

MINING NEWS Here and Elsewhere

Edited By
ANSON H. SMITH

MAKES EXAMINATION THE PILGRIM MINE

R. K. Humphrey has just concluded the examination of the Pilgrim mine for his clients, having spent the past three weeks at the property. He was surprised with the extent of the mineralization of the big group of veins, and especially of the main vein of the Pilgrim, and his report will be inclined toward favoring the taking over and development of the property.

The Pilgrim was discovered some years ago by William O'Dea, who took in with him M. H. Dempsey. Mr. Dempsey died and willed the property to Mr. O'Dea, who carried on development in various ways. At one time the property was under option to John Brockman, the well known mining operator, who was connected with the Commonwealth, at Pearce. Mr. Brockman sank the shaft to a depth of 400 feet but did not crosscut the vein. After Brockman gave up his option Mr. O'Dea ran a crosscut to the other wall and opened rich ore, similar to that found at the surface. Inability to further prosecute the work on the part of Mr. O'Dea caused the mine to lie idle for several years, but his faith in it never faltered. And now it is to be hoped that a company capable of carrying on a big development campaign will take the property over and operate it on a proper basis. The mine has great merit, is well situated, and can be easily made a producer. It is situated across the valley from Chloride, on the east side of the Black Canyon range. When first discovered the whole country was located, but the locators only did a small amount of work on their claims. The Pilgrim was really the only one showing big values in gold and silver, there being many outcrops on the vein that carried heavy virgin gold. The other veins carried greater values in silver.

"TO MR. WM. ESHOM"

The following poem was written in 1915 by Minnie J. Hardy "To Mr. William Eshom" at a time Mrs. Hardy was visiting at the Eshom ranch. Mrs. Hardy, visiting in Kingman, this, the week of Mr. Eshom's death, recalled having written the poem five years ago.

Cienega Ranch, Ariz.
Since you've been riding on the range,
For more than "twenty year";
Perhaps you will not think it strange
If I size up your gear,
And actions too, and western ways;
And generous open purse,
And send you just a word of praise,
Set down in simple verse.

You'er rough as the mountain cactus,
And comical at that,
You have no more style to you
Than a "yeller" old ranch cat,
But just beneath the outer case,
Shut in from mortal sight
There beats a heart, and camps a soul
"That's pretty darned near right".

You lead a square and honest life,
Your mind from care is free.
You love your neighbor—and his wife,
And that of course suits me.
You smile—Bill Eshom at the world
And it smiles back at you,
And when God sees a happy man,
I think that He smiles too.

So ride your bucking, sway-back horse
Around the old corral,
And "holer" till your throat is hoarse
With your wild, and wooley yell,
Until the rugged hills around
Take up your paean song,
And echo back the cheerful sound,
To help poor souls along.

And if fate—grant but half a chance,
Be sure I'll not be tardy,
In coming back to Eshom's ranch,
Yours always—
M. J. Hardy.

P. S.
And on the final Round-Up-Day
(The world may never miss him)
But Gabriel will surely say,
"Dear Lord receive Bill Eshom."

This poem was written for Mr. Eshom July 20th, 1915.

REFUSES FEDERAL AID

People who have watched the methods employed by Maricopa county to get state and federal aid for their roads will be pleased to note that State Engineer Maddock has refused the request of that county for federal aid on what is known as the Apache Trail. This road runs by way of Roosevelt and over the mountains to Springerville and St. Johns. Mr. Maddock claims that the road is a side issue and cannot command state aid or federal aid. In the position he has taken he is quite right. It would be just as absurd as asking the state and federal government to build a road to Stockton Hill or to any other camp within the county. The state is building two great highways across country and should not be deflected into building a network of roadways that would consume the funds that have been set apart for the other roads.

MCCRACKEN ORE IS SHOWING UP WELL

Supt. Kiley, who has been at the C. O. D. mine the past week making tests on McCracken ores, was in Kingman yesterday on his way home. He reports that good results were had in the tests made, the operations being under the direction of W. W. Widdowson, consulting engineer of the company.

