

THE WEEKLY



ARIZONA MINER

VOLUME VIII.

PRESCOTT, ARIZONA, SATURDAY MORNING, JANUARY 7, 1871.

NUMBER 1.

THE ARIZONA MINER.

PUBLISHED EVERY SATURDAY MORNING.

PRESCOTT, YAVAPAI COUNTY, ARIZONA.

SUBSCRIPTION:

One Copy, One Year. \$7 00
Six Months. 4 00
Three Months. 2 50
25 Magle Caples,

Papers will not be sent unless paid for in adcance, and will invariably be discontinued at the

ADVERTISING:

One square, one time, \$3.00; each additional time, \$1.50. Each additional square, same rate. A liberal discount will be made to persons coninging the same advertisement for three, six, or

Professional or business cards inserted upon resonable terms.

Job Printing.

THE MINER office is well supplied with Presses. Plain, Fancy and Ornamental Type, and the pro-prietor is determined to execute all work with which he may be invored in the neatest and best

Work may be ordered from any part of the creitorr, and, when accompanied with the cash, will be promptly executed and sent by mail, or

Persons sending us money for subscription, altertising or job work, may forward it by small, or otherwise, at their own risk.

Til Lord Tender Notes taken at par in payment for inheription, advertising and Job work. J. H. MARION, Editor and Proprietor.

Business & Professional Cards.

COLES BASHFORD,

ATTORNEY and COUNSELOR-AT-LAW. Tueson, Arizona, Will practice his profession in all the Courts of the Territory.

HARLEY H. CARTTER,

ATTORNEY and COUNSELOR-AT-LAW Prescott, Yavapal County, Arizona. Will aftend to business in all the courts of the Territory sept'69tf

JOHN M. ROUNTREE.

ATTORNEY and COUNSELOR-AT-LAW, Prescott, Arizona.

J. P. HARGRAVE.

ATTORNEY and COUNSELOR-AT-LAW. Montegums atreet, Prescott, Arizona;

JOHN HOWARD,

ATTORNEY and COUNSELOR-AT-LAW, Prescott, Arizona.

Dr. J. N. McCANDLESS.

PHYSICIAN AND SURGEON, (Late of the U. S. Army.)

Offers his services to the people of Prescott and vicinity. Can be found, at all hours, except other professionally recard at his office, in Alben & White's store, Montenums Prescutt, November 7, 1868.

G. W. BARNARD. NOTARY PUBLIC. and Justice of the Peace.

Green-in the Portoffice, north side of the Pinna, jun 1570

R. B. YUILL,

PHYSICIAN AND SURGEON, Wickenburg, Arizona.

J. E. McCAFFRY, ATTORNEY and COUNSELOR-AT-LAW

Main Street, Tueson, A. T.

O. H. CASE, CIVIL ENGINEER,

Prescott, Arizona.

A. WOLFY.

410 Sacramento Street, San Francisco.

WOLFF & FOLKS.

Commission and Forwarding Merchants,

San Bernardino, California.

PHENIX STATION.

Phoenix, Yavapai County, Arizona. Hay and Grain; and the best of Accommodations for Travelers.

The patronage of the traveling public is solicited.
E. K. BUKER.

Phoseix, August 20th, 1870.

MONTEZUMA SALOCN, Montezuma Street, Prescott.

We have recently renovated and fixed up our saloon in fine style, and have noise but the choicest Wines, Liquors, and Segars, for our customers and the public. C. A. LUKE & CO. Prescott, December 3, 1870.

P Blank Mining and Quitelaim Deeds, Special and General Powers-of-Attorney, ele., for sale at the Miner Office.

PURE COD LIVER CIL. HOSTETTER'S BITTERS.

Phonix, ... Salt River.

We make the following extract from a letter from the Hon. Sylvester Mowry, to the Alta California:

PHOENIX, SALINAS RIVER, Arlzona. October 28, 1870.

