

WATCHES

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WATCHES

ADRIFT 13 DAYS.
Victoria, Oct. 21.—A dispatch from Uelmelet says two Indians who were lost from the sealing schooner Thomas F. Harvard and brought here by the schooner Markland, were adrift in an open canoe for 13 days, with only three biscuits as food and no water for ten days. The Indians allotted themselves one inch of a biscuit a day and sustained on this for nine days.

Then rain came and water was caught in a sail.

ATTITUDE OF LABOR

Results of a Poll of Railroad Shops at Cleveland.
New York, Oct. 21.—Former Governor Myron T. Herrick, of Ohio, came to the republican national headquarters today and made the following statement:

he fell he plunged head first and struck the hard rick bottom. Except for a broken arm and general stiffness Ray was not otherwise injured.

ment: "The best evidence that Ohio will remain true to the republican faith, is found in the attitude of the labor element of the state. A few days ago two polls were taken in the railroad shops at Cleveland, which resulted as follows: Taft, 1,744; Bryan, 516; Doubtful, 491.

The General Demand
of the Well-Informed of the World has always been for a simple, pleasant and efficient liquid laxative remedy of known value; a laxative which physicians could sanction for family use because its component parts are known to them to be wholesome and truly beneficial in effect, acceptable to the system and gentle, yet prompt, in action.

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FINE MINERAL EXHIBITION

Display of Rich Ores at the Bear Drug Store

WINDOW FULL OF WEALTH

Plans and Operations of the Sin Rival Milling and Mining Company of Pinal County. The Old Silver King.

One of the finest mineral exhibits ever displayed in the city of Phoenix from a single group of mines, can now be seen in the west window of the Bear drug store. The ore all comes from the holdings of the Sin Rival Milling and

Mining company, of which John McCabe is the chief owner and promoter. The company owns a group of fifteen mining claims in Pinal county, of which one claim is the old Silver King mine that in its former workings has produced \$19,000,000, but which until this summer has not been worked for a long time and is now being operated only in a small way. McCabe has owned some of the claims for a long time, but secured the Silver King claim about a year ago, and organized the company which has a capital stock of \$3,000,000, par value of stock, \$10. McCabe is president and S. H. Mitchell of this city is the secretary. The company has sold no stock, but proposes to dispose of thirty or forty thousand shares of the 120,000 in the treasury at \$2 per share. This it believes to be a bargain for stock in the old Silver King mine never sold for less than \$100 per share.

The display in the window includes a contour map, two framed pictures of the old Silver King mine and mill, a number of piles of ore from the King and adjoining claims, and some washed samples of high grade silver ore full of wire and native silver, on a box in the rear of the window. There is also an old iron brake shoe that formerly did service on one of the freight wagons of the early days. It is supposed this brake shoe was made by John A. Marshall, a Phoenix blacksmith, or under his directions, in the old days when he was in charge of the blacksmithing shops of the Silver King. The story of the Silver King mine and the rise and fall of the town of Pinal nearby the site of the King reduction works, is an old and an interesting one. No effort will be made to repeat it now, but those interested can ask any resident of twenty years ago and it will be told to him.

The Silver King or rather the Sin Rival properties are 1 1/2 miles north of Price's station on the Phoenix & Eastern railroad, where Mr. McCabe has a small sampler and where he eventually

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from the leading makers of the east. Also a most splendid and select showing of the newest

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It will be to your interest to wait for ours. We intend to make this new department one of our strong features.

—The—

Boston Store

N. Diamond & Bro., Prop.

proposes to build a large reduction plant. One of the units of his big projected enterprise is an aerial tramway from the mines to this reduction sight and in illustration thereof is the big map that hangs over the ore display in the window. The tramway is to be operated by gravity and the map shows nearly all the properties intervening between Price's station and Silver King, over or near which the tramway will pass, the old town of Pinal, the new town of Superior, the Cope property with the Silver adjoining the Superior on the north, which properties Mr. McCabe sold for Joe Cope last year for \$150,000, and other claims sold adjoining them for \$50,000. It is a bird's eye picture of that whole section of the country.

The deepest workings on the old Silver King mine are 1050 feet and lots of people have an idea that the mine is worked out. Mr. McCabe says there is more money in it now than was ever taken from it, only waiting for its proper development and recovery. When Mr. McCabe secured it he went into the old Aaron Mason shaft and at the 100 foot level he drifted east 65 feet, then made an upraise to connect with what is known as the Dr. Jones prospect shaft securing ventilation. In the course of this upraise he followed for 23 feet a fine vein with a pay streak two feet wide and nine inches of which carried 1000 ounces in silver and 12 per cent copper according to returns from the Selby smelting works in San Francisco. This streak was seamed with wire silver which brought the silver values up to \$600 per ton. He has been occupied with this work and the shipping of the ore since last May, demonstrating that the Silver King not only has been but still is a mine from the grass roots down. The rest of the two foot paystreak outside of the nine inches carries 12 per cent copper and from 275 to 265 ounces in silver.

The old dumps of the Silver King are also rich with a vast quantity of ore discarded in the early days because it was of a refractory nature the silver and copper being so mixed it could not be worked by the mill. The only reason for closing down the mine, he says, was because the copper and silver could not be handled together and the wagon haul to Casa Grande and railroad haul to a smelter were prohibitive. He recently made a shipment of ore from these dumps to El Paso that returned 6 1/2 per cent copper and 365 ounces in silver. There are several old and deep shafts on the property and he believes the same kind of ore can be developed in almost unlimited quantities in all of them.

The other claims of the Sin Rival group practically surround the King on three sides. There are numerous open cuts and shafts, totaling altogether about three miles of work, all proving without doubt that the property is wonderfully rich in both silver and copper. No mine ever produced so much silver in those days as the Silver King, which Mr. McCabe believes is in the center of the silver values and though there is silver in all his claims he thinks the copper will predominate on the others, though some of the veins are also very rich in gold. The King was a most remarkable mine in the variety of its minerals as it is of record that fifty-two minerals of a commercial value have been found in it in some quantity.

Speaking of the gold showing on the Sin Rival he says that from his biggest ledge the lowest return he ever secured was \$18. He has also been shipping from the Sin Rival claims quite extensively and has had fine smelter returns but has not got them with him in Phoenix, hence he is making no boasts of them.

He says he has practically four mines in the group but three in particular that he likes to talk about and the four piles of ore in the window come from them. The richest is the white silver and copper ore from

MONTANA SNOWED IN.

Railroad Traffic Tied Up in the Central State.

Butte, Oct. 21.—A dispatch to the Miner from Lewistown, Montana, says railroad traffic in central Montana is tied up by heavy snow drifts. It was necessary today to send out teams to meet the passenger trains enroute to Lewistown and bring passengers and mail to the city. A wind of almost hurricane velocity piled up the snow in immense drifts in every direction.

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