

MINES AND RAILS LEAD DEVELOPMENT

Co-operation of S. P. With Mines Increases
Business and Population

The vast, wealth-laden territory west of the Rocky Mountains owes its development primarily to two agencies—Mining and Railroad.

The attention of the world was first attracted to the West with the announcement of the discovery of gold. A great influx of people followed and the tales of the resources and possibilities in the West spread to all parts of the globe.

The one great obstacle in the way of development was the lack of transportation facilities. The long, perilous voyage around Cape Horn in "windjammers" mitigated against any considerable interchange of commerce. Fortunately there were captains of industry and finance possessed of broad vision, courage and sufficient faith in the future of the West to conceive and bring to completion great systems of transcontinental railways. Among these the Southern Pacific were the first lines.

For many years there were nothing but main lines of railroads through the mining territory and the ores and rich minerals were transported to the railroads by mules, donkeys and horses from mines far back in the mountains. The placer mining camps of the early days were about the only ones located adjacent to the railroad.

In the last twenty-five years the greater mining development on the Southern Pacific has been in Nevada and in Arizona and New Mexico. Operations in these districts have resulted in very heavy movements of mining supplies such as concentrating, smelting and other treating machinery, explosives, timbers and fuel.

There also has developed a very heavy outbound tonnage of bullion and other finished or semi-finished mineral products from the mines.

S. P. Co-Operates

The policy of the Southern Pacific always has been to co-operate in the development of these properties. In doing so it has followed the plan of publishing reasonable freight rates on the materials and supplies used in the mines and in the treatment of the products of the mines, with low rates on the ores or on the manufactured products out of the smelters.

In the adjustment of rates on the products of the mines it has been the policy to establish schedules based upon the values of the product. The principle has been recognized that a producer of ore worth \$100 a ton can afford to pay a higher charge than can the producer of ore valued at \$20.

This has been done in recognition of the fact that the great bulk of the ore transported would be of lesser value and with the view of encouraging the greatest possible production of low grade ores, so that in the aggregate would be transported sufficient volume of tonnage to afford a reasonable return on the investment.

The company also has encouraged to the fullest extent the treatment of minerals at the point of production. These policies have resulted in the maintenance of the closest possible feeling of co-operation between mine owners and the railroad, bringing about constantly increasing population in the mountain and desert regions, with development in the thriving industrial cities, where only a few years ago there was nothing but struggling mining camps.

Twenty-five years ago both mining and railroad development in Arizona were in their infancy. Then the assessed value of all railroads operating within the state was less than \$3,000,000, while the assessed value of mining property of all description was less than \$2,000,000.

Assessed Valuations

The assessed valuations in 1921 forcefully show how the railroads and the mines constantly have progressed in the pioneering work of development.

The assessed valuation of the railroads of Arizona for this later year amounted to more than \$101,000,000 while that of the mining properties was more than \$497,000,000.

This enormous increase in the mining development in Arizona, from a comparatively insignificant copper producer twenty-five years ago to the greatest copper producing section of the United States today, has been due to a marked degree to the railroad development.

It is considered highly significant that some of the greatest copper producing sections of the state actually have been developed only after the railroads were built into those territories.

One example of this was in the construction of what now is the Arizona Eastern Railroad, a line 124 miles long, into Globe, for one large mine. As a result, the extensive low grade properties in the vicinity of Miami were developed. The mines at Ray were developed in a similar manner following construction of a branch line railroad to Winkelman.

Mining experts declare it is a great question as to whether the low grade bodies in the vicinity of Miami and Ray ever would have been developed had it not been for the fact that branch railroad lines previously had been constructed to serve other territories.

The story of development work in New Mexico, Nevada and in other sections is a similar one.

ARIZONA ENDORSES DIAMOND CREEK DAM

PHOENIX, Dec. 27.—W. S. Norviel, state water commissioner of Arizona, today granted a permit to James B. Grand, Phoenix engineer, for the construction of a \$40,000,000 power dam on the Colorado river at the mouth of Diamond Creek, 28 miles north of Peach Springs, Ariz., and approximately 100 miles above the site of the proposed Boulder canyon dam. The Diamond creek dam is to generate 200,000 horsepower.

