

MINING NEWS

(Continued From Page Two.)

driving a tunnel 800 feet into the hillside at an altitude 350 feet below the crest of the hill, and sinking a winze 20 feet deep, 500 feet from the portal of the tunnel. It would be possible, if desirable, to carry this tunnel clear through the hill and bring its opposite portal on the territory of the Chiricahua company. This plan was talked of, but it was deemed more advisable to secure greater depth, and with this purpose a three-compartment shaft is to be sunk at once, starting at a point considerably lower than the tunnel portal.

The machinery for this purpose is now being purchased by Mr. Cole. It will come mostly from Chicago and portions of it are all ready for shipment. The shaft will go down in a portion of the claims which, so far as is known now, is not mineralized—that is, there are no surface indications at that point. These are exactly the conditions under which the Calumet & Arizona was developed, all hopes being set on entering the ore body at depth. What the sinking of the shaft will show is, of course, problematical, but 500 feet is looked upon as a likely depth at which to meet with encouragement, as against 1,000 feet in the Bisbee field.

\$20,000 for Machinery.

The purpose of the company can be well understood from the fact that between \$20,000 and \$25,000 will be spent for machinery alone at the new shaft. The shaft will be sunk as rapidly as possible to a depth of 500 feet, and if nothing develops in the course of the operations to change present plans, a drift or crosscut will be driven from that point to the ore zone.

The Chiricahua property was first brought to the attention of the Michigan people last February by James H. Knowles, formerly of the Gogebic Iron range, with a wide circle of acquaintances throughout the upper peninsula, but who has spent the last ten years in Arizona. He had run across the property through an acquaintance with one of its owners, Captain Thomas Burns, who had been in the Chiricahua mountains for 17 years and who had operated the property for silver values. Burns had driven a tunnel into the hill at an altitude 100 feet below its crest, carrying it in 500 feet, and had taken considerable silver from it.

In the course of this work the characteristic leached ore which has been such an infallible guide in locating copper ore bodies in the Warren district, was penetrated. Burns had never worked in copper ores, and did not grasp the importance of the indication, but when Knowles heard of it he felt that it gave more than ordinary promise, and he brought it to the attention of his Marquette and Calumet friends.

Visited By Captain Jas. Hoatson.

On Knowles' representations, Captain James Hoatson, S. R. Kaufman and William G. Rice went into the Chiricahua mountains last February and looked at the claims. Captain Hoatson at once recognized that the altered lime and iron gossens which caps the country there gave all of the surface indications which had been so potent in governing his judgment during the early days of the new Bisbee development, and felt that it was worthy of the most exhaustive exploration. These indications, and in fact all the many things which lead the expert to believe that copper will be found at depth, are even more striking in the Chiricahua field than in the Warren district. These, together with the leached ore both in the old tunnel and in the tunnel at a lower altitude which has been driven by the new owners, are such as to

establish great confidence in the district. In the new tunnel 70 feet of leached ore has been penetrated, and the 20-foot winze is sunk in good looking material. This leached ore bears every indication of being the apex of a sulphide ore body, just as has always been found beneath similar formations in the Warren district. The theory is that the copper values have been carried out or the capping ore by the percolating waters, which have deposited them at greater depth. This theory has been proved by innumerable developments elsewhere.

The shaft which is now proposed will be for two skipways and a ladderway, while the surface equipment will be of a permanent character. The El Paso & Southwestern railroad is more than willing to build its line over the 13-mile stretch which separates the property from Rodeo, as soon as production from the Chiricahua is in sight. Should the developments prove that ore bodies exist beneath the property, the development to the producing stage will be very rapid. The assays of the leached ore bodies show that the formation carries elements that will make it an exceptionally easy fluxing material. The values in gold and silver are also expected to make a favorable showing.

The work now planned, of course, will be carried along by the company on its present basis, but when the values are sufficiently proved it is probable that a mining company will be organized along the lines of the Calumet & Arizona giving five shares of mining stock for each share of development stock. The property will be thoroughly developed and proved before any move is made toward the formulation of a mining company. The machinery, it is thought, will be installed so that the shaft can be started early in February.

C. F. Nichols, of Douglas, Arizona, who was in the copper country a few days ago, spoke in the most favorable terms concerning the Chiricahua. He stated that the abundant timber and water resources of the section are all important factors in its development. The timber is of a quality that will serve both for fuel and underground support. The Copper Queen Mining company has a saw mill operating in that section, taking out timber for its Bisbee mine and for the Morenci properties belonging to Phelps, Dodge & Co.