The shaft on the McCracken property has reached a depth of 620 feet, 220 feet below the old level, but so much water has been encountered that nothing further may be done until pumping machinery has been installed. The company, of which Frank A. Garbutt is the president, has been sinking the big shaft for the purpose of getting water for mill and other purposes and it now looks as though their search has been rewarded. Enough water is now developed to take care of the mine output and more will surely be encountered when sinking is resumed. The new machinery is expected to be on hand soon and the work of sinking to a new level will soon be under way.

The company is well financed and with an immense tonnage of ore in the stopes and a well designed mill in operation big results may be expected. The mines are among the largest silver-lead properties in the United States and should be dividend payers for years to come.

GOV. TOM CAMPBELL WILL VISIT COUNTY

Gov. Thomas E. Campbell, accompanied by state engineer Thomas Maddock and some of his assistant engineers, are expected in Kingman tomorrow for a trip into the north part of the county, where they will make an examination of road and other projects. Gov. Campbell is president of the League of the Southwest and is greatly interested in the big dam project in Boulder Canyon. It is probable that he will visit the site of this dam so that he will be personally advised of its wonderful potentialities.

Gov. Campbell is the first governor to make a trip through Mohave county and we feel that our people should give him a hearty welcome.

PEAK WHERE NOAH LANDED

Mount Ararat, in Northwestern Persia, is Now Part of a Recently Created "Buffer" State.

Youthful students of sacred history, if they will look up the map of the near East, will find in the extreme northwestern part of Persia a mountain peak marked Mount Ararat. That should give them a fine starting point, for they will remember that it was on Mount Ararat that Noah, in the Biblical account landed. Mount Ararat is the loftiest peak in Azerbaidjan, 17,000 feet above sea level, but if they have neglected news from Europe they may not know that Azerbaidjan is a new republic established by the political strife in eastern Europe in the expectation that it will act as a political and military buffer for some of the great nations.

The inhabitants of Azerbaidjan are Persians, Armenians, Kurds, Tartars and Arabs, whose valleys are veritable garden spots. It ranks in statistics as one of the most productive spots in all Persia, but young readers will find their chief interest in the fact that it contains Mount Ararat, which gave Noah his first shelter, according to the accepted narrative. The erection of Azerbaidjan as a buffer state brings the remote past and the immediate present together in a way which may also awaken the interest of those who have moved past the years of youthful curiosity.—Pittsburgh Dispatch.

Merely a Good Story.

Wars produce many stories of fiction, some of which the oftener they are told the more they are believed to be true. The Civil war was no exception to this rule, and the story of the apple tree is one of these fictions based on a slight foundation of fact. There was, indeed, an apple orchard on one side of the hill occupied by the Confederate forces. Running diagonally up the hill was a wagon road, which, at one point, ran very near one of the trees, so that the wheels of the vehicles had on that side cut off the roots of the tree, leaving a little embankment. General Babcock, of my staff, reported to me that when he first met General Lee he was sitting on this embankment, with his feet in the road below, and his back resting against the tree. The story had no other foundation than that. Like many other good stories, it would be very good if it was only true.—Memoirs of Ulysses S. Grant.

CHICAGO, ILL., July 19.—Three robbers wanted their wealth in a form easily liquidated. They chose \$1,100 worth of alcohol from the National Beverage Company's plant.

MINER WANT ADS. BEING RESULTS

WILL FURTHER DEVELOP BIG FOUR METALS PROPERTY

The Big Four Metals people are getting matters shaped up for intensive work on their property in the Wallapai mountain, about 20 miles east of Kingman. This week J. E. Castle, of Ridge Farm, Illinois, visited the property and was so well pleased with the showing of ore that contracts were let to R. O. Pierson to sink the shaft to a depth of 100 feet and do some lateral work at that depth. The shaft is now down 42 feet and is in good ore, the vein being five feet wide and the rich silver streak averaging about eight inches. The ore also carries a good percentage of vanadium. Many places have been opened on the vein that show values in the rare mineral, and an estimate gives the property a wonderful value for that mineral alone. Samples of the ore in the possession of this office show silver chlorides and handsome crystals of vanadium.