The ancient remains of the Aztees-alluded to in a former letter-in the valley of the Salinas, are, first the buildings -second, the acequias (water elitches)—and third, the mounds. The mounds are similar to those found in other places on the continent, and seem only to indicate the site of a village. Excavations would probably give pottery, and perhaps human remains, but as yet, no meddlesome ethnological hand has stirred the ashes of these "elip tillicum" (Chinook for first people). The building, or ruins rather, one mile east of the upper ranch, on Salt River is by measurement, one hundred yards by fifty, contains two hundred and ten rooms twenty feet square, was two stories in height. and faces east. There are two outer walls, and a most, which was supplied with water from the accquia, to-day called the Montezoma ditch. This accquia is twelve miles long, perfectly engineered. At the point at which it was taken out of the Salinas River, there is now a difference of level, showing a marked change in the height of the water when it was in use by the Aztecs. This immense building is of stone, like the cases grands of the Gila; and between the inner and outer walls of the fortification-for that it is-are remains of outworks. The main walls are still standing, fifteen feet above the surface of the ground. Everywhere in turning on the soil for new acequius, ancient pottery is to und. glazed and imaged, like the hieroglyphics of Egypt, or the unknown figures of Central America or Peru. But I speculated quite as much as you care to read, in my last letter, on these relies of another people; let us turn to Sait River as it is to-clay SALT BIVER SETTLEMENT - " PHENIX."

The man who first named the present settlement is to my certain knowledge a 'sport,' but he knew the other bird, as well as the cagle bird," and, with a last gosp at his classics, he called it "Phonix," and did well in so doing. To-day's civilization rises from the ashes of the past. It is doubtful if the new will surpass the old in masonry, or water ditches, or pottery; but it will infinitely go beyond it in production, in refinement, in the useful arts, and in population; and in the space it will fill in the history of Arizona and that of the American continent. Fancy then a level valley, with a stream running through it, which affords an average of 50,000 inches of water, and which is highest at the season of the year most needed. So level is the valley that 155 acres out of 160 can easily be irrigated. No clearing of timber, except in places where the mezquit grows, which is Next 150 miles, \$48,000 a mile... 7,200,000 tenacious and difficult to manage, but where Next 573 miles, \$32,000 a mile... 18,370,000 20 miles long by five miles wide, accquias are now being taken out to irrigate the land. The acequia on the south of the river, containing 20,000 inches, is to run twelve miles; the one on the north, with 40,000 inches, is to run 20 miles, and to reach the foot-hills on either side. It is said and I believe with truth-that an area larger than the State of Delaware can be irrigated from the Salipas with small cost-every foot of it good soiland that from the Gila to the Hassayamps, with wells, the whole valley can be watered, a distance of 95 miles, and of varying width, from 10 miles downward. The acequia in use already constructed, runs about 1,000 inches of water, and irrigates about 1,500 acres. It is calculated that 120 inches of water will irrigate 160 acres of land. At Swilling's ranch, a very large body of water runs to waste for want of ground broken for cultivation.

WHAT IS RAISED.

The Salt River Valley produces, like Los Angeles, a great variety of crops. Cotton of similar texture to the Sea Island, from the old black seed—(years ago I gave this seed, obtained from the Pimas villages, to Jefferson Davis and Senator Hammond, of South Carolina, who raised from it Sea Island cotton of good quality); grapes that bear the second year after planting the vine; tobacco. figs, oranges, lemons, sugar-cane, sweet potatoes, the finest ever seen. Corn has not proved a profitable crop—for want of rain—the past two years; I doubt if it ever will. Salt River can exchange its products for those of the Northern country about Prescott. Corn, Irish potatoes and fumber. Irish po-tatoes have been grown in the Valley with only partial success. Small grain, wheat and barley have yielded 1,500 to 2,500 pounds to the acre, according to care of cultivation. Ninety acres produced last year, 24,000 pounds of barley. One farmer assured me he cleared \$1,600 the past year, on twenty acres, his small grain yielding sixty bushels to the acre, but the general confession was—and I was very particular in my inquiries-that the farming was done in the loosest way. "The fact is, Leftenant," said one to me, "You have only to scratch the see, turn on the water, and it laughs right off, with a crop. The cost of harvesting grain is about \$6 per scre—the ground being so favorable for ma-chine gathering.

"O KISS ME AND Go!" said the maid of my heart, and proffered her lips as my pay to depart; "the morn is approaching, my mother will know, my kindest and dearest, O kiss me and go!" She gave me the blessing in such a sweet way, that the thrill of its pleasure enticed me to stay; so we kissed till the morning came in with its glow, she said every moment, "O kiss me and go."

THE deeper you hide anything the sooner

you find it,

Our Legal Rights in the Pacific Railroads.