Application will be made to the federal power commission at its next meeting in Washington January 8 for a license for the construction and operation of the project. Mr. Grand said tonight. Mr. Grand declared he felt certain the federal commission would issue the license, as he was granted a permit for the site two years ago and a contract was entered into whereby the commission agreed to issue the license upon completion of certain development work on the site. This development work has been completed, Mr. Grand stated.

Construction of the dam will start late in January, according to present plans, and the project will require approximately two years for completion.

The permit, Mr. Norviel stated tonight, in no way conflicts with the provisions of the Colorado compact, recently signed at Santa Fe, N. M.

Upon receipt of the permit today, Mr. Grand paid a fee of \$10,065 to the state water commissioner's office. He also filed with the water commissioner an assignment of the permit to the Colorado River Engineering & Development company, an Arizona corporation, formed recently for the purpose of constructing and operating the project.

Grist Gathered at the Court House

The demurrer filed on behalf of Alex Arnett, contestee in the election contest for constable in which C. H. Farnsworth of Metcalf is contestant was argued the early part of the week by the attorneys for the parties and submitted. Later Judge sustained the same on the ground that the court had no jurisdiction.

R. A. Hooker, vs. G. E. Head and M. E. Head is the title of a case filed in the Superior Court this week. The plaintiff alleges in his complaint that there is due and owing him the sum of \$2686.73 on account of goods and merchandise furnished the defendants while doing business at Duncan, Arizona. Claims of fourteen business firms were assigned to the plaintiff.

RECORDED INSTRUMENTS

Chattel Mortgages—

Mrs. Katie Fritz, et. al., to J. C. Nave.

Rudolph Ariaz to Scott Garage.

Julian Gabaldon et. ux., to First National Bank.

Jose S. Escobedo to Scott Garage.

E. E. Burgess et. ux. to The Valley Bank.

Miguel V. Montoya to The Valley Bank.

M. M. Skaling to The Valley Bank.

Alejandro Cuevas to The Valley Bank.

James Brothers to The First National Bank.

Location Notices—

Luckie No. 3, by E. M. Luckie, et. al.

Luckie No. 4, by E. M. Luckie, et. al.

Luckie No. 5, by E. M. Luckie et. al.

Conditional Sale and Agreements—

Scott Garage and Nettie Branyon.

Johnson Motor Company and Pickens Anderson.

Power of Attorney—

Hartford Accident and Ind. Co., to Thurel L. Hicks.

Writs of Attachment—

First National Bank vs. Mangus Elrage.

First National Bank vs. Ed Elrage.

Warranty Deed—

George Sutherland to Adam Sliger.

Bills of Sale—

George Sutherland to Adam Sliger.

Baldomero Hagas, to Eli Ringsmith.

Eli Ringsmith to L. J. Reinhart.

Patent —

United States of America to The Heirs of Theophilus S. Maley.

Satisfaction of Mortgages—

First National Bank to J. J. Filliman.

Arizona Copper Company to G. J. Filliman.

Phelps Dodge Mercantile Company to J. J. Filliman.

Boulder Mortgage Company to C. F. Hill.

Gila Valley Bank and Trust Co. to L. J. Reinhart.

Proof of Labor—

On San Ramon Mining Claim by Perfecto Calderon, et. al.

Notice of Possessory Right—

On Land, by James Hovverrocker.

