

## **Chapter 9**

### **The History of Mining at Superior**

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#### **Early History, 1875-1910**

The mining of precious metals in the present day Superior area got off to a very sporadic start with silver and gold as its economic base until it finally reached stability and lasting prosperity with the mining of copper ore. Copper had been overlooked until its true value was recognized and developed by the Magma Copper Company, organized in 1910.

In 1875, the Irene Claim located by Irene Vail, and the Hub Claim discovered by William Tuttle (both claims later composing the Silver Queen mine) were to become the nucleus of the Magma mine at Superior.

The Gem and Hastings group of gold mining claims were located shortly thereafter and mills were constructed to recover the gold. These mills were worked from 1876 to 1882. These gold mining claims also played an important role in the early years that led to the establishment of the town of Superior.

The mining camp itself was not quite sure of its identity in its early days being first known as Queen, then Hastings.

However, the mining camp was located at the site of present day Superior at the foot of Apache Leap mountain, at the east end of a valley of foothills, almost completely surrounded by mountains. Queen Creek flowed out of Apache Leap westward across the valley toward the towering, picturesque Picket Post mountain. In these early years Queen Creek ran all year and was subjected to unexpected rises that gushed forth from the mountain, sweeping boulders, tree limbs and anything else in its path along with it. The mining camp was officially named Queen when the Queen post office was established there on April 21, 1881.

Queen, with a population of about one hundred people, had a general store, saloons, a boarding house, a restaurant and two hotels—a total of about twenty buildings, numerous tents and a few dug outs. Queen also had a Gem 20-stamp pan amalgamation mill, located along Queen Creek at the east of town. The mill was owned and operated by a clothing merchant from San Francisco named Hastings. There was also a 5-stamp plate mill located at the site of what was originally known as the Gem tunnel on the north side of Queen Creek. These mills erected to work gold were both

failures—probably because there was not enough gold to make them pay.

The Queen post office was closed September 5, 1881, recording the death of the mining camp known as Queen. The mills closed down and Hastings left the area about a year later. Thereafter, the settlement was shown as Hastings by a dot on an 1882 map of the Pioneer Mining District.

In the early days the Apaches had occupied this remote country in and around the pioneer settlement. In an attempt to protect the early settlers, General George Stoneman established a military camp in the mountains east of Superior in 1870, which he called Pinal Camp.

The Pinal camp was later taken up by Robert Irion and is presently called both Pinal Ranch and Irion's Ranch. In 1871 General Stoneman moved the camp to the foot of Picket Post mountain where he began constructing a road, known as Stoneman's Grade, from what he called Camp Picket Post through the Pinal mountains towards Globe. The road was never completed but it was at the foot of this road that the Silver King Mine was first discovered in 1873 and later rediscovered in 1875. Pinal City was located about 5 miles southwest of the Silver King and its name was placed on maps after July 5, 1871, when General Stoneman moved his troops to Queen Creek from the old Camp Pinal site at the Irion Ranch. L. DeArnett had a cattle ranch nearby and by the time the Silver King mine began operations, there were a few buildings located in this area. In 1877 DeArnett sold his ranch to the Silver King Company for their mill.

The Silver King mine was the silver bonanza which produced the fabulous town of Silver King and sparked the rapid growth of the mill town of Pinal. People flocked to the area from all directions even though traveling in this area was hazardous due to the marauding Apaches. The town of Silver King boomed for about eleven years and died in 1888, and the town of Pinal died with it.

However, during the boom days of the Silver King, a man by the name of George Lobb, Sr., a native of England, was working as a level boss at the Silver King mine. There in 1881, Lobb, who was destined to become the founder of Superior, met his future wife, Minnie Trevethan, and they were married in Globe in 1884. George P. Hunt (later the first Governor of the state of

Arizona) served them their wedding supper in the Old Dominion Hotel. Three sons were born to the couple: Richard "Dick" Thomas, William "Archie" Archibald, and George Nathaniel. When the Silver King mine shut down and people hastily vacated the area which later became one of Arizona's great ghost town attractions, Lobb and his family remained in the area.

There was very little activity except cattle ranching in the Queen-Hastings area in 1897 when Lobb went over from the Silver King and relocated the Gem and Hastings mining claims which he named the Golden Eagle Group. At this time the settlement consisted of a few frame buildings and several tent houses. In 1899 a mining engineer named George Chittenden took a bond and lease on the Golden Eagle Group and hired Lobb and his sons Dick and Archie to work there. The operation lasted about a year, then shut down.

Between that time and 1902, Lobb, his sons Dick and Archie, Richard Trevethan and Wiley Holman obtained a lease from the Silver Queen Mining Company, and, working the dumps, shipped several cars of ore during the next year and a half. Lobb built a general store with living quarters in the rear, which was located on the north side of Main Street at the site of the parking lot of Superior's present post office.

In 1902, Lobb sold his Golden Eagle Group to a Michigan based Company, the Lake Superior and Arizona Mining Company. The company was interested in the copper value of the property.

Lobb laid out the townsite which was named Superior after the Lake Superior and Arizona Mining Company (L.S. & A.) when the Superior post office was established in Lobb's general store on December 29, 1902. George Lobb was appointed as the town's first postmaster.

George Lobb, Sr., a man of vision with mining in his blood, founded the town of Superior on an initial savings of \$10,000.00 which he buried in tin cans in the yard of his home at the Silver King. When he moved his wife, Minnie, and their youngest son, George, over to their new home in the living quarters of the general store, Lobb neglected to dig up his money. After the excitement and the ordeal of the move, Lobb suddenly remembered this fact and quickly dispatched his sons, Dick and Archie, back over to the Silver King to get it.

The L.S. & A. started operations on October 16, 1902. The first employees were: A.C. Seabath, manager and superintendent; C.O. Brown, foreman; and miners George Lobb, Sr., W.A. Lobb, Charley Finch, and Richard Trevethan.

As word spread that work was available at the L.S. & A. mine at Superior, people began moving to the community. An article on Superior printed in the Arizona (Florence) Blade newspaper dated April 2, 1904, reads as follows:

Superior, bids fair to become within the next few years, one of the biggest copper and gold producing camps in the territory if not in the United States. The camp is located three miles east of Pinal, at the foot of the Pinal mountains where the Queen Creek Canyon cuts through.

