

# WEEKLY CHAMPION.

SATURDAY, OCT. 13, 1883.

This Paper is Entered at Post Office Peach Springs, as Second Class Matter.

## Mining in Northern Arizona.

The San Francisco Mining and Scientific Press, of October 6th, has the following:

Since the completion of the Atlantic & Pacific railroad, a new impetus has been given to mining in Northern Arizona. Valuable lodes, carrying high grade ores, have awaited its completion several years. Prior to the building of this railroad, the want of rail or water transportation was much felt, the charges for carriage by available means being so high as to leave but a small margin to shippers, or high grade ores, and ores of average grade could not be mined and shipped except at a loss. This has been the cause of the backwardness in the development of this section, many owners preferring to let their property lie idle and wait for the Atlantic & Pacific railroad, with its attendant lowering of rates on ore and supplies.

Many properties are now being brought into condition for the resumption of ore shipment. The holders of several of the large copper mines, as well as the owners of big grade silver bearing veins along the line of the railroad, will now avail themselves of the improved facilities.

The McCracken and Signal mines of Owen's district, tried the experiment of reducing ore under the old expensive methods; but, while the mines produced several hundred thousand dollars, heavy expenses incident to their remoteness consumed what would, under the present circumstances, have yielded large returns to the stockholders. The same experiment was tried on a smaller scale with the high grade ores of the Arnold and the Hibernia mines of Cedar Valley. Now that a handsome profit can be realized by mining and working, or by selling the ores, these properties are being put in shape for production. The latter mine having new life infused into it through the medium of eastern capital.

Certainly nowhere in Arizona does a better field present itself than in this now accessible portion of the Territory. The lodes are large, ores of high assay value, and wood and water abundant. But for the drawback before alluded to, the bullion product would have spoken for itself; and happily for the long-patient holders of the other mines, it is a thing of the past.

## The Winter Resort.

Now that the fashionable watering places of the country, which are thronged during the heated term, are now closed, winter resorts will be sought out, and the Grand Canon of the Colorado will attract the attention of tourists. It is a delightful resort in winter, the temperature at all times being mild; in fact, people can sleep out of doors under one blanket at night, and during the day, while exploring the wonderful scenery, "coats off" is the order of the day. Messrs. Young & Farlee's hotel accommodations at the Canon make the tourists cozy and comfortable. It is a visit full of sight-seeing, and we expect to note the coming of hundreds during the winter months.

## Ohio Democratic.

If the October election in Ohio has any bearing on the November general elections, the tidal wave of Democracy will again sweep over the country, paving the way for a successful Presidential election for that party next fall. Hoadley, Democrat, was, on Tuesday last, elected Governor of Ohio, by about 10,000 majority, and the Democracy also control both branches of the legislature in that state. This, indeed, must be very encouraging to the party leaders, and will nerve them to renewed effort for the final action.

## New Order of Things.

Beginning with the 21st inst., a new time-card on the A. & P. will be issued, which will give us day trains, the eastern bound train to take breakfast and the western bound train dinner at Peach Springs. Heretofore, trains from both ways have been arriving here at midnight, a very great inconvenience, which we are glad to know is to be abated.

## The Railroad Conference.

The railroad conference in San Francisco have closed their labors by adopting agreements in substance as follows: Portland and San Francisco to be common points—making same rates to and from the east; the Northern Pacific to make the same through rates to San Francisco, via Portland, that other roads make to San Francisco direct, and the latter to make through rates to Portland via San Francisco, that the Northern Pacific makes to San Francisco. All lines maintain their present regular rates, except such modifications as may hereafter be mutually agreed upon. A commissioner is to be appointed and empowered to settle all disputed points, and enforce penalties on any company violating the agreement. The Northern Pacific is given some advantages north of the California state line, to points other than Portland and Astoria, as also are other lines given corresponding advantages to points in California other than San Francisco. The agreement goes into effect October 1st, and expires by limitation December 21, 1884, but is terminable at any time by ninety days' notice from any of the companies. Its commissioner is not yet made. It is the opinion of railroad managers, outside of the Northern Pacific representatives, that the practical working arrangement will confine the Northern Pacific to its own territory, as that road cannot afford to pay water freights between Portland and San Francisco, which, under the agreement, it will be obliged to do, and in addition, break bulk at Portland, if they seek to divert business to and from California from old overland routes. No changes were made on through rates. The Northern Pacific will adopt the same rates on through freight to and from Portland as those which have been in existence on old roads between the east and San Francisco. The question of control of the Atlantic & Pacific was not raised by the Southern Pacific and Atchison, Topeka & Santa Fe roads, which between them own nearly all the stock. The roads outside of the Northern Pacific will, among themselves, continue to maintain the same proportion of distribution on through business.