[From the Chicago Tribene,]

We have examined with some care the grounds of the pretense said to have been put forth by the Union and Central Pacific Railways, that they are under no legal obligation to pay the interest on the bonds issued on their behalf by the United States until the principal matures, a quarter of a century hence. Every step in this examination increases our admiration for the sublime impudence of the great railway swindlers who assume this position. Were it sound it could only show that the United States had allowed itself to be egregiously overreached in its bargain with these companies. We do not believe this has yet been done, but we know that all the power there is in money over corrupt Congressmen will be used to do it at the next and ensuing sessions of Congress, until the National Government shall, through its Attorney General and Secretary of the Treasury, bring up these two reads with a round turn, and make them fultill their contracts or forfeit their plander.

Without doubt, the United States has been victimized heavily by these roads. It would have been cheaper for it to have built the roads itself, and run them, than to advance, as it has done, the whole cost of the roads and then not only have no interest in their profits, but see the debt due it for its advances repudiated, as to the interest, at the same time that a corrupt effort is being made to buy a release from the whole principal. Nevertheless, the United States still has large rights for its own efficient protection from further swindling. It has the right to compel an annual statement of the expenses and profits of these roads, and to assume control of them if it is being defrauded. It has a right to investigate the whole financial management of the roads, and to reduce their inflated nominal capital to the real capital inwested. It is because the Government have efficient power for its own protection against these harples that we deem it our duty to expose, and that of the people to consider and denounce, this most stupendous railway speculation of the age, and one of the greatest financial frauds ever perpetrated.

Let us look at the facts: The total length of the two roads, from Omsha to Sacramento, is 1,758 miles, of which 1,038 have been built by the Union Pacific and 720 by the Central Pacific. For each mile of this distance the United States made a grant of 12,800 acres of land, and, in addition, issued its bonds, payable, the principal in gold and the interest in currency, at the rate of \$16,000 a mile for level, \$32,000 a mile for supposed broken, and \$48,000 a mile for mountainous road. Under these provisions the Central Pacific received in bonds as follows:

First 7 miles, \$16,000 a mile ... \$ 136,000

the road, and authorizing the company to borrow the same amount on first mortgage bonds issued by themselves. As the Gov-\$47,412,000 in bonds. The State and cities of three millions more in aid of the enterprise, so that the company were supplied with aid to the amount of \$50,000,000, and upwards, in bonds alone, apart from the land grant. This, for 720 miles of road, amounts to about \$70,000 a mile for the whole distance for a single track road. This company claims that it has expended \$97,094,922 in building and stocking the road, but we believe there are good grounds to impeach this statement from the beginning, and to show that the road has not, in fact, cost much more than one half the \$50,000,000 received in loans, or, say, \$35,000 a mile for the whole route. The following are the clauses of reservation, in favor of the United States, in the Pacific Railroad Act, whose provisions

extend to both roads:
"Section 5. * * And to secure the repayment to the United States, as hereinafter provided, of the amount of said bonds so issued and delivered to said company, together with all interest thereon which shall have been paid by the United States, the issue of said honds and delivery to the company shall, ipso facto, constitute a first afterwards changed to a second | mortgage on the whole line of railroad and telegraph together with the rolling stock, fixtures, and property of every kind and description, and in consideration of which said bonds may be issued; and on the refusal or failure of said company to redeem said bonds, or any part of them, when required so to do by the Secretary of the Treasury, in accordance with the provisions of this act, the said road, with all the rights, functions, immunities, and appurtenances thereunto belonging, and also all the lands granted to the said company by the United States, which at the time of said default shall remain in the ownership of the said company, may be taken possession of by the Secretary of the Treasury for the use and benefit of the United States, provided, this section shall not apply to that part of any

road now constructed.

Sec. 6. That the grants aforesaid are made upon condition that said company shall pay said bonds at maturity, and shall, etc.,

and all compensation for services rendered for the Government, shall be applied to the payment of said bonds and interest until the whole amount is fully paid * . * and after said road is completed, until said bonds and interest are paid, at least five per centum do so before bot of the net carnings of said road shall also be been extracted.

annually applied to the payment thereof. Sec. 18. That whenever it appears that the net earnings of the entire road and telegraph, including the amount allowed for services rendered for the United States, after deducting all expenditures, including repairs, and the furnishing, running, and managing of said road, shall exceed ten percentum upon its paid to the United States, Congress may reduce the rates of fare thereon, if unreasonable in amount, and may fix and establish the same by law. And the better to accomplish the object of this act, namely, to premote the public interest, and welfare by the construckeeping the same in working order, and to all. secure the Government at all times (but.particularly in time of war) the use and benefit of the same, for postal, military and other purposes, Congress may, at any time, having due regard for the right of sald companies ready beginning to disappear. The Indian named therein, add to, alter, amend, or repeal