The town at present consists mainly of primitive board houses and many tents. There is a store, Post Office, boarding house, blacksmith shop etc. A few of the residences are fitted up for permanent

dwellings and the presence of ladies is shown by lace curtains, flowers and exterior decoration. The comforts of home are taking the place of "roughing it" that characterizes all new towns.

At present the town is dependent entirely upon the operations of the Arizona & Lake Superior Mining Co.

The L.S. & A. continued to prosper bringing slow but steady growth to Superior until 1909, when it wavered between closing or remaining open. A state of anxiety settled over the community but the mine remained open. Meanwhile, William Boyce Thompson, a native of Montana, who obtained great satisfaction from taking a mining property which others had discarded as worthless and turning it into a moneymaker, had purchased the Inspiration mine twenty miles east of Superior.

When he was certain that the Inspiration mine, which had been worked and reworked for silver and copper ore and abandoned, was a prosperous venture, Thompson sent his mining engineers out on a search for other abandoned copper deposits. The search led to Superior and the Silver Queen mine, which had a single shaft 400 feet deep and which had, in over thirty years of history, produced barely 50 tons of ore.

Thompson bought the Silver Queen mining property for \$130,000 and he and his partner, George Gunn, organized the Magma Copper Company in 1910. Thompson named his new mine the Magma. By 1912, sufficient development work had been done to convince Thompson that the Magma would be profitable and he started buying other nearby claims.

The L.S. & A. mine shut down in 1912. The company's mining equipment was hauled by wagons to the valley. This marked the end of an era at Superior.

### **The Magma Copper Company, 1910-1941**

The Magma mine was to prove to be rich beyond Thompson's wildest imagination and would bring unbelievable security and prosperity to the town of Superior.

Shortly after the L.S. & A. mine shut down, the property was purchased by the Magma Copper Company. The merger of the Silver Queen with Lobb's Golden Eagle group (the L.S. & A.) was a historical event as the mining claims which had kept the pioneer settlement alive were now on the threshold of the beginning of a mining operation that would one day grow into one of the biggest ore producers in the southwest.

The original concentrator built by the Magma Copper Company began making concentrates in April of 1914. The Magma entered into a contract with John Hendricks to haul the high grade ore from the mine and concentrator by wagon to the Phoenix and Eastern Railroad at Florence where it was transferred to railroad cars and shipped to the American Smelting & Refining Company at Hayden.

Hendricks had several wagons and trailers on the road at all times and was paid \$10.00 per ton for hauling the ore and concentrates to Florence unless he was given a back haul of supplies for the mine, in which case he was paid \$7.50 per ton each way. Each wagon outfit operated by Hendricks consisted of one lead wagon with two trailer wagons powered by thirty-two horses or

mules. Each outfit left Superior with approximately 30 tons of ore or concentrates which, weather permitting, was delivered the next day at the railroad at Florence. During wet weather it was sometimes necessary, due to the depth of the mud, to drop one or both of the trailers on the desert between Hewitt Station and Florence until the weather cleared and the roads again became passable.

W. C. Browning, general manager of the Magma Copper Company, soon realized that this method of getting Magma's product to the railroad and operating supplies back for the mine at Superior was not only very expensive, but was becoming inadequate due to the increased output of the mine. Browning recommended to the Board of Directors headed by W. H. Aldridge, president of the company that some other method of getting their product to a railroad be found.

The board asked Browning to obtain an estimate of the cost of constructing an aerial tramway from Superior to Miami; also an estimate of the cost of a truck road from Superior to Ray. The surveys and estimates were made and submitted to Aldridge. Aldridge and Browning both felt that neither of the propositions would be satisfactory in solving their transportation problem. They decided to investigate the possibility of building a narrow gauge railroad from Superior to the Phoenix & Eastern Railroad near Florence.

E. G. Dentzer, who had worked under Aldridge and Browning at Thompson's Inspiration Copper Company, and who had considerable railroad location and construction experience, was borrowed from Inspiration to explore the feasibility of building a narrow gauge railroad into Superior. The Phoenix & Eastern Railroad had offered to build a standard gauge railroad to Superior, but the cost as applied to the current value of the Magma mine, was prohibitive.

At a meeting attended by Aldridge, Browning and Dentzer, Aldridge said, "I feel that neither the aerial tramway nor the truck road to Ray have much merit and that as the value of the mine warrants an expenditure for ore transportation to a railroad of only \$165,000.00, it would be impossible to build a standard gauge railroad to Superior. However, if it is possible to build any kind of a narrow gauge railroad for the money available, it will be better than either of the other two propositions, even if we have to pull the ore cars with mules."

The surveys were made for a railroad with a maximum curvature of 100-foot radius curves and a maximum grade of 4% from Superior to Webster (later Magma Junction) on the Phoenix & Eastern Railroad.

During the summer of 1914, The Magma Arizona Railroad was incorporated and rights of way for the actual roadbed obtained. In October 1914, MacArthur Brothers Company was awarded a contract to construct a 36-inch gauge railroad (standard gauge railroad is 56-1/2 inches between rails) from Webster to Superior. Construction under the supervision of chief engineer Dentzer, commenced in November 1914, and was completed in May of 1915. In June 1915, the Magma Arizona Railroad went into operation as a common carrier under the supervision of the Magma mine superintendent, E. H. Lundquist.

At that time, the assets of the railroad consisted of 31 miles of track built of 30 pound rails; one saddle tank steam locomotive; ten four-wheeled steel dump cars; four eight-wheeled wooden, drop-door gondola cars; one eight-wheeled wooden box car; and one four-wheeled, homemade, open-sided passenger car with seats for 12 people. The total cost was within the allotted \$165,000.

By the time the railroad was completed, more equipment was needed to handle the increased output of the mine and concentrator. During the following five years, another saddle tank locomotive and two heavier locomotives equipped with tenders were added. Also, additional ore cars, flat cars, box cars and a combination passenger and baggage car were placed in use. Early in 1916, Dentzer was made superintendent of the railroad.

The world was at war when, on March 4, 1915, a young man named Frank G. Sarver came to Superior from Phoenix to work as a \$2.75-a-day laborer during the construction of the second addition to the Magma Copper Company mill. He eventually worked his way up to assistant to the president during a 45-year career with Magma. Sarver saw the company grow from a small operation with a work force of 150 men to over 1100; he remembered when Superior was an isolated mining camp where miners walked over the trail from Miami to rustle for work.

