

SANTA FE SELLS P. & E. S. P. AND SANTA FE ENTER AGREEMENT

Former Will Build 34 Miles of Track, Giving Santa Fe Outlet From Deming, N. M., Through To Mojave, California.

(From Saturday's Daily.)

After five years of negotiations and planning, the Santa Fe railroad has brought about an agreement with the Southern Pacific whereby that road takes over the Phoenix & Eastern branch, agrees to build thirty-four miles of track from Winkelman, Ariz., to connect with the Gila Valley, Globe & Northern, which connects with the S. P. at Bowie, and enters into a traffic agreement with the Santa Fe by which both roads will make use of the line thus established between Deming, N. M., on the Santa Fe, and Mojave, Cal., on the Santa Fe, thereby creating a through, low grade transcontinental freight line from east to west.

By the agreement entered into between officials of the S. F., P. & E., and Santa Fe, and the Southern Pacific, represented by Epes Randolph, manager of the Southern Pacific lines in Arizona, who was here yesterday conferring with W. A. Drake, vice president and general manager of the S. F., P. & E., the S. P. will close up the gap of thirty-four miles now existing between the Gila Valley, Globe & Northern railroad, which runs from Globe to Bowie, Ariz., and the A. & C. at Winkelman, and the Santa Fe will extend its A. & C. line from the Colorado river, 90 miles beyond, to Bengal, Cal., 163 miles from Mojave, to which latter point the traffic agreement between the two roads will extend. Thus a line will be established between Deming, N. M., and Mojave, Cal., running through Phoenix, Ariz., over the P. & E., which will be used by both roads.

The Phoenix & Eastern, at present, runs from Phoenix to Winkelman. The Southern Pacific coast lines run from California, through Arizona, via Tucson, to Deming, N. M., there connecting with the Santa Fe, and passing through Bowie, on the dividing line of the two Territories. The Southern Pacific will build from Winkelman to San Carlos, connecting there with their branch line, then going over their lines to Deming. The Santa Fe, by building from the Colorado river to Bengal, Cal., over their A. & C. line, will open up a route for the Southern Pacific, from Deming, thus doing away with the high grade southern haul.

Under the terms of the agreement the Southern Pacific will operate the line thus established east of Phoenix, while the Santa Fe will operate the line west of Phoenix.

The above is but a small part of the plan contemplated by the Santa Fe people, who intend building from Brownwood, Tex., to Texico, on the border line of Texas and New Mexico, using their Belen cut-off from Texico to Belen, N. M., thence running over the coast lines from Belen, through Albuquerque, Rincon, and into Deming, where they will connect with the S. P. lines, going over the S. P. to Bowie, there connecting with the Gila Valley, Globe & Northern, thence over the thirty-four miles of line to be built by the S. P., to Winkelman, then using the Phoenix & Eastern to Phoenix, thence to Wickenburg, over the S. P., P. & E., and from there to Mohave, Cal., over the extension of the A. & C., connecting again with the main line.

This haul, as can be seen, will obviate the long route around by the way of Newton, Kan., and will do away

with the high grades on the Santa Fe main line over Glorieta and Raton passes, and will establish a low grade freight line across the country.

W. A. Drake, in an interview with a representative of the Journal-Miner, confirmed the above, and added:

"For the past five years we have been negotiating with the Southern Pacific with just such an arrangement in view. Of course, the new arrangement will not affect Prescott particularly, but will work great good to the Salt River valley, as it will establish a transcontinental, low grade freight line through the heart of that fertile valley."

Asked if the rumors that the Santa Fe contemplated building a line from Ash Fork to connect with the A. & C. somewhere in the neighborhood of Bouse's Wells, were true, General Manager Drake replied:

"The Santa Fe has surveyed all the district lying between this line and the A. & C., more for information than for any definite purpose in building a line. Should such a line be built, however, it will bring Prescott much nearer the main line of the Santa Fe than it is now, as the new line would be the main line of the Santa Fe to the coast."

"At present, however, there is nothing in the rumor, and if such a plan is contemplated it is for the distant future."

Col. Randolph, of the Southern Pacific, was seen and also verified the statement that his road had taken over the Phoenix & Eastern, and that the traffic agreement outlined above had been entered into and would be pushed to completion as rapidly as possible.

