

CONGRESS MINE IS INTO A NEW ORE BODY

FAMOUS OLD PRODUCER IS AGAIN IN LINE.

New Ore Body at but Short Distance From the Old—Believed That It Will Prove to Be Richer Than the Original Strike.

A writer in the Los Angeles Mining Review has the following to say of the Congress mine:

The report that a large body of high-grade ore had been encountered in one of the lower workings at the Congress gold mine, Arizona, is confirmed. For many years the Congress was Arizona's greatest gold mine, but when something over 3,500 feet of depth had been reached the ore began to show signs of leanness, and after a long hunt for richer ores the owning company concluded to stop further work below, and attention was devoted to the tallings, which were being cyanided. But it was not easy to settle down to a belief that the rich ores of the Congress had "petered" out, so, while no attempt was made to hoist ore, it was decided to go on a "still-hunt" for new ore bodies. The hunt has resulted in finding what the more optimistic of the larger stockholders of the owning company (The Development Company of America) had persistently affirmed,—the existence of another ore body at no great distance from the one which had been furnishing the richer ore.

The Congress mine is located thirty miles west of Prescott, in Yavapai county, but the distance by rail is about seventy miles. It is connected to the main line of the Santa Fe, Prescott & Phoenix railway by a branch line two and one-half miles in length from Congress Junction. The elevation is about 3600 feet. Congress has a population, when the mine is being worked, of about 1400, one-third of whom are usually employed in or about the mine.

The property is one of the best equipped in Arizona. There are two stamp mills and one of the most complete cyaniding plants in the Southwest.

NOT NEAR THE END THAT HAS BEEN HOPED FOR

IN SPITE OF REPORTS THAT THE TROUBLE IN NEAR AN END WATER IS STILL RISING

Monday's Arizona Republic contains the following concerning the Salton sea, which has attracted the attention of the entire country during the last two weeks:

Reports from some quarters to the contrary notwithstanding, it seems to have been pretty well established during the past week, that the Salton Sea is at least holding its own if not continually rising and the longer it stays at high tide the more it soaks things up and gives the breakers a chance to undermine and wash away the railroad grade. The latest news is in an article quoting a Southern Pacific official, that was printed in the Los Angeles Times of Saturday, arriving here yesterday and which is reproduced as follows:

"That the rising Salton sea will suck down the main line of the Southern Pacific at Salton is now believed to be inevitable by officials of that company. But the rising waters of the sink will be checkmated in good time, for the track which the company is now rushing through on higher ground from Salton ten miles to Mortmore will be connected and ready for service next Tuesday. Barring a sudden high wind between now and that time, which would toss the waters of the lake up over the tracks which they are now lapping in the calm, there will be no interruption of traffic.

"In spite of all the efforts made to check it, the water is still pouring from the Colorado river through the intake of the California Development company's canal in a huge volume and the level of the inland sea continues steadily to rise.

"General Superintendent Ingram, who returned from Salton yesterday, says: 'We shall undoubtedly get the shoofly track completed in good time. It will reach ground six or eight feet higher than the present track and therefore well out of reach of the rising water. It will make our line about 3,000 feet longer, and from present appearances is likely to serve more than a temporary end.

"We held off building this track just as long as there was any hope of saving the main line. Finally we saw that there was nothing left us but an ultimate abandonment of the present line, temporarily at least. Then we pushed things as rapidly as possible with the new track along the higher ground nearer the bluffs.

"It looks as though the water would soon cover the old line. The engineers have met with many difficulties in stopping the inflow from the Colorado river, and have failed to stop it as quickly as they expected to. The new track will enable us to put the old line into shape when we consider it expedient to do so, without interrupting traffic."

"There are from 250 to 350 men at work on the Southern Pacific tracks in the threatened district, that being all that can be worked advantageously on the job. Small waves were reported running on the inland sea yesterday, but they were not breaking over the track."

"Travelers who came from California on yesterday morning's train verify all that is mentioned above and go into more detail concerning the situation, though they say there is nothing alarming about the situation to the traveling public. It is the railroad company that has the worrying to do. The trains are more or less delayed owing to the necessity of traveling very slowly through the sea or more accurately the swamp. At one time Saturday there were four passenger

trains, eastbound, blockaded near Salton, but after a few hours they moved on without injury. The blockade was caused by a couple of tank cars that had been overturned and it took some time to clear the track.