OLD DOMINION-UNITED GLOBE

Consolidation promoters have found, it is said, that they must go to another state to find corporation laws under which they can carry out their merger. New Jersey laws requiring them to show that the United Globe has a value equal to the amount of stock which they proposed to give for it. Of course it would be a difficult undertaking to show that material value exists in the United Globe property. It is claimed in the southwest that Phelps, Dodge & Co. can make a proposition pay if it has any value whatever; and they have failed for years to make United Globe pay. The chance of the new deal being a success is not especially flattering. I think that Old Dominion stockholders will yet see their way clear to reorganize and finance the needs of the company without selling a half interest at the equivalent of under \$3 per share.

Mining Personals.

Major Hargrove has been heard from in Atlanta, Ga., where he has been doing some warm mining business. The Major is liable to drop back into Bisbee at any time.

The Sperry Brothers, Louis, Leo and Al, spent several days in Bisbee this week.

(Continued on Page Eight.)

Tom Tate, of the Pittsburg and Hecla, drives into Bisbee most "any old day."



Though years be spent to build it up,
It may be shattered in a minute.
A reputation is a cup
So fragile that but few may win it.

Otto Beehier and Stewart Hunt look in our smoky metropolis last Tuesday.

"Long Tom" Davidson and Frank Cole leave this morning for Cananea, where they expect to engage in permanent business.

Joe Norcross, the able president of the Arizona and Westlake, was in town yesterday, and reports prospects exceptionally good in that camp. The shaft is down about 64 feet.

Ed B. Scott was the latest arrival from Globe yesterday. He comes to join the Globe colony in Bisbee.

Contractor Williams and Uncle Billy Thomm took a run into the wild, free country yesterday.

The old turntable pit is about filled up, and things begin to look like business on that flat.

Joe Martinelli returned from Tombstone last night, where he is a witness in the Nofts-James case.

Ike Weightman, who has been working with D. O. Williams on that gentleman's property in the Solomon Springs district, is circulating in Bisbee.

H. J. Simmons, General Superintendent of the E. P. & S. W. R. R., came back to Bisbee last night and left this morning for El Paso on No. 2.

H. J. Hartman, Assistant Superintendent of the E. P. & S. W. R. R., arrived in the city last evening on business connected with his department.

The latest word from the Marquette is to the effect that work is again being pushed energetically.

Superintendent Henderson of the Marquette, along with Mrs. Henderson, were visiting in Bisbee Monday.

It is stated on good authority that the Copper Queen people are rapidly increasing their force of miners.

There is a report of a gold strike on the Marguerite.



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EAST BOUND

Train 10—"Sunset Limited." Over Coast Division—San Francisco to New Orleans—leaves Benson at 8:50 a. m. Makes connections at New Orleans with trains for points in the East. This train carries diner, observation, compartment and drawing room, sleepers; also tourist sleepers to Washington, Cincinnati, Chicago, etc.

Train No. 8—"Crescent City Express"—via Bakersfield route. San Francisco to El Paso, Texas, leaves Benson at 3:40 a. m.

WEST BOUND

Train No. 9—"Sunset Limited"—via Bakersfield route. New Orleans to San Francisco, leaves Benson at 4:10 p. m. Carries same equipment as No. 10.

Train No. 7—"Pacific Express"—via Coast Division, El Paso to San Francisco, leaves Benson at 11:10 p. m.

Trains No. 9 and 10 carry Free Reclining Chair Cars STEAMERS

"This company's new 5000-ton steamers, "Comus" and "Portous," leave New Orleans every Wednesday at noon, making the passage to New York in five and one-half days.

They are provided with electrical appliances for lighting, heating and ventilating.

Second cabin and steering accommodations a character. Saloon and second cabin berths must be reserved in advance of ticket sales.

For further particulars call on or address, C. M. Burkhalter, D. F. & P. A., Tucson, A. T. Carl Bock, Agent, Benson, A. T. T. H. Goodman, G. P. A., San Francisco, Cal.

TORRES & PRIETAS RY.

Time Card No. 17. In Effect June 27, 1903.

Arrives at Torres at 9:45 a. m. Train No. 2 leaves Torres at 10:45 a. m., arrives at Minas Prietas at 11:15 a. m.

Train No. 3 leaves Minas Prietas at 1:00 p. m., arrives at Torres at 2:15 p. m.

Train No. 4 leaves Torres at 4:45 p. m., arrives at Minas Prietas at 5:30 p. m.

All Trains connect at Torres on Sonora Railway, Nogales, to Guaymas and Vice Versa.

Wells Fargo & Co.'s Express and Telegraph in operation between Minas Prietas and all parts of the world.

Shortest and best route to Yaqui river, Barranca and San Marcial coal fields, Soyopa Sahuaripa, Ures, La Buca, La Dura, Yaqui Smelting & Refining and Yaqui Copper companies.

Freight can be consigned to F. H. Seymour to be forwarded by team from Minas Prietas to the above named places.