The mine is well situated on the northeast slope of the Wallapais a good road leading to it from the main highway. Mr. Pierson, who discovered the property, believes it to be one of the good things of that part of the Maynard district and he and associates are to start an intensive development campaign.

OLD KEYSTONE MINE IS BEING UNWATERED

T. H. Fitzgerald, of Los Angeles, one of the principal owners in the Keystone mine, has been here several days, accompanied by a mining engineer, for the purpose of having the mine pumped out and an examination made of the property. The Keystone is situated at Mineral Park and is one of the first discoveries in that basin. For many years it was a heavy producer of gold-silver ore, much of which was shipped to Swansea, Wales, for treatment, there being no smelters on the coast at that time. Many attempts were made to mill and treat the ores, but owing to its many basic metals these attempts were not overly successful. Under present conditions the ore can be treated successfully by flotation and as there are many thousands of tons assessable we feel sure that under proper management the mine would pay well. The equipment of the property is very good, a large milling plant having been erected that may be converted into a successful flotation mill, the whole plant of machinery being driven by electric power, supplied from the big power plant at Kingman.

WEBSTER CITY, Ia., July 19.—Michael John O'Connor, Fort Dodge, Iowa, 100 years and six months old, celebrated the occasion by dancing a jig. "Feel fit as a fiddle, O'Connor remarked after the dance.

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GOLD ORE CONTINUES DEVELOPMENT WORK

Two raises are being carried from the 650 level, west of the main shaft, into the rich ore bodies opened in that part of the property and will be driven through to a connection with the levels above. This ore is high grade mill stuff and the vein is quite large. To the east the drift has been carried through the cave and is now close under the old shaft, where the rich ore found in the level above is expected to be encountered. This ore ran above \$100 per ton, and the best ore was in the bottom of the drift. Should this high grade ore be opened it will give 450 feet of backs in that part of the mine.

The Gold Ore is well situated for economic work and should the big ore bodies be opened it is possible to secure the Gold Road mill through which to recover the gold content. This mill is in good shape for immediate operation and we understand that it can be secured.

SURVEYING NEW ROADWAY

A state corps of engineers is at work laying out the new road through Nelson canyon, or rather to the north of that gorge. This road ascends the high bluffs to the east of Peach Springs and keeps on high mesa ground to a point north of Nelson, whence it gradually dips down into the Aubrey valley near Pica, where it connects with the road that is to be built by Yavapai county. About five miles of this road is to be in Coconino county and that county is being opportuned to build its portion of the highway, or at least allow its part to be built out of the 75% fund in the hands of the state. The roadway is the National Old Trails Road, in which Coconino and the other five northern counties are interested largely.

On the east side of the hills, near Pica, a survey party of Yavapai county is at work laying out its part of the roadway and work is to be commenced on it at once. Yavapai has secured the necessary funds for the building of its roadways, and expect to make the Old Trails through that county a splendid highway.

AMERICAN OF CLEAR VISION

John Willis Griffiths Revolutionized the Science of Merchant Shipbuilding and Naval Architecture.

John Willis Griffiths was the man who revolutionized the science of merchant shipbuilding and naval architecture. In 1841 he appeared before the American Institute in New York and proposed a model for a new ship. He succeeded in interesting William Aspinwall, one of New York's China trade princes, who in 1842 signed a contract to build a ship of 750 tons according to Griffiths' designing.

The ship was completed in January, 1845, and named the Rainbow. The Rainbow sailed for China in February, and was back home again in September to reward her owners with 200 per cent over what she had cost.