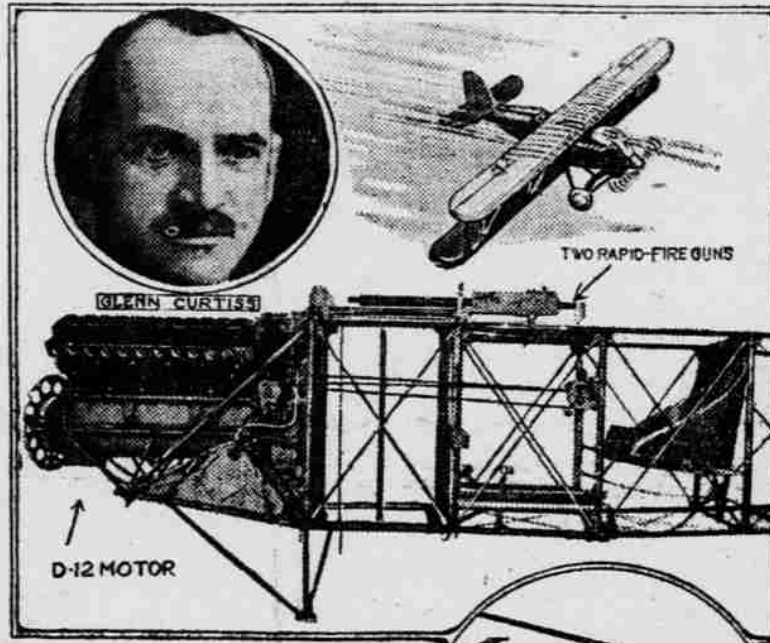
Nothing can kill all the apple orchards on the Frisco River. Drink our fresh, pure, sweet, unadulterated cider and regain your lost hope. Apples too. See DAVIS, Hill's Flat near Davidson's New meat market.—Adv.

TO ENFORCE TRAFFIC REGULATIONS—

Joe Dock, Town Marshal, has announced that beginning with the first of the new year, traffic ordinances regarding speeding, parking, etc., will be rigidly enforced. The marshal says there has been too much speeding in the town limits and if motorists persist in violating the ordinance in this respect they will have to pay the penalty.

Mr. and Mrs. Andrew Liddell, of Douglas, returned home on Wednesday after spending Christmas with relatives.

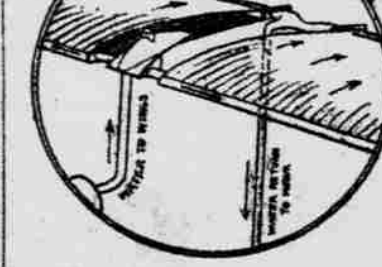
Fastest Pursuit Plane in World Gives America War Mastery of Sky



Skeleton View of New Curtiss Pursuit Plane, Showing Metal Construction.

The test performance of a new Curtiss Pursuit Plane has caused a sensation in the Army and Navy services. Ever since the Pulitzer Race at Detroit, in which a new all-American motor finished in the first four places, it has been expected that military planes of a super-type would make their appearance at almost any time. The actual performance of the first pursuit ship of a series surpasses expectation.

In many respects, this aeroplane is a departure from precedent. It uses the same Curtiss motor used in the racing ship at Detroit. It is equipped with wing radiators, the most radical advance in the art of cooling a motor since 1917, and which reduces the resistance of the air almost to zero. These features were expected. The construction, however, is said to possess, also, a new feature, in that the entire machine can be stored for a period of twenty years, if necessary,



Engine Water is Cooled by Wing Radiation—Diagram Indicates How Water is Pumped Through Thin Grooves in Wing Surface.

and taken out of storage, ready to assemble and fly on twenty-four hours' notice.

This machine is also stated to be the first real fighting ship of all-American construction and design. While tests are not completed, expert opinion is that it is not only the fastest, but also the most powerful fighting ship in existence in any nation today.

PASSENGER JUMPS FROM GOLDEN STATE

DOUGLAS, Dec. 17.—Douglas railroad officials were notified yesterday morning that a passenger on the Golden State which went through Douglas about 1 o'clock was missing and must be somewhere in the mountains surrounding Douglas. The man was found unconscious in the hills east of Douglas about 10:00 o'clock and a short time afterward was brought to the city.

The passenger's name is John Moffat, and he boarded the train at Hutchinson, Kansas, with a ticket routed to Mesa. He acted queerly. The conductor and porter persuaded him to retire at Rodeo and fastened the curtains of his berth and believed him to be asleep until the train reached Osborne. In the darkness it was impossible to find him and besides searching parties had a wide area to search over before they found him. He was in a partially conscious condition when found with deep scalp wounds and a wound on his forehead. He was still in an exhausted state late last night.

The man's brother in Mesa has been notified and will reach Douglas today. The sick man is in Calumet hospital. No explanation could be made as to how he got off the train, but it is believed he jumped.