Finally, both companies are required to to the proper policy to be pursued. What-make each year to the Secretary of the Treasury a sworn report of their condition, including the names and residences of their stockholders, directors and officers; the amount of stock subscribed, and how much of it is actually paid in; a description of the lines contemplated, and routes surveyed, and their cost; of the receipts from passengers, also from freight; of the expenses of the road, and the indebtedness of the companies.

The fact that two directors are appointed on the part of the Government; that an an nual report is required of the finances of the road; that five per cent, of the net earnings are specially applicable to the payment of the principal and interest due the Government. that the entire roads may be forfeited to the Government on the failure of said companies to redeem said bonds or any part of them, when required so to do by the Secretary of the Treasury; that the word redeem does not mean to pay after maturity, but to "purchase," "boy in," and ransom or cancel a debt before it is due; that, under this provision, the Secretary of the Treasury may, if he finds that this company is in possession of funds not needed for the construction of their road, require them to apply those funds to buy in and redeem, now, the bonds issued in their behalf by the United States; and, if they have heretofore converted to their own use, or distributed as fraudulent profits to the Credit Mobilier, any funds which were not in good faith needed for an honest and fair building of the road, the Secretary may require a return of these wasted funds, and an application of them to the redemption of the national bonds now octstanding, and on which the Government is paying interestfrom all these facts we affirm that Secretary Boutwell is responsible to the country for any swindle the Government may sustain at the hands of these roads, as he has full power to know their condition and to compel them, to the extent of their means, to redeem, not only the interest, but the principal of the bonds issued by the Government, without They had meanwhile procured an amend- waiting until they fall due, thirty years from ment to the act allowing these bonds to be the date of their issue. Applying these reissued as a second instead of a first lien on served powers to the Pacific roads, if the Secretary shall find that they have actually cost an average of only \$35,000 to \$40,000 per mile, or one-half the public aid they have ernment, in order to obtain payment of its received, exclusive of the land grant, it then second mortgage, would have to pay off the becomes his duty to inquire what has been first, this practically doubled the credit done with the other half, and why it should loaned by the Government, making it not now be made to respond to his requisition, that it should be used in redeemingof California also gave their bonds to upwards i. e., buying in and canceling-the Government bonds issued for their benefit. If it has been distributed in the form of cash to the members of the Credit Mobilier, when it should have been employed in redeeming the companies from their debts, the Secretary can regard the company and its inner ring as identical, and require them to devote the surplus over the fair cost of construction, to redeeming the national bonds.

The Union Pacific Railway Company alleges that its cost of road was \$106,245,978. These figures are evidently cooked up to cover the amount of Government aid granted and of capital stock allowed, which are together,

\$107,907,300. The actual cost of building the road has not been much, if any, greater than the first mortgage bonds which amounted to \$27,-237,000. But, besides there, they have issued \$26,915,000 of United States bonds, \$10,400,-8 income bonds. In short, while inventing ingenious appliances for extracting all the capital from the road in the form of "profits to the ring," they are piling up debt in endless quantity against the road in all the forms which the ingenuity of railroad thieves has ever invented, even to the extent of mortgaging its future income-all with the evident intent of getting out from under the final collapse, and leaving the government to lose its own debt and pay such as it must of

Besides furnishing these two roads with \$100,000,000 of credit, which was then twice now propose to repudiate, and \$3,500,000 per year for twenty-seven years longer, it is stated that the whole available assets of both roads will be used as a corruption fund, to buy up enough members of Congress to carry through the further plans of both companies, viz, to obtain their release from all obligations to redeem the Government bonds now or hereafter. We call upon the Administraprompt measures toward compelling both roads to redeem a portion of their bonds and pay their interest each year, and to institute a general reform in their management. Or if great Pacific Railroad cocoanut at all, let it do so before both the milk and the mest have Kentuck—he has sandy mustash and ways been extracted.

Mining in Arizona.