John Willis Griffiths was born in New York in 1806, and died there in 1882. He was the inventor of the trap style of hull construction; the builder of the United States steamship Princeton, the first twin screw ocean-going vessel, and was the inventor of the process of bending ship timber in a vacuum. In 1851 he published privately a treatise on naval architecture which attracted comparatively little attention in this country, but its merits were recognized in England, and he became a lecturer in Edinburgh university on naval architecture.

GOLD BUTTE SHAFT ENTERS SULPHIDE ZONE

The shaft of the Gold Butte mine has reached a depth of 73 feet and is now entering the sulphide zone. The sulphide in other parts of the mine was the richest ore in the property and it is expected that the same condition will be found when the complete change is entered.

Tony Hill, who has charge of the property and is a part owner in the option, was at the mine this week and is much pleased with the showing. For hundreds of feet the vein has been opened and good ore found in all the openings.

LONG A PLACE OF WORSHIP

Before the Christian Era Romans Honored Their Gods on the Mountain of Monserrat.

Monserrat, the famous shrine in the Spanish province of Barcelona, illustrates the effect which high mountains have on men. When you climb to the top of a high mountain you feel worshipful and at peace with the universe.

Monserrat is an outlying spur of the Pyrenees which stands all alone, splendidly dominating a rich plain. It is one of the most ancient and famous of Catholic shrines. According to legend, many centuries ago an image of the Virgin was found at the top of the mountain, and it was impossible to move the image. Thus it was shown to men that they should build a shrine on Monserrat.

In medieval times it was a shrine of unexcelled beauty and splendor. An emperor came here to kneel and to cover the great Byzantine church with gold. A queen walked up the mountain barefoot. The great and learned of all the Christian world gathered at Monserrat. Its greatness came to an end in the nineteenth century when the French sacked the shrine and carried away the ornaments.

Now the church has been rebuilt and offers free lodging to the pilgrims who come there still, but the fame and splendor of the place have shrunk. Yet Monserrat will always be a shrine. Before Christ the Romans had a temple of Venus there and before that more than likely savages worshiped their gods on the mountain top. Worship veritably grows in of Monserrat.

GRANTED PERMISSION TO RAISE STAGE RATES

The Kingman-Oatman stage line has been given authority by the corporation commission to raise its rates between these points as well as between Oatman and Needles. Following is the ruling:

ARIZONA CORPORATION COMMISSION.

In the Matter of the Application of the Kingman Stage Line of Kingman, Arizona, for Permission to Increase Rates.

Docket No. 1118-A-272.

Decision No. 1113.

OPINION AND ORDER

Pursuant to notice duly given herein, hearing was held at Needles, California, June 30th, 1920, by L. F. Jones.

Applicant wishes to increase his passenger rates between Kingman and Oatman from \$4.00 one way, \$8.00 round trip, to \$5.00 one way and \$9.00 round trip. Between Oatman and the Colorado River from \$4.00 one way, \$8.00 round trip to \$5.00 one way and \$10.00 round trip.

Upon investigation, and by a statement later furnished this Commission, it has shown that this stage line was operated at a loss owing to the increased costs of gasoline, oil and labor and it is our opinion that the application for increased rates should be granted.

ORDER

IT IS ORDERED: That the application of the Kingman Stage Lines, S. H. Beecher, Proprietor, be, and the same is, hereby authorized to Publish and make effective on ten day's notice to the public and this Commission, passenger rates as follows: Between Kingman and Oatman \$5.00 one way, \$9.00 round trip, between Oatman and Colorado River \$5.00 one way, \$10.00 round trip.

BY ORDER OF THE ARIZONA CORPORATION COMMISSION,
MARGARET A. FERGUSON,
Ast. Secretary.

Dated at Phoenix, Arizona, July 16, 1920.

CATTLEMEN VISIT KINGMAN.

A large number of stockmen are in Kingman this week attending to business affairs. Shipments of cattle to Los Angeles have given local cattlemen enough money to tide them over the depression in the cattle market and it is probable that only a few more sales will be made this year.

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