

# AMERICAN WAND AWAKES SONORA

### Transformation Wrought by Enterprise in Sleepy State.

## MINERS OPEN THE WAY

### Immense Investments Follow Rich Discoveries by Californians. Great Railroads Pierce Country.

BY IRA E. BENNETT  
HERMOSILLO, Sonora, Mexico, Nov. 2.—(Special Correspondence.)—Remarkable forces are at work in this remote and sparsely settled Mexican state. The student of civilization will find here an absorbing field of study, for here he will find civilization in the making. This is one of the last of the old frontiers, and the admixture of Mexican and Indian population adds color to the drama as it unfolds. Upon the crumbling ruins of the old Spanish occupation and the tottering Mexican succession a being built a new modern community, full of oddities and incongruities.

Like most of the Western communities which are now reckoned as civilized, Sonora begins by attracting attention to her mineral wealth. Miners are the real pioneers. They go where farmers and traders fear to tread.

**Miners the Pioneers.**

Sonora has always had a fascination for the old Californians who have gone up and down the world seeking gold. Many of them carry tattered maps in their pockets showing just where rich old bonanzas are. Some of them have realized the dream of years by actually penetrating the Sonoran wilds and locating an "antigua." These locations have led to other explorations, covering a dozen years or so, resulting in discoveries which have attracted the attention of capitalists in the East and in England. Thus there have been built up such big camps as Cananea, Nacozari, Minas Prietas and others.

The development of mines has led to the opening of ranches, and cattle ranges on a large scale. A packing plant will be established at Cananea, which will handle native meats. This plant will find a ready market for its product, as the duty upon American meat products is very high.

**Old "Jerkwater" Railroad.**

For years the only railroad in Sonora was the line running from Nogales to Guaymas. Locally and in Arizona this road is known as "The Burro." It was renowned all along the Pacific Coast as the finest sample of a jerkwater railroad in the world. The fireman and engineer often found themselves shy of firewood, and it was their custom to get out and cut a lot at the head of a grade, and then, after steaming up, to roll pell-mell down the grade, in the wild hope that Providence and momentum would lift them up the hill again. Usually they were disappointed. It is said that burros were employed occasionally to haul the engine to the top of the grade, while the conductor played monte with the passengers and the engineer took a nap.

Now this jerkwater road is becoming part of an enormous line stretching from British Columbia to the City of Mexico. A struggle between E. H. Harriman and the Mexican Central for the rich coast trade of Mexico has developed, and the sonorous valleys of Sonora are resounding with the activities of railroad building. The Yaqui is being pushed back into the fastnesses of the Sierra Madre, and he will never reappear again. Among the Indians and Mexicans have appeared gangs of pig-stickered Chinese, armed with picks and shovels, digging and smoothing the path of civilization.

**Harriman's New Railroad.**

The operations of the Harriman interests in Northwestern Mexico are on a great scale. The headquarters of the work are at Tucson, but there are branch headquarters here and at Guaymas and Alamos. The official name of the new railroad is the Cananea, Yaqui River & Pacific. About \$50,000,000 has been appropriated for the work already outlined. The road begins at Empalme, about nine kilometers northeast of Guaymas, on the Gulf of California, and runs southward to the Yaqui River, near Cocorit, a distance of 70 miles. It then branches, one line running northward and the other southward. The north line runs from Cocorit through the Yaqui Valley, tapping rich mining districts and connecting at the American border, near Douglas, Ariz., with the Harriman lines. This road will open up the Yaqui River Valley to agricultural development and enable the development of many rich mining fields.

The southerly branch of the new railroad will run from Cocorit to Alamos. From Alamos the road will run through the State of Sinaloa, the Territory of Tepic and the State of Jalisco to Guadalupe, a rich and historic community which promises to become one of the great cities of the American continent.

**No Chinese Exclusion.**

In the course of its meanderings the railroad will touch Culiacan, the capital of Sinaloa; Mazatlan, the principal port on the Mexican Pacific Coast; Tepic, the capital of the territory of that name; San Marcos, Rosario and other mining centers. Running between these and the Sierras, this railroad will develop the richest agricultural and mining regions of Western Mexico and afford an outlet through the ports of Mazatlan and Guaymas for the produce of fields and mines.