Superior experienced many changes. The Magma Copper Company built a frame hospital and provided a club house for recreational purposes for its employees. The clubhouse had a gymnasium, a swimming pool with bath houses, and tennis court where boxing and dancing were held, weather permitting. Hotels were built, streets were laid out and named for early day residents, and the town took shape, growing into two communities—the upper east end called "American Town", and the west end called "Mexican Town."

In 1920, the mine had increased in size and value to the point that the Magma Copper Company, under the leadership of Charles F. Ayer, who had succeeded W. H. Aldridge as president, decided to build a smelter at Superior to treat its ores and concentrates.

As it was considered impractical to transfer the heavy steel needed in smelter construction to the narrow gauge to haul it to Superior, the Magma Arizona Railroad Company decided to convert its track to standard gauge. Surveys for the standard gauge were started immediately under chief engineer Dentzer and field engineer W. Whitaker. Because the standard gauge specifications called for a maximum curvature of 12-1/2 degrees and a maximum grade of 2% (except from the Superior depot to the mine which was 4%), it was not feasible to use any part of the narrow gauge roadbed. Late in 1921, a contract for the construction of the present railroad was awarded to Toohy Brothers Construction Company. In April 1923, the narrow gauge railroad was junked and the standard gauge operating on 70 pound rails was a reality.

The original equipment of the standard gauge railroad consisted of a new one-hundred ton consolidated steam locomotive (No. 5); ten second hand 50-ton steel, bottom-dump gondola ore cars; four second hand 50-ton box



cars; four second hand 50-ton flat cars; and one second hand combination passenger and baggage coach. Shortly after the standard gauge went into operation, a second hand 75-ton Consolidated locomotive which had been used for many years on the run from Lordsburg, New Mexico, to Clifton, Arizona, was purchased from the now defunct El Paso and Southwestern Railroad. It was Magma's No.6.

The railroad was operated by E.G. Dentzer as superintendent until 1925, when he became assistant general manager. From 1940, until his retirement in 1944, he was general manager, director and vice president of the railroad.

In the days of the narrow gauge railroad Magma carried almost all of the passenger traffic from Phoenix, since the dirt roads were suitable for only horse-drawn wagons and Model T Fords. Improved roads were built from Mesa, through Superior, to Miami and automobiles took over the passenger traffic. In 1938, passenger and mail service was discontinued and since that time the Magma Copper Company Railroad has carried freight only.

Early in 1950, No. 7 locomotive was purchased from a Louisiana lumber company. At that time Magma had three steam locomotives operating on its railroad which had become a great attraction for railroad buffs. With 30 miles of track plus several plant tracks, the Magma Arizona Railroad was the longest, 100% steam, common carrier operating in the United States.

The Magma floated a \$3.6 million bond issue in 1922 for the construction of the Magma smelter with the capacity of 3 million pounds a month. The smelter, which Thompson had said would be "the finest, not the biggest" began operating March 31, 1924. It consisted of a roaster plant, a 300-foot stack for the gasses, a reverberatory furnace and a power plant, which utilized the waste heat from the furnace boilers for its steam driven compressor. The steam whistle at the Magma smelter could be heard for miles. It blew at regular intervals through the day, noting shift changes, and the town ran on smelter time, setting their clocks by the whistle blasts. On Armistice day, the whistle blew for one minute at 11:00 a.m. and people bowed their heads, giving thanks that World War I was over, and in memory of those who died in it.

The short, soft toot of the whistle at midnight did not disturb the sleeping population, but the scream of the disaster signal chilled the blood of the entire town. On November 24, 1927, when fire swept down the No. 2 shaft, hundreds of townspeople rushed to the mine, where they waited anxiously for word concerning their fathers, husbands, sons, brothers and friends who were on shift, while the mine rescue squad worked through the fire and smoke. Seven men died in that fire, one of Arizona's worst mine disasters. No. 2 shaft was sealed off in 1929.

During the 1920s, in addition to the building of the smelter and the standard gauge railroad, the Magma Copper Company engaged in a great deal of construction work in the town of Superior. Houses were built along both sides of present day High School Avenue for the mine bosses and this section of Superior was known as

"Jiggerville." Houses were built along both sides of Smelter Road for the smelter superintendent and foremen and thereafter this section of Superior was known as "Smelter Town."

In 1929, Magma built a new brick hospital which consisted of two wings, one for rooms for patients and the other for living quarters for the nurses. In 1947, the hospital's southern wing was enlarged. Brick for the construction during the 1920s came from a brick yard at Superior managed by a man named Jack Davey. Magma extended a railroad spur from the Magma Arizona Railroad to the brick plant.

The mine prospered and the town grew in size and population. By the time the smelter was converting 617 tons of ore daily into blister copper ingots, a new shaft, No. 5, was down 650 feet. During the first full month of operation the Magma smelter produced 1,981,614 pounds of 99% pure blister copper.

With the crash of 1929, banks were closing and the country experienced the worst depression in history. The Old Dominion Bank at Superior closed in 1931, making it very difficult for merchants to conduct their business. The mines around Superior began closing down, but the Magma continued to produce ore while the town wondered if, or when, it would shut down. However, the Magma remained open although work hours and production were reduced; the community did not suffer the hardship of unemployment which struck other industrial towns in America.

During the 1930s, the mill and smelter shut down for brief periods, then opened and continued operations. The WPA projects, the CCC camps, and the soil conservation programs came to Superior and government food was distributed to the needy, but generally speaking the town did not really know what the depression was. The Magma Scholarship, a \$1600 award to competing seniors at the Superior High School who wanted a higher education, started in 1930, was omitted during 1933 and 1934.

Shortly after the tragic mine fire in 1927, Magma hired John Benton Wight, a Texas born ex-forest ranger, rancher and ex-deputy sheriff as a watchman. Later, Wight was to hold the title of administrative chief of plant protection. During the depression years when the banks were closed, one of Wight's duties was to ride in Magma's limousine along with other guards and the company chauffeur, George McDaniels, to Phoenix to bring back cash for the Magma payroll on company paydays. The "limo" which bristled with sawed-off shotguns and pistols, held out of sight, left Superior early in the morning and drove directly to the basement of a Phoenix bank. The password was given and the big doors opened and closed immediately after the automobile entered. The bank manager had the cash ready and the men and the vehicle quickly left the basement of the bank and the city.

