Chicago and St. Louis understand very well that the western extension of the Atchison line means business for them. Boston and New York supplies now seek Arizona by way of San Francisco, but by the new line the communication will be more direct and the value of the trade enhanced. The New Mexico and Southern Pacific road was the first to

[Continued on Second Page]