About 120 kilometers of this road have been completed and 100 kilometers are in operation, being the stretch between Guaymas and Cocorit. Track-laying is going on rapidly. A steamer is now on the way from Shanghai for Guaymas with 200 Chinese laborers. Mexico imposes no objection to the importation of contract labor and has no Chinese exclusion laws. The laborers now employed in railroad construction are Mexicans, Yaqui Indians and Chinese, with American bosses and superintendents.

The ends of the earth appear to have been drawn upon for material for this road. Purchasing Agent Warner is importing 1,000,000 ties from Murovan, Japan; steel rails from Dusseldorf, Germany; Andrewar, Scotland and Bilbao, Spain, and cement from Antwerp. The bridges will be constructed of steel furnished by the American Bridge Company.

Naturally the drowsy little port of Guaymas has begun to stir up and take notice as ships of many flags appear in the harbor, loaded with men and material for the new railroad. Hermosillo, too, is awakening, since all the official business is transacted here, and mining enterprises of pith and moment are centering there. Alamos, Cocorit and other junctions promise to become thriving towns.

The Mexican Central and the Southern Pacific are said to have shared Mexican business at El Paso, and it was reported

# New Cure for Rupture

New Scientific Appliance, Always a Perfect Fit—Adjustable to Any Size Person—Easy, Comfortable, Never Slips, No Obnoxious Springs or Pads—Costs Less Than Many Common Trusses, Women or Children.

I Send It On Approval—You Wear It—If You Are Not Satisfied, I Refund Your Money.

I have invented a rupture appliance that I can safely say, by 30 years' experience in the rupture business, is the only one that will absolutely hold the rupture and never slip and yet is cool, comfortable, conforms to every movement of the body without chafing or burning and costs less than many ordinary trusses; I have put the price so low that any person,



rich or poor, can buy, and I absolutely guarantee it to make it the worst enemies tend to you—you wear it, and if it doesn't satisfy you send it back to me and I will refund your money. That is the fairest proposition ever made by a rupture specialist. The banks or any responsible citizen in Marshall, Mass., tell you that in the way I do business—always absolutely on the square.

Here is what Mr. J. E. Brooks, a prominent manufacturer of Bethlehem, Pa., writes: "Dear Sir:—I have been ruptured six years and have always had trouble with it. I got your appliance. It is very easy to wear. It fits great and snug, and is not in the way at any time, day or night. In fact at times I did not know I had it on until I adapted itself to the shape of the body and I was in. It would be a veritable God-send to the unfortunate who suffer from rupture, if all could procure the Brooks Rupture Appliance and wear it. They certainly would never regret it. My rupture is all healed up and nothing ever did it but your appliance. J. E. Brooks."

If you have tried most everything else, come to me. Where others fail is where I have the greatest success. Write me today and I will send you my book on Rupture and its cure, showing my appliance and giving you prices and names of people who have tried it and been cured. It is instant relief when all others fail. Remember I use no knives, no harness, no ties. Just a straight business deal at a reasonable price.

G. E. BROOKS, 2483 Brooks Building, Marshall, Mich.

that a similar traffic arrangement was to be made upon the completion of the Harriman line to Guadalupe. The City of Mexico was to be reached from Guadalupe over the Mexican Central. But the Mexican central began to build a line of its own toward Manzanillo, on the Pacific. It is now understood that friendship has ceased between these powerful interests and that each is straining every nerve to capture the west coast business.

**American Mining Enterprises.**

Railroading and mining together are opening Sonora to civilization. Mining thus far has accomplished more than all other agent of progress. Some of the mining enterprises in this state are conducted on a great scale, notably those at Cananea and Nacozari. The Cananea Consolidated Copper Company, commonly known as the Cananea, or Greene, company, employs 5000 men and supports a town of 25,000 people, of whom about three-tenths are Americans and the balance Mexicans. This enterprise was started in 1898. The district is now recognized as one of the richest copper fields in the world. The plant consists of an immense smelter and refinery, railroad facilities, and all accessories, the total investment being about \$15,000,000.