These trips to Phoenix were so top secret that only the men riding "shotgun" knew when, where and how the money was obtained for the cash payroll. Occasionally, departure times and cars were switched in order to prevent high-jacking. A trip to Phoenix in those days



was not easy. The roads were mostly unpaved and subject to washouts.

During the 1930s, a lease from the Magma Copper Company was obtained by Sam Herron and Con Lassiter to mine the L.S. & A. property for gold ore. A number of rich veins were discovered and the Lassiter and Herron mining operation employed a small number of men before they shut down.

Magma was considered a hot mine because of its high rock temperature. In early 1935, a crosscut on the 4,000-foot level intersected the vein and the rock temperature was found to be 140 degrees.

Early in 1937, Magma installed two underground refrigeration units at the 3600-foot level which at that time was the lowest working level of the mine. The two units were selected instead of one larger unit because all equipment had to be lowered through shaft compartments 40 by 60 inches in size. It was more feasible to use two separate units because continuous operation could be maintained by one unit while the other was shut down for cleaning condenser tubes. By changing valves, either set of cooling coils could be connected to either refrigeration unit. Each unit had a 140-ton capacity.

Mine water that drained into the working levels from underground sources was used as condenser water. Four-inch pipe was installed for circulation of chilled water from the refrigeration plant to the cooling coils on the two levels. The chilled water was pumped to various stations through coils. Fans blew air through the coils while water was simultaneously sprayed on the outside of the coils to remove dust from the air. When the water became warm, it was returned to the refrigeration units for recharging and returned to the coils for continuous circulation. This process, still in actual use at Magma's underground mine but with larger and more powerful equipment, proved to be a project worthy of further expansion.

In 1939, Magma increased the capacity of its cooling plant. The records showed that efficiency of the workers in the cooled area of the mine was considerably improved. A third chiller identical to the first two was installed. Levels 3400, 3600, 3800, and 4000 were now air conditioned and results were so gratifying that the company resolved that all future underground development work at the Magma would be planned so that immediate cooling would take place as each new level was opened up. Of all the improvements at the Magma mine, no other was more important than the air conditioning of the underground workings.

When Magma Copper Company first decided on the underground air-conditioning system, they went to Dr. Willis H. Carrier, who invented the first air-conditioning unit in 1902. When Dr. Carrier, who pioneered the installation of underground air conditioning, designed the system for Magma's underground workings, he had already designed and installed air conditioning at the Robinson Deep Mine in Johannesburg, South Africa.

The air conditioning of the Magma mine was selected as a National Historical Engineering Landmark by the American Society of Mechanical Engineers. The mine

was the only underground copper operation in the Southwest with a refrigerated air-conditioning system.

In 1941, the Japanese attack on Pearl Harbor brought the country into the Second World War. The labor situation at Magma Copper Company became critical as higher wages in defense plants attracted many miners and the company's eligible young men joined the various branches of the military services. Although wages paid by Magma were higher than they had been since the First World War, daily production began to drop.

Mexican-Americans, either not eligible to enter the armed forces, or untrained for skilled defense plant work, gradually began to constitute a greater majority of Magma's work force. However, the labor problem was soon solved and by 1942, the production for defense shifted into high gear at the Magma mine. Decades of greater prosperity for Magma lay ahead.

William Boyce Thompson died in 1930. His partner, George Gunn, died in 1913. These two men who organized the Magma Copper Company played a very important role in the development of Arizona's great copper industry.

## **Other Mining Properties in the Superior Area, 1875-1941**

Other early day mining properties in and near the Superior area included the Queen Creek Copper Company, the Grand Pacific, Calumet & Arizona, Black Diamond, the McGinnell Copper Mining Company, the Magma Apex Copper Company, and the Belmont Mining Company.

During the 1920s, the Belmont Mining Company spent nearly a million dollars in exploration work, and when it began operating it appeared that this would become the second largest mining industry at Superior. The Belmont was largely financed with Michigan and Scotland money with a board of directors and a secretary located at Phoenix in the Heard Building.

In the late 1920s, the Belmont was advertising for a blacksmith and tool sharpener with the job paying \$6.19 per day. Abraham Perkins, a blacksmith by trade, who was working at the Miami Copper Company earning \$5.23 a day, applied for the job at the Belmont and was hired. Perkins moved his family to Superior. The executives of the Belmont Mining Company required their employees to buy stock in the company at 25 cents a share. Perkins signed up for \$25.00 a month in stock and the amount was withheld from his paychecks.

Transportation to and from the mine site was provided for men working for the Belmont. An employee of the Alabam Truck Lines picked the men up at the Bob Jones Drug Store every day before shift and drove them to their job site in a truck with a boxed in bed equipped with seats. At the end of their shift the men were driven back to the Jones Drug Store. In between these times the Alabam truck driver hauled timbers and other supplies to the Belmont mine.

In 1929, eight months after Perkins was hired and had acquired 800 shares of stock, the Belmont Mining Company shut down. Shortly thereafter, The Belmont property was sub-leased by a pioneer resident of Superior, Charles H. Smith, who also served as caretaker. After

Smith ceased mining operations, water from the Belmont Mine was sold to the town's water company. On April 2, 1955, Smith's son, Frederick "Fred", became president of both the Belmont Mining Company and the Queen Creek Copper Company.

The Magma Copper Company purchased the Magma Apex Copper Co. on August 23, 1957. These claims were located adjacent to Magma's mining claims on its northwest boundary. The Apex was controlled by a group from Phoenix and Chandler. The deed was signed by James J. Cox, Jr., president.

The Queen Creek Copper Co. was purchased by Magma on June 18, 1958. These claims were immediately south of Magma's L.S. & A. property line. There was money from Scotland involved in the Queen Creek Copper Co. and the deed was also signed by James J. Cox, Jr. Frederick Smith was the local representative.

The Magma Copper Company bought the Belmont Mining Company on April 18, 1961. The Belmont was just south of the Queen Creek Copper Co. claims. The deed was signed by Frederick Smith, President.

The Reymert mine, approximately 11 miles southwest of Superior, was relocated about 1880 by James DeNoon Reymert, a native of Norway who came to the territory of Arizona in 1876. Reymert opened a law office in the town of Pinal, edited the Pinal Drill newspaper and founded the mining camp of DeNoon.

By 1889, the Reymert was employing 75 men who were working the silver mine, grading roads and erecting buildings. A post office was established at Reymert on June 6, 1890.