"The building of the shoofly was begun at this end and there is an immense force of men and large quantities of material on hand so that everything is being rushed as fast as possible. In the matter of travel it was never so pleasant in those parts, especially in the summertime, except for the delay. When there is no wind it is quite humid but the water keeps the temperature much lower than the usual temperature of those parts and when a breeze is blowing it is almost like the seashore. There is no dust for miles and miles in the place where heretofore the dust has been almost unbearable in connection with the heat. Those who arrived here yesterday say they went to sleep in the Pullman on Saturday night while crossing the desert and slept as soundly and as comfortably as they could anywhere. Nor is there any personal danger to travelers. The water on the upper side of the track is not over a half mile wide anywhere and probably not over a foot deep except in the little arroyos that run down from the hills. The trains run very slowly and if the track were at any time to sink beneath them the only thing that could possibly happen to a passenger might be the inconvenience of having to wade out. But nothing of the kind has occurred and probably will not for the situation is very closely watched by men who fully understand it. The railroad worry is the added expense to date and the necessity of building the shoofly, together with the possibility of serious injury to the Imperial country in which the railroad is now largely interested."

BENSON NEWS NOTES

Industrial School Cadets are Making 3,000 Brick a Day

From The Press.)

The reception given Wednesday evening last by Hon. Steve Roemer in honor of Mr. and Mrs. Doane Merrill, Mr. and Mrs. Geo. T. Stainback, Mr. and Mrs. Geo. Perrin, and Mr. and Mrs. R. M. Johnson, was a brilliant social affair, fully one hundred and fifty responding to the invitations issued. Besides the guests of honor there were present Mrs. Judge Doan and Mr. J. N. Gaines of Tombstone, Mrs. Banks of Cananea, and Capt. Rynning of the Arizona Rangers. Superintendent Berner of the Industrial School has started the second mud mill and the cadets are making 3,000 brick per day. The brick now being made are of a much better quality than the first hills burned. The cadets are also painting the roof of the main building, the color being gray instead of red, as formerly.

F. E. Trask states that he will have a big crop of honey this year. His apiary is on his Oakwood farm in the Whetstone mountains. Arizona honey is the best honey in the world, and the honey this year is of better quality than former years.

F. J. Schmidt, freight clerk at the depot, received the sad intelligence last week that his son was drowned at Venice, near Los Angeles, to which point he immediately left for.

J. M. Barnes, who has been book-keeper for the Bogullas Land and Cattle company for several years, has resigned and has gone to Durham, California.

John Klippen, the carpenter, will go to Magdalena in a day or two where he will work on the new electric light plant building, and will later work for a mining company in that vicinity.

Messrs. Pacheco and Grijalva, of the Tres Alamos district, have brought a bunch of range horses into Benson for shipment to Omaha. The shipment will consist of about 200 head.

J. F. Crowley, wife and children of Wilcox were in Benson Tuesday, being en route home from Tombstone. Contractor Eckerman has commenced work on the new jail.

The St. David bridge is nearing completion. J. M. Moore of Dragoon has gone to Ohio on a visit.

Mrs. W. C. Land will leave Tuesday for the coast to join her husband. Milton Fairlee has returned from his trip to Patagonia where he has mining interests.

J. A. Lewandowski, the well known mining engineer of Douglas, was in Benson Wednesday.

J. H. Neal of Dragoon spent a couple of days in town the fore part of the week on mining business.

Rev. Judson A. Elliott was in town Sunday, having come up from Sonora where he is interested in mines.

Mr. and Mrs. Fuller of Monroe, Louisiana, are here on matters connected with the Dixie mining company, near Dragoon.

RAILROAD AND SHOPS

This morning the work of stringing the new telegraph line wire between El Paso and Bisbee was started with Lineman Kamb in charge of the work. Mr. Kamb yesterday afternoon organized his party of ten men and started this morning working eastward and will continue the work until he reaches El Paso, when he will return to Douglas and build the line into Bisbee. The party met with hard luck on the start this morning, as one of the Mexican laborers in the party was thrown from the hand car while passing near the coal chute. He fell across the track and before he could extricate himself from the dangerous position the car struck him, badly bruising him about the body. The man was put in charge of the local physicians for treatment.

TONTO BASIN COUNTRY RICH IN GOLD PROSPECT

TIME NOT FAR DISTANT WHEN IT WILL PRODUCE HEAVILY

According to the Belief of Mining Men Who Are Now Interesting Themselves There—Railroads Opening a Formerly Isolated Section.

Some day, a day not far distant, that part of the Tonto Basin country adjacent to the post office of Payson, will make itself known throughout the world by its gold production. Since white men first found their way into the country now known as the Territory of Arizona, the rich ledges of that district have been giving up rich gold rock to the wandering prospector, who without the capital to put in modern machinery—the district's isolation almost prohibiting it—gave them up after digging out a grub-stake, to hunt a mine nearer the center of civilization. Prospector after prospector has followed each other over the ground, each taking his little gold, and all leaving with the set determination of returning to that "rich district when the railroad comes nearer." The railroad has "come nearer" and the prospectors who went back, and the few who stayed with it, are undoubtedly nearing the hour when they will reap the benefits of their perseverance and labor.