Asked as to what effect, if any, the new arrangement would have on freight rates, P. P. Hastings, general freight and passenger agent of the S. F., P. & E., and P. C. Bicknell, general freight and passenger agent of the Randolph lines, who was here yesterday from Tucson, both stated that as far as possible the same rates that now prevail, both freight and passenger, would continue in existence, and that the only change made at all would be an adjustment of the division of freight rates over the Phoenix & Eastern between the Southern Pacific and Santa Fe, and the issuance of a new tariff, as soon as the Interstate Commerce commission laws permitted, by the Southern Pacific company.

The new line of travel for the two roads is represented in miles as follows:

- From Deming, N. M., where both roads touch, to Bowie, Ariz., over S. P. line, 110 miles.
- From Bowie to San Carlos, Ariz., over Gila Valley, Globe & Northern, 93 miles.
- From San Carlos to Winkelman, yet to be built, 34 miles.
- From Winkelman to Phoenix, over P. & E., 96 miles.
- From Phoenix to A. & C. Junction, over S. F., P. & E., 58 miles.
- From A. & C. Junction to Colorado river, over A. & C., 107 miles.
- From Colorado river to Bengal, Cal., yet to be built, 90 miles.
- From Bengal to Mojave, Cal., where both roads touch again, 163 miles.
- Total length of proposed route, 751 miles.

While the new route from Deming to Mojave is much longer than the present Santa Fe route, in actual miles, it will prove several hundred miles shorter in the cost of traffic, as the new route will be a "prairie" road, of easy grades, long curves and long divisions. For instance, for forty miles one can see a straight stretch of track from A. & C. Junction, through Cullens valley, which is a remarkably long stretch of straight track for this mountainous country.

Col. Randolph, in company with his wife, left last night in his private car, for Phoenix. He was accompanied by Charles E. Walker, purchasing agent and treasurer; P. C. Bicknell, general passenger and freight agent, and W. P. Ingram, auditor, all of the Southern Pacific and T. M. Scott, superintendent of the Maricopa & Phoenix.

RESIDENCE BURNS.

(From Saturday's Daily.)

Yesterday afternoon, at 4 o'clock, a dwelling house located near the Division mill, near Chapparral, was destroyed by fire with its entire contents, except one trunk filled with clothing and wearing apparel. The house was occupied by Mr. and Mrs. W. Miller and Mrs. W. J. Lepoint.

The loss, which includes the personal belongings of both families, amounts to about \$1,000, not covered by insurance.

Miller and Lepoint, who are employed at the Lelan mine, were absent at the time of the fire.

FIRE DESTROYS THE CHILE MILL AND MACHINERY

Efforts To Check The Flames Prove Unavailing

(From Saturday's Daily.)

Word reached here yesterday from Wickenburg of the destruction by fire of the Chile mill and concentrating plant recently built by the Monarch Mining and Smelting company, on its properties, about nine miles east of that place. The entire mill, plant and machinery is reported a total loss, with no insurance. The fire started about 9 o'clock, Thursday night. The mill, which was shut down for the night, a some unaccountable way, caught on fire, and when discovered the blaze had made such headway that the desperate efforts of the entire force in the camp and the surrounding mines, under the direction of General Manager Charles W. Platt, availed nothing, and the magnificent mill, buildings and machinery was soon but a charred mass of ruins.

In addition to the loss of the mill, and valuable machinery and buildings, a large portion of a car load of concentrates, which was sacked in the mill and ready for shipment, was scattered by the heavy draft caused by the fire, after the sacks had been burned. This, in itself, is a considerable loss, as the concentrates were of high grade and very valuable.

When the alarm of fire was given, General Manager Platt was promptly on the ground with the full force of miners and mill men employed at the camp. The force was increased a little later from the adjoining camps when the news of the fire spread, and a combined effort was made to stay the progress of the flames, but to no effect, as the fire had already gained too great headway.

The company is composed of wealthy capitalists of Macon, Ga., and it is possible that the plant will be replaced with a new and larger one at an early date, as the mines are developed sufficiently to warrant the installation of a larger reduction plant than the one burned down. The group of mines, consisting of twelve claims, are known as the "Ryland," or "Three Black Buttes."