The DeNoon mining camp was located about 2 miles from the Reymert mine and by 1889, it was growing rapidly. The settlement had a general store, two saloons and a population of about 150 men and their families. The DeNoon post office was established on March 19, 1890 and was discontinued on April 1, 1891. The mining camp soon became a ghost town.

Although the Reymert post office was closed on May 27, 1898, work continued at the mine. During the time Magma's narrow gauge railroad was in operation, a spur and loading dock were installed for the Reymert people to use in shipping their ore. The Reymert mine reportedly produced \$500,000 worth of silver between 1887 and 1930. Work at the Reymert mine continued into the 1950s, periodically providing work for some of Superior's miners.



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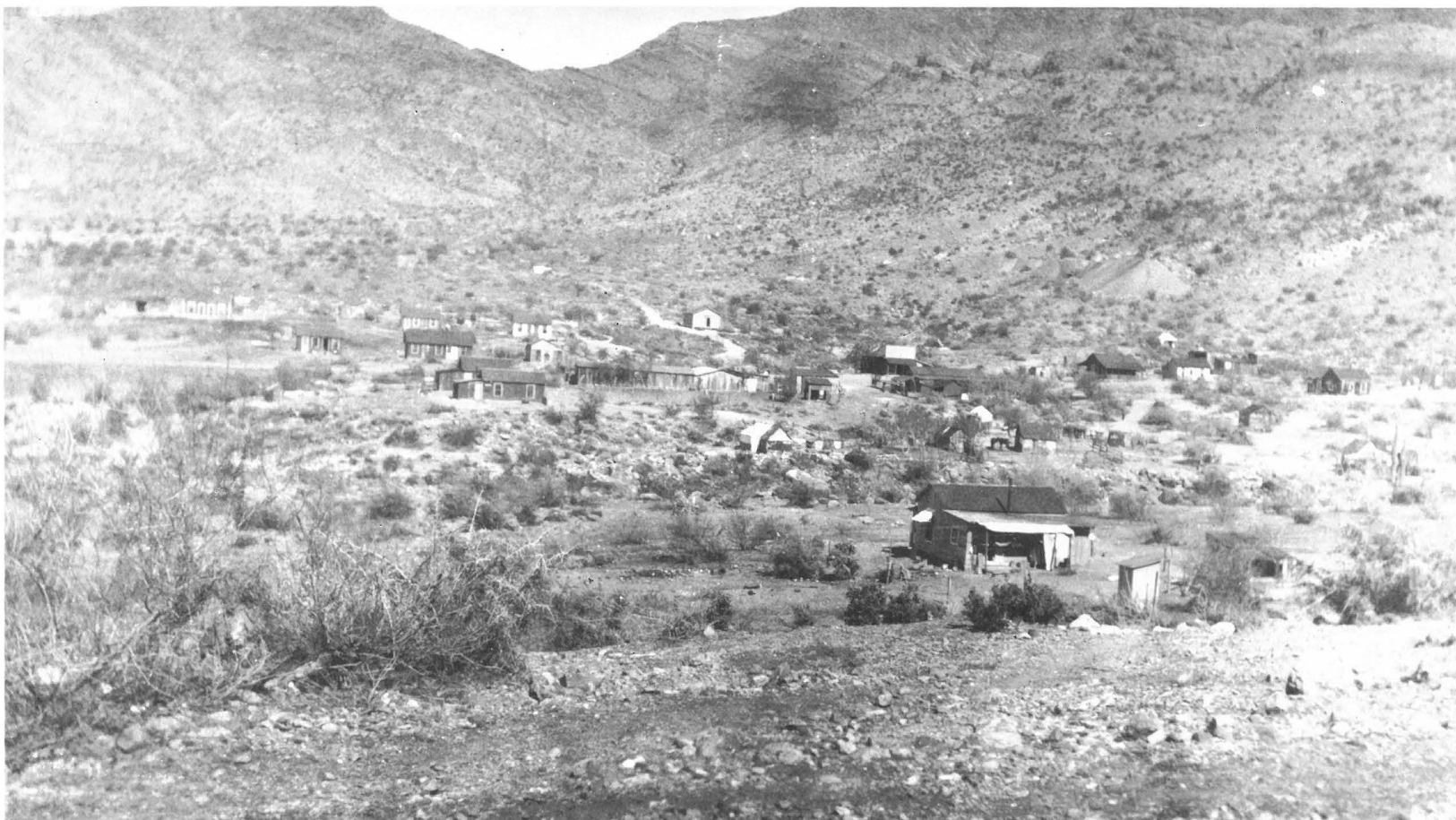
## Acknowledgements