The railroads have come nearer and now threaten to go right into the district. Proper development work that has proven that the ore bodies increase in size and richness as they "go down," has been and is now being carried on.

Through both of these agencies the Tonto Basin is fast approaching the record producing stage. Not so much, however, through the coming of the railroads as on account of the deep mining that has been accomplished during the past two or three years. In fact, the mines in that section are reaching a stage of development where the railroad don't cut much figure in their future success, although they would be of great benefit in bringing in machinery, the ores in the district being free milling, the bullion can easily be shipped out over the good wagon roads over which machinery can be hauled in. As to general supplies, they can be bought at Payson as cheaply as they can be at any of the nearest railroad towns.

For the above information the Jerome Mining News is indebted to James Noel who has been in Jerome during the past week on business connected with mines in that district in which he is interested. He has been there during the past eighteen months developing what is known as the Single Standard Gold mines. Of this property Mr. Noel says:

"These mines are located in Gila county, about four miles south from the town of Payson, and with me are interested Messrs. T. E. Campbell, E. L. Jordan and Lyons & Knobloch. We have sunk a good working shaft, 326 feet, to a depth of 100 feet, and have run drifts on the ledge 200 feet. The ledge or vein is five feet wide in the drift, the ore assaying from \$10 to \$50 per ton. There is now on the dump about 100 tons of this class of ore. There is considerable water in the mine which makes the work of development very slow. We are now however, awaiting the arrival of a hoist and pump, which will enable us to continue the shaft down to a depth of 500 feet. In the drift we have a very strong vein of ore, which grows richer with depth."

H. B. Fletcher, who has had charge of the work at Crook station in repairing the tunnel and roadbed, recently resigned his position and has entered the railroad construction business with Caples, Powers & Connors. Mr. Fletcher came in from El Paso this morning and is today organizing a party of laborers which he will take to Lowell where they will be put to work reconstructing the line into Bisbee. Mr. Fletcher will build his camp at French. The party will work between that point and Lowell. About fifty laborers will be put to work and it will be pushed through as rapidly as possible.

Reports from Crook tunnel state the work there is progressing better than expected and the cement work which is being placed as a lining in the tunnel, is proving just the thing and no more trouble can possibly occur when the work is finished.

The old wagons and scrapers that have been stored for a number of months at the stock yards are being loaded this afternoon and will be sent to French, where they will be put in service on the recent reconstruction work there.

E. H. Boyd, who has been working in the railroad shops here resigned his position and left this morning for El Paso.

A. Clothier, of the Copper Queen, left last night on a visit to Springer, N. M.

James T. Hall, of the Nacozari line at Nacozari, left on No. 4 last night for El Paso.

W. P. Hunt, who has been working as stenographer in the material office in place of the regular man, left this morning for Crook, where he will accept the position as timekeeper in the extra gang, which is at work there ballasting the line.

James White, a well known mining man of Paradise district, is in the city for a few days on business connected with local properties in which he is interested.

Allen R. English is in town from Tombstone on legal business. Resident Engineer Wilson, of the E. P. & S. W., is in town from El Paso.

..FRIDAY SPECIAL BARGAINS.. Shoe BARGAINS Today "The Fair" FRANKENBERG BROS. & NEWMAN Shoe BARGAINS Today

EXTRAORDINARY VALUES FRIDAY IN SUMMER LAWNS

Table with 3 columns: 5c Scotch Lawns 3 1-3c, 10c Batistes 5c, 20c Batistes 10c, 25c Mohairs 15c, 35c Organdies 20c, 65c Waistings 25c, 60c Wash Silks 25c, 35 Linen Suitings 20c, 50c Crash Suitings 25c. Each item includes a description and special Friday price.

MEN'S OXFORDS WALKOVER OXFORDS \$4.00 Patent Leathers \$2.85 We have several very choice styles in men's patent leather Oxfords. The noblest lasts and toes shown this season, regularly priced at \$4.00. Special for Friday per pair \$2.85

JOHNSON & MURPHY \$6.00 Shoes \$4.45 You have your unrestricted choice of our entire line of this high-grade men's shoe, best styles, all leathers, and new, nobby lasts, sold everywhere at \$6.00. Special for Friday only, per pair \$4.45



El Paso Trunk Factory Trunks, Bags and Leather Goods Made and Repaired Next to Post Office (Trunks taken in exchange.)