## Fish for Arizona.

The Los Angeles Herald says we are to have salmon and shad put in the Colorado river on our western border. A car load of young salmon and a car load of carp will be brought to Arizona in December, and a liberal supply of shad. The carp will be placed in the rivers in northern Arizona, and the salmon and shad placed in the Colorado river. This is good news, and assures us of a supply of healthful and delicious food at an early day. Such acts by the government are wise and timely, and will soon supply the great mineral region with delicious and needful food. We trust that the good work will go on. The results of the fish commission for the past two years in Arizona have been of very great advantage to the people. Fish board themselves in our lakes and rivers, and cost nothing but the time required to catch them, and that is largely considered a pastime.

The story of how a poor prospector missed becoming a bonanza king is thus told by the Silver City Enterprise:

Frank Campbell, the discoverer of the Lake Valley mines, is now in Steeple Rock district, where he has some very valuable prospects. Frank gave away about half of Lake Valley to a couple of Hillsboro people, with the understanding that they would come to the camp to live. After getting possession of the property, they returned to Hillsboro and remained there. At that time the Indians were very troublesome, and the mines were not considered valuable. After a time Frank became tired of living alone in the camp, and left the country. It was but a short time after his departure until the mines were found to be regular bonanzas, the like of which had never before been discovered, and thus a poor prospector, who braved all dangers and privations, let a princely fortune sink through his hands. This is of frequent occurrence in a mining camp. It is very seldom that the original locator makes a stake out of his prospect.

Send us your names as subscribers.

## Globe Stage Robbers Killed.

The following associated press dispatch tells its own story. Sheriff Paul, of Pima county, after the robbing of the stage between Globe and Florence, went out with a posse and rounded up the desperadoes as follows:

WILCOX, Oct. 4.—On Tuesday a certain clue was obtained in regard to the whereabouts of Jack Elmer and Charles Hensley, the stage robbers, and acting on this clue, Superintendent Bean, of Tucson, placed at the disposal of Sheriff Paul and posse an engine to bring them to this point, where arrangements had been made to furnish the posse with horses and provisions. The posse left Wilcox at 7 p. m. on that day and came upon the robbers near Percy's ranch, twelve miles from here. Firing was opened by both parties at once, and Red Jack was killed, being riddled by balls. Hensley was badly wounded. The latter escaped toward Point of Mountain, with six well mounted and armed men in pursuit. His capture is only a question of a few hours. Not one of the posse were seriously injured, one receiving a slight flesh wound in the ankle. An inquest will be held here to-day. Both robbers were well armed and mounted, and, according to their story, were endeavoring to make their way to Clifton, where they claimed they would be safe. They suffered much from hunger, being at times three and four days without eating.

LATER.—Sheriff Paul is just in Hensley was captured this morning, and met the same fate that befell Red Jack last night. The bodies will both be here in two hours.

## An Unfortunate Mistake.

We sincerely regret that an item appeared in the Citizen one day last week through a mistake of our reporter. The item read as follows: "J. W. Swigert, agent for the assignee of L. Zeckendorf & Co., is in town." It should have read "Wm. Zeckendorf." This item went the rounds of the Territorial papers, and has given the firm of L. Zeckendorf & Co. much annoyance and inconvenience. A correction was made the next day after the error occurred, but the correction did not catch up with the error; bad news travels much faster and sticks much closer than good news. No error has occurred in our columns which we regret so sincerely as this. This house has stood firm and solid through the financial earthquake which struck our town this summer, and from which we are fast recovering, and today L. Zeckendorf & Co.'s credit is first-class and the business they are doing is simply immense. Tucson is proud of this extensive establishment. It is one of the principal points of attraction to strangers who visit our city. Those papers which have published the bad news we hope will make the correction.—Tucson Citizen.