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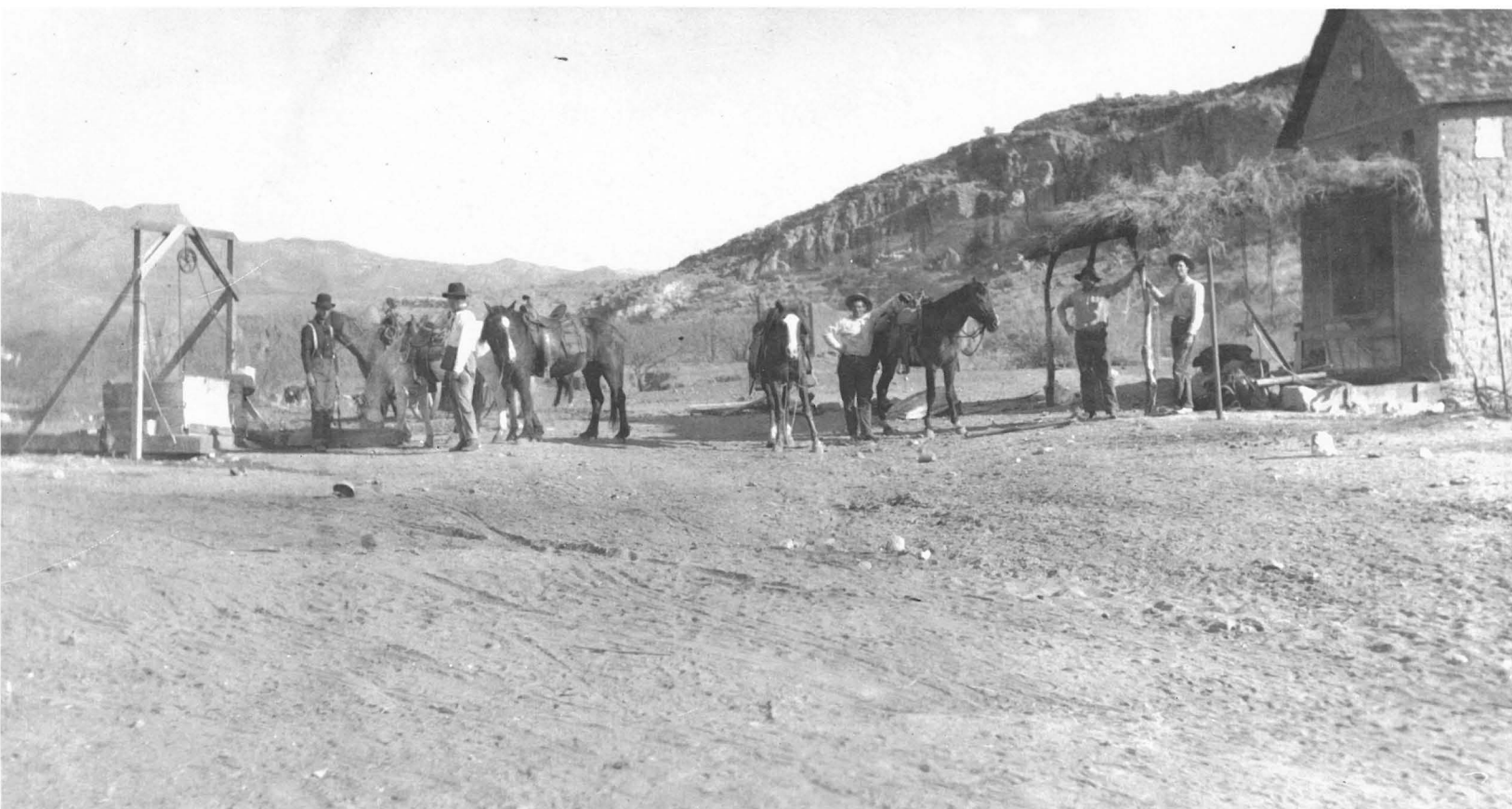


Adobe house built in 1880, Fort Pinal. Courtesy of Gladys Walker collection.





Superior, Arizona, 1910. Courtesy of Gladys Walker collection.



Visiting the remains of Ft. Pinal at Picket Post Mountain, 1910. Courtesy of Gladys Walker collection.

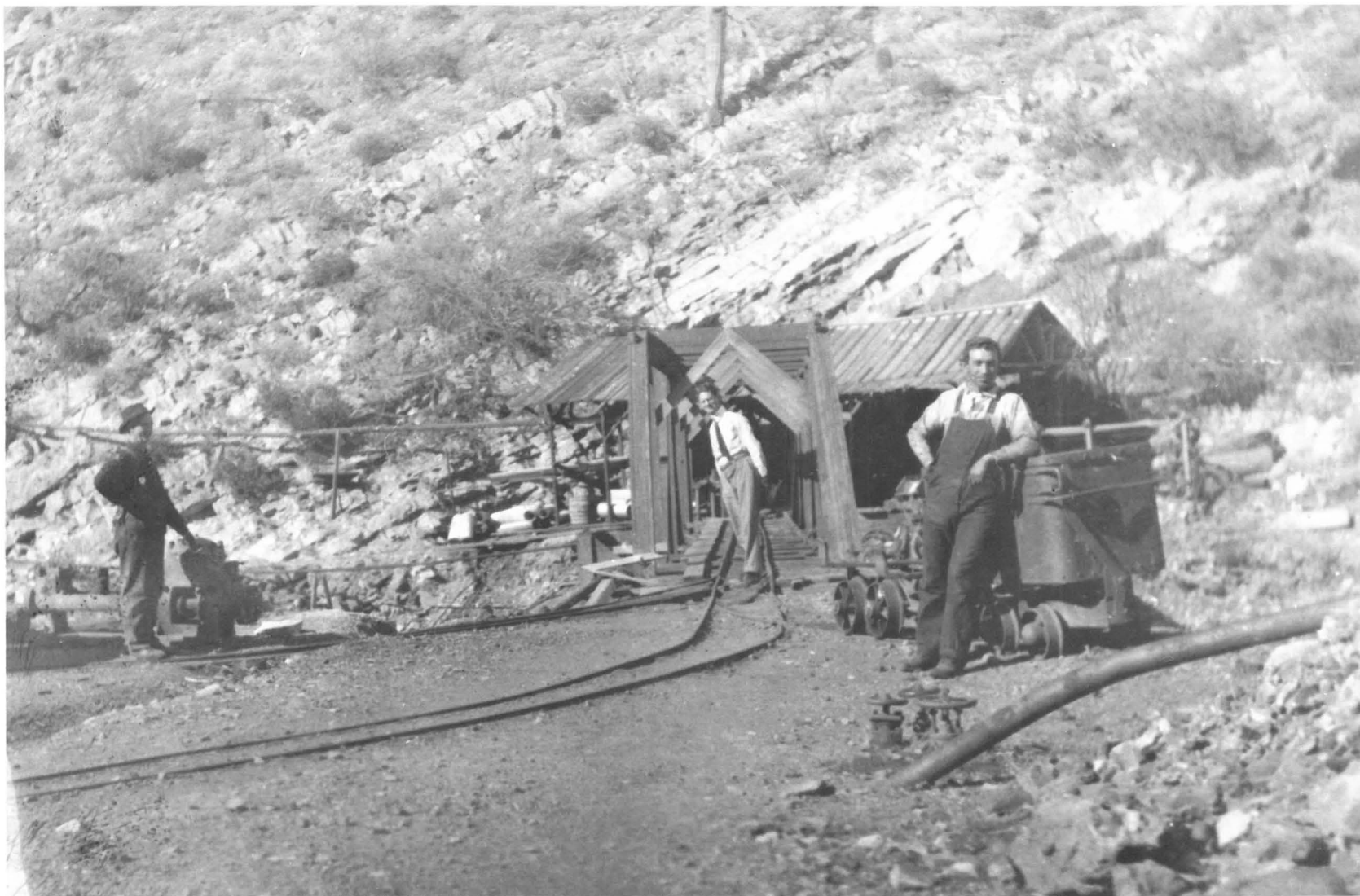


Lake Superior & Arizona Company house, Florence, 1910. Courtesy of Gladys Walker collection.