A WARNING TO MOTHERS. Too much care can not be used with small children during the hot weather of the summer months to guard against bowel troubles. As a rule it is only necessary to give the child a dose of castor oil to correct any disorder of the bowels. Do not use any substitute, but give the old-fashioned castor oil, and see that it is fresh, as rancid oil nauseates and has a tendency to gripe. If this does not check the bowels give Chamberlain's Colic, Cholera and Diarrhoea Remedy and then a dose of castor oil, and the disease may be checked in its incipency and all danger avoided. The castor oil and this remedy should be procured at once and kept ready for instant use as soon as the first indication of any bowel trouble appears. This is the most successful treatment known and may be relied upon with implicit confidence even in cases of cholera infantum. For sale by all dealers in patent medicines.

CURES SCIATICA. Rev. W. L. Riley, L. L. D., Cuba, New York, writes: "After fifteen days of excruciating pain from sciatic rheumatism, under various treatments, I was induced to try Ballard's Snow Liniment; the first application giving me relief and the second entire relief. I can give it unqualified recommendation." 25c, 50c, \$1.00. Sold by Rinehart's Pharmacy.

Roosevelt Apartments for house-keeping furnished complete. \$16 UP 2 Rooms, Gas, Range, Bath, Telephone, Hot Water, Janitor. Elegant, New Close In. 312 E. Figueroa LOS ANGELES 204 N. Fremont

Nothing on the Market Equal to Chamberlain's Colic, Cholera and Diarrhoea Remedy. This fact is well known to druggists everywhere, and nine out of ten will give their customers this preparation when the best is asked for. Mr. Obe Wittner, a prominent druggist of Joplin, Mo., in a circular to his customers, says: "There is nothing on the market in the way of patent medicine which equals Chamberlain's Colic, Cholera and Diarrhoea Remedy for bowel complaints. We sell and recommend this preparation." For sale by all dealers in patent medicines.

FRANK BAUER'S MEAT MARKET.... A SHOP THAT HANDLES ONLY PHOENIX BEEF

One of the pioneer meat markets of Bisbee is Bauer's market on O. K. street, opposite the depot. The shop makes a specialty of handling only Phoenix beef, and many is the carload of fat beef cattle which reaches here consigned to the Bauer market. Mr. Bauer is a rare judge of cattle on the hoof, and every steer must pass his critical inspection before being killed and dressed for use in the market. It is consequently the meats offered are of the best quality. Try Bauer's meats



In Lumber as well as in everything else. It is the quality of our Lumber that sells it. Why not let us figure on your bill? Bisbee Lumber Co.

About August 1, 1905, the undersigned will begin issuing a daily report from the records of Cochise County, which will contain all that business men will want to know regarding the current records. The price per month, postage prepaid, will be \$2.00 to subscribers. Your subscription is respectfully solicited.

THE GIBSON ABSTRACT CO. E. P. & S. W. R. R. Co.

Commutation Books good for 30 trips have been supplied and are on sale at Ticket Office, good between Bisbee and Don Luis and between Bisbee and Lowell, for the use of our local patrons and their families. Parties living at either of the above places will find these books of great convenience. Don Luis Books \$2.00, Lowell Books \$2.00.

W. F. McNAIR, Agent. CHEAP CASH STORE MEDIGOVICH & NOBLE. WINES LIQUORS, ETC. FRESH FRUITS VEGETABLES, ETC. BREWERY GULCH

Say! Heard about the Baptist building a new church? Haven't you? Well they are and say, by the way, guess I'll tell you something else. Ever heard of Vellacott's Market up Brewery Gulch? Phone 165. It's right next to the W. F. McNaair's heard of the place? Well I was just going to tell you that up there they are building—yes—really building the best trade in Phoenix teas and coffees in town. Hold on just a minute! He sells a few other things too. Sure, he sells fruit and vegetables, came nearby forgetting that. Lets go up and see the place anyway.

Vellacott's Market Phone 165 24 Brewery Gulch

HOTEL AFTON M. J. McLEAN, Prop. 533 1/2 South Spring Street LOS ANGELES CAL. Sunny rooms. Strictly first-class. Special rates to Arizona guests.

Artistic Originality. In a garment doesn't count for much, if the material used in manufacturing it isn't thoroughly up-to-date. The pattern must be individual and exclusive, as well as the cut and finish. We pay special attention to our stock of Woolens and model every garment as only the master tailor knows how. We can make you a suit to order for \$35 J. A. KARLSON, Artistic Tailor. Upstairs Schmidt-Shattuck Bldg. Velvet Ice Cream at the Alhambra.