On the Sonora Railroad Colonel Greene is opening two other big properties, the Mina Grande and Soledad groups. He is active also in railroad building, and is regarded all around, as the Cecil Rhodes of Sonora.

The interests of Phelps, Dodge & Co. in Sonora are very large. This company, whose plant at Douglas is admired by all mining men, owns the railroad running from Douglas to Nacozari, in this state. The road is being extended southward, opening up a rich mining and farming region. At Nacozari the Phelps-Dodge Company has a large smelter and supports a town of 4000 people. This company has expended millions in opening

## Tricked by Dyspepsia

The Doctor Couldn't Tell Where the Trouble Lay.

"For the past seven years I have been a victim of dyspepsia and chronic constipation and indigestion, consulted the most noted specialists to be found on diseases of this character. None, however, seemed to locate the difficulty or give relief. In addition to this medical treatment, I have resorted to the use of many remedies and have given them faithful trial, but all to no purpose.

"Upon the recommendation of a close friend, I purchased a 50c package of Stuart's Dyspepsia Tablets and in less than five days noticed that I was receiving more benefit than from any remedy I had used before. I continued to use the tablets after each meal for one month and by that time my stomach was in a healthy condition, capable of digesting anything which my increasing appetite demanded.

"I have not experienced any return of my former trouble, though three months have elapsed since taking your remedy."

We wish that you could see with your own eyes the countless other bona-fide signed letters from grateful men and women all over the land who had suffered years of agony with dyspepsia, tried every known remedy and consulted eminent specialists without result, until they gave Stuart's Dyspepsia Tablets a trial. Like the doctor above, they couldn't locate the seat of the trouble.

Dyspepsia is a disease which has long baffled physicians. So difficult of location is the disease that cure seems next to miraculous. There is only one way to treat dyspepsia—to supply the elements which nature has ordained to perform this function and to cause them to enter the digestive organs, supplying the fluids which they lack. Stuart's Dyspepsia Tablets alone fill these requirements, as is shown by the fact that 40,000 physicians in the United States and Canada unite in recommending them to their patients for stomach disorders.

We do not claim or expect Stuart's Dyspepsia Tablets to cure anything but disordered conditions of the stomach and other digestive organs, but this they never fail to do. They work upon the inner lining of the stomach and intestines, stimulate the gastric glands and aid in the secretion of juices necessary to digestion.

Stuart's Dyspepsia Tablets are for sale by all druggists at 50 cents a box. One box will frequently effect a perfect cure. If in doubt and wish more adequate proof, send us your name and address and we will gladly mail you a sample package free.

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up copper mines in Arizona and Sonora, and has recently engaged in coal mining in Colfax County, in Northern New Mexico, on an extensive scale.

One of the big gold fields of Sonora is owned and operated by John W. Gates and his associates at Minas San Juan Batista, which is supposed to be enormously rich.

**Ancient Jesuit Mine.**

Another important gold camp is that dominated by the Giroux Mining Company, 30 miles east of Carbo.

The San Juan Batista group, near the old "mineral" of San Juan, is now being developed. These are "antiguas," or old mines, worked in the eighteenth century by the Jesuits. The silver ground out in the ancient arrastras, ruins of which are still to be seen, was taken to the City of Mexico on muleback, an interminable journey. San Juan Batista was in old times the capital of Sonora, a region which stretched almost to Canada. The mission church, a beautiful specimen of ecclesiastical architecture of the Spanish order, stands in a partly ruined state. The San Juan mines yield silver, copper and gold, and are being developed under direction of George P. Woodward, of Montezuma, who rededicated them.

Colonel Epes Randolph, the right-hand man of E. H. Harriman in railroad operation and construction in Arizona and Sonora, is the principal owner of the Llano de Oro property in Sonora, where a mill of 200 stamps is being installed. The Llano de Oro, as implied by its name, is a plain or

valley yielding placer gold in a conglomerate of cement and gravel. The mines are said to have yielded \$600,000 in 1905.