Why work the rich copper deposits of Morenci, Metcalf and Polaris when you can get fresh pure cider at \$1.50 per gallon—free from preservatives and other adulterants.—Adv.

Mrs. Laura M. Hoyt Recommends Chamberlain's Tablets

"I have frequently used Chamberlain's Tablets, during the past three years, and have found them splendid for headache and bilious attacks. I am only too pleased, at any time, to speak a word in praise of them." writes Mrs. Laura M. Hoyt, Rockport, N. Y.

PEOPLE OF OUR TOWN



This prosperous Gent with the Care-free Air is a Steady Advertiser. Business is Good, and Bank Account is Growing every day and a New Car roosts in the Garage. His only Worry is that his Competitor will Wake Up some day and be a Steady Advertiser too, in which case he Wouldn't have it So Soft.

GOOD ROADS MEN WILL CONVENE AT DOUGLAS JAN. 15

PHOENIX, Dec. 22. — Tentative plans for the annual meeting of the Arizona Good Roads association at Douglas, January 15, were worked out at a meeting of the association directors held here Tuesday afternoon. All sessions of the convention will be held at the Hotel Gadsden, it was determined.

Invitations will be extended to Governor-elect George W. P. Hunt, George Purdy Bullard, president of the Arizona Automobile club, and representatives of the U. S. bureau of good roads and the Automobile Club of Southern California to appear as speakers on the program, it was announced yesterday.

Monte Mansfield of Tucson, Dr. A. J. Chandler and Harry Welch secretary of the association, were named a committee to draft a program for the convention.

The directors discussed the method of handling resolutions. It was agreed that all resolutions should be put in writing and submitted to the resolutions committee.

On the question of appointment of committee for the annual meeting, it was suggested that the president appoint the committees in advance of the meeting and as soon as it was known who would attend as delegates. It was agreed that Sam Baillie should act as chairman of the committee on credentials, the president making the appointment so that counties could be notified of this appointment and advise the names of their representatives who would be present.

Directors who attended the meeting were Gustav Becker, W. W. Pace, A. J. Chandler, C. E. Owens, Monte Mansfield, Sam Baillie and C. C. Stuckey.

UNIVERSITY PRESIDENT COMING

Announcement is made by L. F. Sweeting, secretary of the Clifton Commercial Club, that Dr. C. H. Marvin, President of the University of Arizona, will be in Clifton on Wednesday, January 3rd, and will deliver and address at the Auditorium the same evening at eight o'clock. Dr. Marvin succeeded Dr. Von Klein Smid as the head of the University about six months ago coming from the University of Southern California to Arizona. He is said to be a forceful speaker and will tell of the plans of himself and the Board of Regents for making the University a greater institution for the boys and girls of Arizona.

EL PASO BANKER HERE—

Crawford Harvie, vice-president of the Border National Bank of El Paso is in the city, the guest of E. H. Green, vice-president of The First National Bank.

If YOU HAVE
no appetite, indigestion, Wind in Stomach, Sick Headache, Run Down, you will find
Tutt's Pills
what you need. They tone the weak stomach, and build up the system.

PROSPECTS FOR AGRICULTURE IN 1923

New Year's Statement and Resume of Agricultural Conditions and Prospects from Secretary of Agriculture Wallace

Twelve months ago most of the six million farmers of the United States were starting on the long hard climb out of the valley of economic depression. They have not yet attained the heights which are bathed in the grateful sunshine of prosperity. Some, indeed, have fallen by the way. Others are still in the valley. Nevertheless, as we stop a bit and look backward we can see that very considerable ground has been gained by the great majority, and we can enter the New Year with renewed hope and with that courage which comes from the realization that we are really making progress.

A year ago, when speaking of the prospects for farming in 1922, I said that while there was no reason to expect boom times for the farmer in the near future, there was promise of better times, both for the farmer and for those whose business is largely dependent upon him. The year has brought fulfillment of that promise. Speaking generally, times are better, much better, than a year ago, both for agriculture and for industry.