The Herald has the following in regard to the Phenix National Bank: A charter has just been issued for the First National Bank of Phenix, with an authorized capital of \$100,000. The officers are S. A. Murphy, of Detroit, Mich., president; Wm. Christy, of Des Moines, Iowa, cashier; E. J. Bennett, assistant cashier. Directors: S. A. Murphy, Wm. Christy, W. D. Fulwiler, E. J. Bennett, W. J. Murphy. Col. Wm. Christy, who has organized the bank, and who takes charge of it, is a banker of long experience and a man of unexceptional reputation, having been for two terms state treasurer of Iowa. By the above it will be seen that Prescott and vicinity furnishes most of the officers of the bank, Col. Wm. Christy being largely interested in the stock business here, W. J. Murphy is the well known contractor, and E. J. Bennett being salesman for Messrs. Goldwater & Son.

Joe Holt and Jake Thompson, the survivors of the Buchanan cabinet, are having a little fun between themselves on the subject of who gave away the fact that a reinforcement had been sent by the "Star of the West" to Fort Sumpter in 1861. Holt says that Jake was the Judas, and that Jere Black and Buchanan were loyal to the government. Rather stale news at this particular date. Perhaps the next one that arises will tell us that old Toombs gave away the government forts, arsenals and ordnance stores in the south at about that same date, or that since that time one Rutherford B. Hayes was fraudulently

foisted upon the people as president by a vote of 8 to 7.

## Flagstaff Items.

Ayers' saw mill is running in full blast.

A large number of mules and oxen are used for hauling the immense number of logs from the woods to the mill. From the fifteen car-loads of ties and bridge timbers, and other lumber which leaves the mill daily for the Mexican Central road, it appears to be a very extensive business.

D. A. Murphy, formerly of the firm of Stevens & Murphy, is putting up a building 10x36 feet, to be filled with a stock of general merchandise.

Thomas Davis, better known as Cal., who used to work for Farlee & Young, is in the employ of Beal Bros. of this place, and by his courteous manner has won a host of friends.

The new town of Flagstaff, at the side-track, is building slow but sure.

Col. Reed, of San Marcial, is putting up a building 16x25, to be used as a printing office, from which the "Flagstaff Flag" will be published, to appear in about two weeks.

P. B. Brennan & Co.'s large stone building will be ready for occupancy soon. It stands an example of the result of perseverance and attention to business.

Mr. Crothers, who was at Kingman last summer, is running a restaurant in the new town. He is doing a good business.

A first class saloon is Gregg & Gregory's. The building 20x40 is painted white inside and out, and with its fixtures make a fine showing. Two more pleasant and agreeable young men are not to be found.

A sidewalk four feet wide is to be built this week from the mill to the side track, which will act to stimulate business.

Judge Hicks, attorney for the proposed Mineral Belt railroad, is building a private dwelling at the side track.

Mr. Fain, a prosperous ranchman from the Verde, is building a commodious dwelling near to Judge Hicks.

Work on the new school building will soon commence.

Three days ago snow to the depth of an inch fell, but soon disappeared under the effects of the beautiful Indian summer weather.

The mill is turning out 100,000 feet of lumber every day.

At the mill many dwelling houses are going up.

A dispatch says the Mexican Central management now say the road will be finished through to the states by next April. The track will reach Agua Caliente from the City of Mexico by September 19 or 20, Zacatecas December 1, and Fresnillo January 1. From this end the northern division will reach San Juan de Guadalupe, 63 miles northeast of Durango, December 1, leaving a gap of only 160 kilometers. The last spike will be driven at La Soledad, in the state of Zacatecas. The opening celebration will probably be made a national holiday, and will occur May 5. Growing enthusiasm is noticed over this event. Track laying on the Mexican National has been resumed toward Morelia.

Mrs. Frank Leslie is alleged to have gone to Europe to marry a duke, but changed her mind and bought a pair of diamond ear-rings worth twenty-five thousand dollars. She showed sense. They cannot pit on ears over her, and they don't have to be fed on terrapin and champagne, and they cannot sneer at this blasted country, don't you know, and it won't cost anything to keep the ear-rings in fast horses, and they will not want her to buy a yacht. A duke would have been a nuisance.

## Mrs. Medler's Millinery.

Mrs. Medler, of Albuquerque, whose advertisement appears in another column this week, is at the head of one of the largest millinery establishments in Albuquerque. For the fall season she is making special efforts to supply her customers with the very latest styles of millinery and fancy goods, and as she is well known to the ladies residing along the line of the railroad, she desires to inform our lady readers that she will continue to fill orders by mail with promptness, and guarantee satisfaction. Her custom comes from far and wide.

THE CHAMPION received 132 new subscribers this week.

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