The transformation of Sonora, resulting from these railroad and mining operations, is of interest in a sociological sense. The Jesuits and Dominicans have long since passed away. The mission bells, which still hang in the ruined bell-towers, have not rung for decades. The Mexican population, fringing the Sonora Railroad and occupying small ranches along the streams, is face to face with the American invasion. The scenes resulting from this commingling of the old and the new are sometimes grotesque. It is not unusual, for instance, to see blanket Indians hanging about smelters and mines, looking in blank amazement upon the operation of electrical machinery. Occasionally a band of Yaquis swoops down upon a party traveling in an automobile, and the struggle between old and new takes a mighty practical turn as the bullets fly.

The Mexican people, as a rule, are glad to see Americans come in and develop their country. They make fair laborers, and unless the lower classes are full of mesal, they are peaceable. The higher classes, comprising the officials, are very friendly to the Americans. Some of the better-class Mexicans are men of high character and cultivation, such as a man as General Luis B. Torres, for example, being a credit to his country and his race. He has had a long and arduous struggle with the Yaquis, and has displayed abilities of the highest order in his campaigns against these implacable natives. The Yaqui troubles have been greatly overrated on ac-

count of the ubiquity of the savages. They are comparatively few, but their ability to get over the ground and bob up in unexpected places is remarkable. With the construction of railroads their sphere of activity will be greatly circumscribed, and a few years more will see them permanently isolated. At present, in some out-of-the-way mining districts, a guard is necessary in travelling.

## ASKS TO TAKE UP FIGHT

Standard Oil Charged With Trying to Work Government.

CHICAGO, Nov. 10.—(Special.)—That the Government has been incited by the Standard Oil Company to an attack upon the National Oil & Refining Company was charged by the company's attorney, D. W. Parker, of Chicago. The concern and its three subsidiary corporations are under investigation by the postal authorities on suspicion that their promoters have been making more rosette claims in their literature than they are justified in sending through the mails.

A startling development in the situation was the unexpected return to the city of Secretary Discus, of the company, from a recent hurried departure with its books and papers, which was considered suspicious by the Government investigators. Discus brought the books and placed them in Mr. Parker's hands.

"When we first struck oil, we found our market limited," said Mr. Parker,

## LOWERS OLDFIELD'S TIME

Auto Fifty-mile Race Results at Philadelphia.

PHILADELPHIA, Nov. 10.—(Special.)—E. Wallace captured the 50-mile championship event here today in the record time of 1:01:05. This breaks the track record of Barney Oldfield of 1:02. Ernest Koller finished second and Frank Yeager third. The mile was made in the remarkable time of 1:56. The only change of positions was on the 36th lap, when Koller dropped back to third, and then regained second place on the 46th lap.

**NEW MARK FOR 300 YARDS**

Hillman Surprises Athletes at Madison Square Meet.

NEW YORK, Nov. 10.—The National Indoor track and field championships of the Amateur Athletic Union of the United States, which began last night in the Madison Square Garden, were finished tonight. One of the night's events was the Defeat of Melvin W. Sheppard, the Amer-

## LATE STYLES

In ladies' waists just arrived in all the late colorings of plaid at Le Palais Royal, 315 Washington st.

**Lawyers Finish Argument.**

SALT LAKE CITY, Nov. 10.—Arguments on the demurrer of the Utah Fuel Company to the complaint filed by the Government in its effort to recover coal lands alleged to have been secured by fraud was finished in the United States District Court today. The closing speaker was John M. Waldron, attorney for the coal company. The Government has 15 days in which to file a brief covering the questions raised by the defendant.

**Mothers Meet at Jamestown.**

PHILADELPHIA, Nov. 10.—Mrs. Frederick Schorr, of this city, president of the National Congress of Mothers, today announced that the organization will have charge of the Jamestown Exposition. The tenth annual meeting will be held in Los Angeles May 19, 1907.