Of all the Territories in the United States, Arizona has been, perhaps, the most unfavorably situated as regards the conditions of immediate development. Difficulty and cost of transportation, the hostility of warlike and eruel Indians, general ignorance on the part cost, exclusive of the five per centum to be of the public concerning the great natural resources of the country, and the lack of capital to assist industrial emerprises, have all combined to hinder the progress of this territory towards that wealth and prosperity which fit is destined to attain. It is surprising, that in the face of such obstacles the mining tion of said railroad and telegraph line, and history of Arizona should have survived at keeping the same in working order, and to all. The phenomenon is only to be explained; by the fact of extraordinary natural advantages.

The evils to which we have referred act but temporary in their nature, and are atquestion is the most pressing; and that is not complicated in Arizona with any doubts asthe tribes of other regions, all parties are agreed that the only thing to be done with the Apaches is to fight them. If this is done vigorously, there can be but one result. They will be thoroughly subdued or completely exterminated.

Next to this in necessity is the acquisition of information concerning the resources of Arizona. Recognizing the fundamental importance of this measure, the United States ommissioner of Mining Statistics has devoted the greater part of the means at his disposal during the present year to an examination of that Territory. The field-notes aiready received are in many respects highly encouraging. It appears that, buried in the lepths of this remote region, there are mines and mills, managed with economy and success, of which the general public bears but little. Though these enterprises are as yet but few in number, their very existence, under the adverse circomstances to which we have referred, is a proof of remarkable natural advantages, which must afford a basis for ex-

traordinary prosperity hereafter.
For instance, the Big Bug Mining Company is working a mine about twenty-five miles from Prescott, hanling the ore one or two miles to the stamp mill, and regularly reducing the ore twelve tons daily, at a profit, in spite of imperfect machinery and excessive transportation. The ore at present extracted is decomposed and easily treated; and the supply in view, of this quality of material, is sufficient for two years' operations. Meanwhile, in each of three shafts massive sulphurets have been reached in depth, promis-ing a permanent production for the future, though requiring a change, when the time comes, in the method of treatment. The business-like regularity and economy of the operations of this company are worthy of high praise, and we do not see why its prospects should not be considered both sound and brilliant.

The Vulture mine, no one needs to be told, is one of the most valuable in the United States. When capital comes to the aid of labor in Arizona, we expect to see many other enterprises started into life, as healthy and active as the two we have mentioned. There are many valuable mining properties around Prescott, but most of them are poorly developed; and the same is true of other mining districts in Arizona.

We bear that English capital is being largely invested this year on the Pacific coast, and that some of it has turned to Arizona. Let us hope that it will be directed with skill and prodence, so that no failures, due to the stupidity or dishonesty of managers, shall be unjustly charged against this Territory, for which nature has done so much, and man hitherto so little.—The New York Engineering and Mining Journal.

THE Holly Springs Reporter vividly des-cribes the negro as he is:

We hear complaints of the negro in every section of our country. In town it is almost an impossibility to get negro cooks; and when obtained, they leave on the slightest pretext and when the slightest pretext is not given, they attend "meetings" every night, and shout and scream till morning, and are unfitted for work during the day. In the country many negroes are neglecting their crops, and cotton and corn are ruining in the fields. A great many have gone in debt for clothing. supplies and gew-game, and owe more than their crops will realize. They argue, therefore, that it is folly to pick out cotton and gather corn for other men to enjoy. Our crops are poor enough, in all conscience, and the indolence and worthlessness of the negro are making them five fold worse. We learn that in some neighborhoods the negroes leave their work for whole days together to attend negro militia meetings and negro fanerals. A friend informs us that they are presching the funerals of negroes who died fifteen years ago. If the negro does not improve, and bitter experience tells us there is little hope, the sum required to build them, and paying other labor will have to be introduced, or \$7,000,000 of interest which the companies farmers will be compelled to cease their efforts farmers will be compelled to cease their efforts to make crops. The condition of the entire southern country illustrates forcibly the ten-

A carpet-bag revenue officer in South Carolina recently ran away from his wife, and the bereaved wife writes to the Louisville Chief of Police for information. This is what tion, and especially upon the Secretary of the she says of him: "He came into Kentucky to Treasury and the Attorney-General, to take go into polaticks he was one of John Brown's men and was with him in Maryland he is a good atump speaker can edit a newspaper deliver lectures and teach achool and is quite a friend to the colored people he tryes to make the Government must take possession of the himself notable where ever he is he was a sesser of eternal revnaw before he went to

dency and effects of radical reconstruction

and negro tegislation.