The present concern came into possession of the group in May, 1903, since when constant development has been prosecuted, until now, with the result that there is said to be a greater tonnage of ore blocked out than in any property in that part of the Territory. The mill destroyed had a capacity of 50 tons daily.

DEAD MEXICAN WAS STRUCK WITH GAS PIPE.

(From Friday's Daily.)

Mariano Gabron is the name of the man who died Wednesday on an S. F., P. & P. train, en route here, of injuries received at the hands of Antonio Aylla in a drunken altercation, Sunday afternoon, at White's commissary, at Wood Spur, according to Under Sheriff Neagle, who returned from Wood Spur last night, after making a thorough investigation of the affair, which still appears to be shrouded in more or less mystery, as there were no eye-witnesses to the affray, according to the statements of the Mexicans employed there.

Mr. Neagle says that from what information he could gather from the Mexicans he found at the different wood camps, it appears that a large number of them gathered Sunday evening at the commissary for the purpose of settling accounts and purchasing rations for the coming week. Several of them had been in Ash Fork earlier in the day and had returned to the place with bottles of whisky and nearly all were under the influence of liquor, when Gabron and Aylla got into a dispute outside of the building. Gabron picked up a rock and was about to strike Aylla with it when the latter seized a short piece of gas pipe and struck Gabron on the side of the head, felling him to the ground.

Attracted by the noise several of those on the inside rushed out and saw Gabron bleeding from a wound about four inches in length on the side of the forehead, exposing the skull, which, on examination, yesterday, was found to have been fractured. Aylla told the others that Gabron tried to hit him with a large rock and that he struck him with the gas pipe in self-defense.

After Gabron's nose ceased bleeding he walked with the others to the wood camp, some three miles distant, and made no complaint of feeling ill until Wednesday morning, when his fellow workmen decided to send him here to consult a physician. He was taken to the station at Wood Spur, in H. B. White's wagon, and placed in charge of the Mexican, Rosalles, who was on his way here.

Aylla could not be found by the officers yesterday, although a search of the locality was made for him. One Mexican claims to have seen him at his camp, Wednesday afternoon, but none of the others appear to have seen him since Monday morning. His description has been wired to officers in different parts of the Territory and it is possible that he may be apprehended. In appearance he is about 40 year old, 6 feet in height, and has a reddish colored beard and moustache, light blue eyes and light complexion. When last seen he was dressed in blue overalls and jumper. Both murderer and victim are strangers here and have no known relatives or connections in the county.

During the past two weeks Aylla has told several of the wood choppers employed in the camp that he intended to leave for California in a short time, and the officers are of the opinion that he will endeavor to make his escape in that direction.

Rosalles, who was arrested Wednesday, when he arrived here with the dead man, will be released today, as he apparently had no connection with the crime.

FAMOUS CATTLE SEIZURE CASE ENDS.

(From Friday's Daily.)

After three justice trials, the verdicts of two of which were set aside by certiorari proceedings, in the district court, the now famous cattle seizure case of the Territory vs. James Morris, was again disposed of in the justice court at Humboldt, Wednesday, the jury awarding one steer to Morris and three heifers and a bull to the Territory.

Two calves, which have intruded themselves into the case since the first seizure, on October 12, 1905, also went with the mothers to the Territory, and the Live Stock Sanitary board, and live stock inspectors in the employ of the board, are jubilant over the result of the trial, as it establishes the fact that they have a right, under the law, to seize calves found on the open range, branded in the iron owned by a stockman who cannot produce mothers for them.

After the first seizure, Justice of the Peace Knapp of Mayer, rendered a decision that the stock be forfeited to the Territory, but on a writ of certiorari, the verdict was annulled by the district court. Another seizure followed, reopening the proceedings for the second time, Justice Knapp again awarding the cattle to the Territory, only to have his verdict annulled for the second time by certiorari proceedings of the district court. A third seizure followed and a writ of replevin was issued for the return of the cattle to Morris. This proceeding was offset by the Territory furnishing a bond and placing the stock in the hands of a keeper.