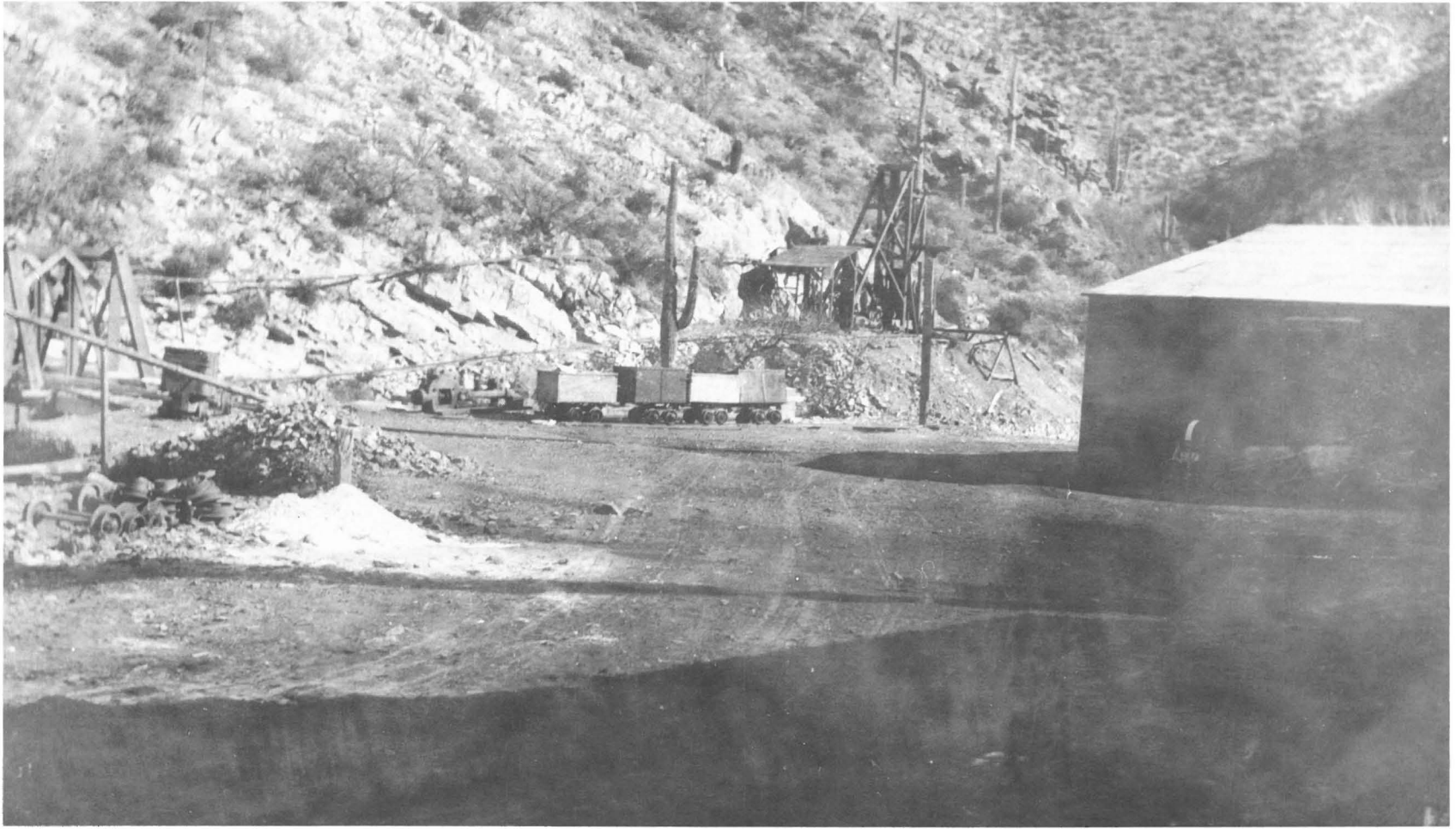




A miner and his outfit, Superior, 1910. Courtesy of Gladys Walker collection.