Crops have been good, on the whole. Prices of the major crops are mostly considerably higher. While there has been a corresponding advance in the prices of the things the farmer must buy, the total sum which farmers will receive for the crops of this year is greater by a billion and a half dollars or more than that which they received for the crops of last year. This will certainly mean better times on the farm, and farm folks will be able to ease up a little on the grinding economy they were forced to practice the preceding year.

The labor cost of producing the crops of 1922 was still further reduced. There were some substantial reductions in freight rates. Much helpful legislation has been enacted and more will be this winter. Interest rates are lower and the credit strain has been eased. This has made it possible for many farmers who were rather heavily involved to refund their obligations and get themselves in condition to win through.

There are still some dark spots, in some sections weather conditions were unfavorable and crops were short, and farmers in these sections are having a very hard time of it. Freight rates are still too high, especially for those who must pay for a long haul to market.

Taxes are high, but this is largely due to the increase in local taxes, over which farmers themselves must exercise control.

There has been gratifying growth in farmers' cooperative marketing associations, and more of them are being organized on a sound business basis.

The peril in the agricultural depression is more keenly realized by other groups than ever before, and on every hand a sincere desire is being evidenced to do what can be done to help.

Don't spend all your money for gasoline. Give the Greenlee County fruit growers a chance. Buy pure fresh cider and good apples and get exercise. See Davis, Hill's Flat.—Adv.

NAME COMMITTEES FOR ROAD MEETING

SPRINGVILLE, Ariz., Dec. 28.—Gustav Becker, President of the Arizona Good Roads Association has today appointed Dr. A. J. Chandler of Chandler to be in charge of the committee on Resolutions at the annual meeting of the Arizona Good Roads Association to be held at Douglas, January 15th. (Other appointments made by Mr. Becker are: Monte Mansfield of Tucson to be Chairman, Committee on Program, and Sam G. Baillie to have charge of the Committee on Credentials. Mr. Baillie will make every effort to have that committee present a full report by noon on the day of the meeting.)

Each County will have one member on each of the committees, which are: Resolutions, Nominations, and Credentials, and all other Committees which may be appointed. Each Board of Supervisors and City and Town is entitled to appoint five delegates, each Commercial organization two delegates. All delegates must be present in person to vote. No proxies will be allowed. A large attendance is assured and some vigorous discussion is promised over the many subjects which will be presented by different speakers.

The City of Douglas is making ample preparation to receive and entertain all who attend this great meeting.

Be safe to help the farmer better his condition. Everything considered, we have good reason to expect still better things for agriculture in the year 1923.

Drink pure CIDER fresh from the largest orchard on the Frisco River and forget it. Also eat good apples of fine flavor and juice. See L. S. DAVIS, Hill's Flat, near Davidson's Sanitary meat market.—Adv.

Breaks colds in time safely
A small dosage
brings quick relief to scratchy, irritated throats. Cough eases, phlegm clears away, inflamed tissues are soothed. Now—before a slight cough becomes a serious ailment—break it up with
DR. KING'S NEW DISCOVERY
—a syrup for coughs & colds
EXPERT CERTIFIED PUBLIC ACCOUNTANT
COST ACCOUNTING
Mine Accounting a Specialty
BOOKS OPENED AND CLOSED DOUBLE ENTRY
Keep Your Books Right and Know How Much Money You Are Losing
I can help you with the apparently complicated Income Tax Statements.
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Lytona BAKING POWDER
Honest Packages
A full 16-ounce pound in every can—no fancy advertising stunts, premiums, coupons or costly frills—just a fine quality baking powder sold honestly. It never fails!
Write for 64-page Cook Book—it's FREE!
Rumford Chemical Works
East St. Louis, Ill.

DR. CHAS. E. RHONE
DENTIST
HAMPTON BUILDING
Dr. Vernon M. Blythe announces the re-opening of his Dental office in its old location in the Hampton Building on East Side. Dr. Chas. E. Rhone, formerly of Casa Grande, practicing Dentist in Arizona for 10 years, will be in charge for the present.

Short Order Cafe and Confectionery
"The Only Place in Town"
Lunch Counter — Hot Coffee — Cold Drinks
Mexican Dishes
The Massey Cafe and Confectionery
CHASE CREEK STREET