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At Minas Prietas depot hacks always ready to make trips to any of the above named points at reasonable rates.

F. H. SEYMOUR, Pres-Prop.

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Must be sold before the New Year. 9 head No. 1 Jersey and Durham milk cows, with spring wagon, horse, harness, hay cutter, tanks, milk cans and tools. The best milk route in Tombstone. The corral is located within one-quarter of a mile from most distant customer. The milk of ten more cows can be readily disposed of. Will sell cheap for cash. Inquire of C. N. Thomas, Bisbee, or Woolery Bros., Tombstone. 12-13-14

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MINERAL APPLICATION NO. 872.

Mineral Survey No. 1768.

U. S. Land Office,

Tucson, Arizona, December 18, A. D. 1903.

Notice is hereby given that Fred Hedberg and Alexander Lutcavich, whose post office addresses are Bisbee, Cochise County, Arizona, has this day filed their application for a patent for 1478 linear feet of the Don Lewis Mine or vein, bearing copper and other metals, with surface ground 600 feet in width, situated in Warren Mining District, County of Cochise and Territory of Arizona, and designated by the field notes and official plat on file in this office as Mineral Survey No. 1768 approximately in Township 23, South Range 24 E; G. and S. R. B. and M., said Mineral Survey No. 1768 being described as follows, to-wit:

Beginning at cor. No. 1, the S. W. cor., identical with cor. No. 5 Elisa, Survey No. 1834, a pine post 4 ft. long, 4 inches square, set in the ground in a mound of stones and scribed 1-1768 D. L., whence the N. E. cor. Sec. 5, T. 24 S., R. 24 E. G. & S. E. B. & M. bears S. 3 degrees 50 minutes W. 7967 ft., thence N. 70 degrees 37 minutes E. 878 feet to cor. No. 2, identical with the N. E. & N. W. cors. respectively of the Homestead No. 1 and Grand Stand, unsurveyed claims, thence S. 78 degrees 28 minutes E. 599 feet to cor. No. 3, identical with the N. E. cor. unsurveyed Grand Stand Lode, thence N. 15 degrees 15 minutes E. 600.5 feet to cor. No. 4, the N. E. cor., identical with cor. No. 1, Irish, Survey No. 1743, thence N. 78 degrees 24 minutes W. 599.3 feet to cor. No. 5, identical with cor. No. 2 and 4 respectively of Alexander No. 1761 and the Irish No. 1743, thence S. 68 degrees 35 minutes W. 901.2 feet to cor. 6, identical with cor. No. 4 Elisa Survey No. 1824, thence S. 15 degrees 15 minutes W. 562.8 ft. to cor. No. 1, the place of beginning. The presumed course of the vein on this claim is, from the W. end center of location N. 70 degrees 37 minutes E. 878 feet; thence S. 78 degrees 28 minutes E. 600 feet. Magnetic variation 12 degrees 15 minutes E.; area 17,899 acres. The location of this mine is corded in the office of the County Recorder in the office of the county recorder of Mines at Tombstone, county and territory aforesaid. The adjoining claimants are: North, "Alexander" Survey, Sur. No. 1761, owned by applicants therein; "Irish," Sur. No. 1743, Calumet and Bisbee Mining Co. owners. East, "Sepoy" Sur. No. 1743, Calumet and Bisbee Mining Co. owners; "Wet Blanket," unsurveyed, Hull, owner. South, "Grandstand" and "Homestead" No. 1, unsurveyed, Hull, owner. West, "Elisa," Sur. No. 1834, owned by applicants herein.

Any and all persons claiming adversely any portion of said Don Lewis Mine, or surface ground, are required to file their adverse claims with the Register of the United States Land Office at Tucson, in the County of Pima and Territory of Arizona during the sixty days' period of publication hereof, or they will be barred by virtue of the provisions of the Statute.

MILTON R. MOORE, Register.

First publication December 21, 1903.

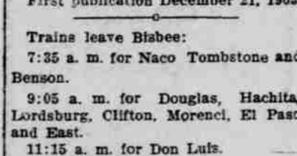
Trains leave Bisbee: 7:35 a. m. for Naco Tombstone and Benson. 9:05 a. m. for Douglas, Hachita, Lordsburg, Clifton, Morenci, El Paso and East. 11:15 a. m. for Don Luis. 2:30 p. m. for Don Luis. 4:40 p. m. for Naco, Tombstone and Benson. 5:50 p. m. for Douglas. Trains arrive at Bisbee: 8:27 a. m. from Douglas. 10:30 a. m. from Benson, Tombstone and Naco. 12:01 p. m. from Don Luis. 3:43 p. m. from Don Luis. 5:23 p. m. from El Paso and Douglas. 6:35 p. m. from Benson, Tombstone and Naco.

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