Two weeks ago the case was called for trial again in Justice Knapp's court, and a change of venue was granted to Humboldt, with the stipulation that the case be tried by a jury, although it is asserted that the statute does not provide that such cases are to be settled by the verdict of a jury. However, Attorney J. E. Russell, for the Territory, and Attorney P. W. O'Sullivan, representing Morris, agreed that the jury's verdict in the case should be final, and the case is now closed.

William Speed, special stock inspector, with headquarters at Wilcox, who made the seizure, is especially elated over the verdict. Speaking of the case yesterday morning, before he left on the southbound train, he said: "It cost the Live Stock Sanitary board several hundred dollars to win the suit, but it is worth all of the expense. Attorney O'Sullivan was very confident of winning and I was as positive the other way. The stockmen of the Territory can now rest assured that the Live Stock Sanitary board will stand out if possible, all illegal branding of cattle in this Territory, and enforce the law. I have nothing to say against Morris. I believe that the Mexican who sold him the cattle misrepresented the matter to him."

BEHIND CLOSED DOORS.

CHICAGO, Ill., April 19.—The investigation of the Civil Service commission into the charges that the police department was used as an agency for extortion while John M. Collins was at the head of that department, was held behind closed doors today. Eight members of the force were examined. The investigation was not completed.

NORRIS GREATLY PLEASSED WITH VISIT

Phoenix Man Tells Of His Impressions Of Prescott

(From Saturday's Daily.)

"You can rest assured that I will be at the unveiling of the O'Neill Rough Rider monument here, on July 3, if not prevented by some unforeseen circumstance," said V. R. Norris, a prominent citizen of the Salt River valley and delegate to the Odd Fellows' grand lodge, before leaving for his home, "and I'll bring half of Phoenix with me."

"Not only the Odd Fellows of your city, but the citizens generally, assisted in giving the visiting delegates a royal reception, and I can assure you that we all leave with pleasant remembrances of our visit."

"You can well look forward to a large delegation of visitors to the unveiling of the monument," he said. "Prescott has the reputation of doing 'Prescott has the reputation, all over the Territory, of doing nothing by halves, and I believe that every Odd Fellow who attended the grand lodge here will be at the unveiling of the monument and the Fourth of July celebration, and will have every one of his neighbors with him who can spare the time."

"When I landed here July 3, 1882, which makes the date of the unveiling the anniversary of my first visit here, Prescott was only a small village. There was not a brick building in the town, and now it has the most magnificent bank and business structures in the Territory, as well as some of the best residence buildings and grounds in Arizona. During my visit in 1882 I saw 'Whiskey row' burn down, and I was surprised this time to see the new buildings built then now replaced with these modern structures built after the disastrous fire of 1900. I know of no people in the Territory that would or could build such a magnificent little city as this in such a short time as Prescott's citizens did when the town was destroyed the last time."

"I was surprised at finding such a metropolitan-like newspaper here as the Journal-Miner. It seems to sell like hot cakes. I wanted to buy a copy before I left but could not find one anywhere. I was informed by one of our delegates that George Mintz had bought out the entire issue of the paper in an effort to keep the news of his arrest from our neighbors in Phoenix. I believe that the story will reach Phoenix ahead of him, anyhow."

Mr. Mintz, it is understood, was needlessly worried, as a Phoenix morning paper, after being apprised of the story, refused to order it, but woke up an attaché of the sheriff's office here, at 2 a. m., with a long distance call, and asked for "free information," which the attaché, being decidedly angry with having been aroused in the wee' morn' hours, refused to give.

WILL SETTLE COPPER QUEEN SUIT ON APRIL 24

(From Saturday's Daily.)

Attorney General E. S. Clark has been requested by Governor J. H. Kibbey to appear in the supreme court of the United States, in Washington, D. C., April 24, when a decision will, in all probability, be rendered in the famous case of the Copper Queen Consolidated Mining company vs. the Territorial Board of Equalization.

The case involves the validity of the action of the Territorial Board of Equalization in 1905, when it ruled the valuation of the mines of Cochise county 1,500 per cent over the assessed valuation returned by the assessor of Cochise county. The action of the board was sustained in the district court, and later in the supreme court, when an appeal was taken by the Copper Queen Consolidated Mining company to the supreme court of the United States. Decisions handed down by the supreme court of this Territory are seldom reversed by the supreme court of the United States. This decision is awaited with interest by the large mining concerns of the Territory.

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