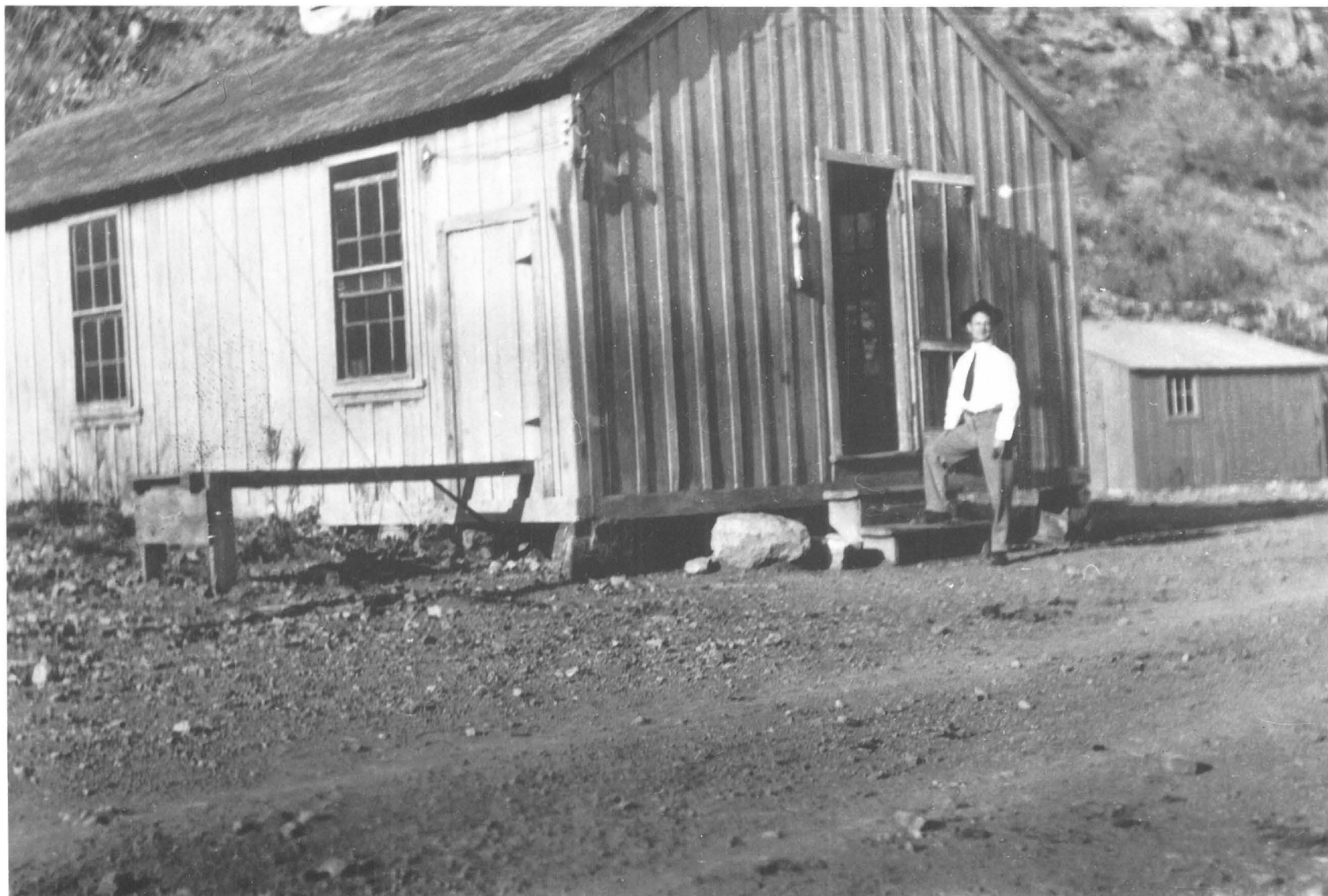


View of Magma Mine portal, c. 1910. Courtesy of Gladys Walker collection.



Magma Copper Co., Superior, 1910. Courtesy of Gladys Walker collection.

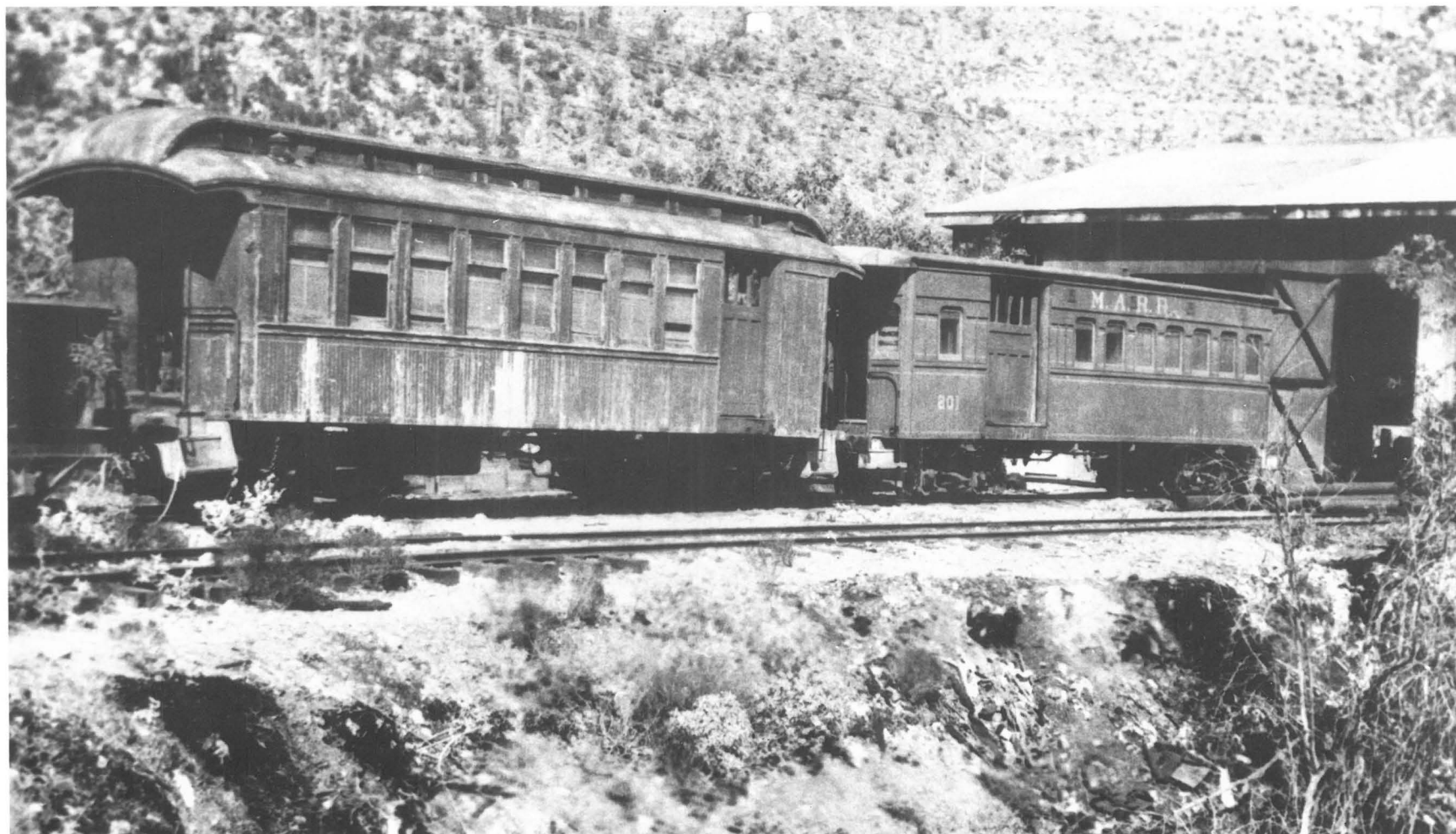




Magma Mine office, Superior, 1910. Courtesy of Gladys Walker collection.



George Lobb sitting on wagon, Superior, 1910. Courtesy of Gladys Walker collection.



Magma Arizona Railroad (narrow gauge), Superior, c. 1920. Courtesy of Magma Copper Co.





Engine No. 1. Magma Arizona Railroad, Superior, c. 1920. Courtesy of Magma Copper Co.



Magma Copper Co. smelter, constructed in the 1920s, Picket Post Mountain in background. Courtesy of Magma Copper Co.



Smelter construction at Superior, c. 1920. Courtesy of Magma Copper Co.



Construction of power plant, Superior, 1923. Courtesy of Magma Copper Co.





The mess hall and guest house at Superior, 1923. Courtesy of Magma Copper Co.



Business district of Superior, looking east toward Apache Leap, 1939. Courtesy of Gladys Walker collection.



George Gunn School, Superior, 1939. Courtesy of Gladys Walker collection.

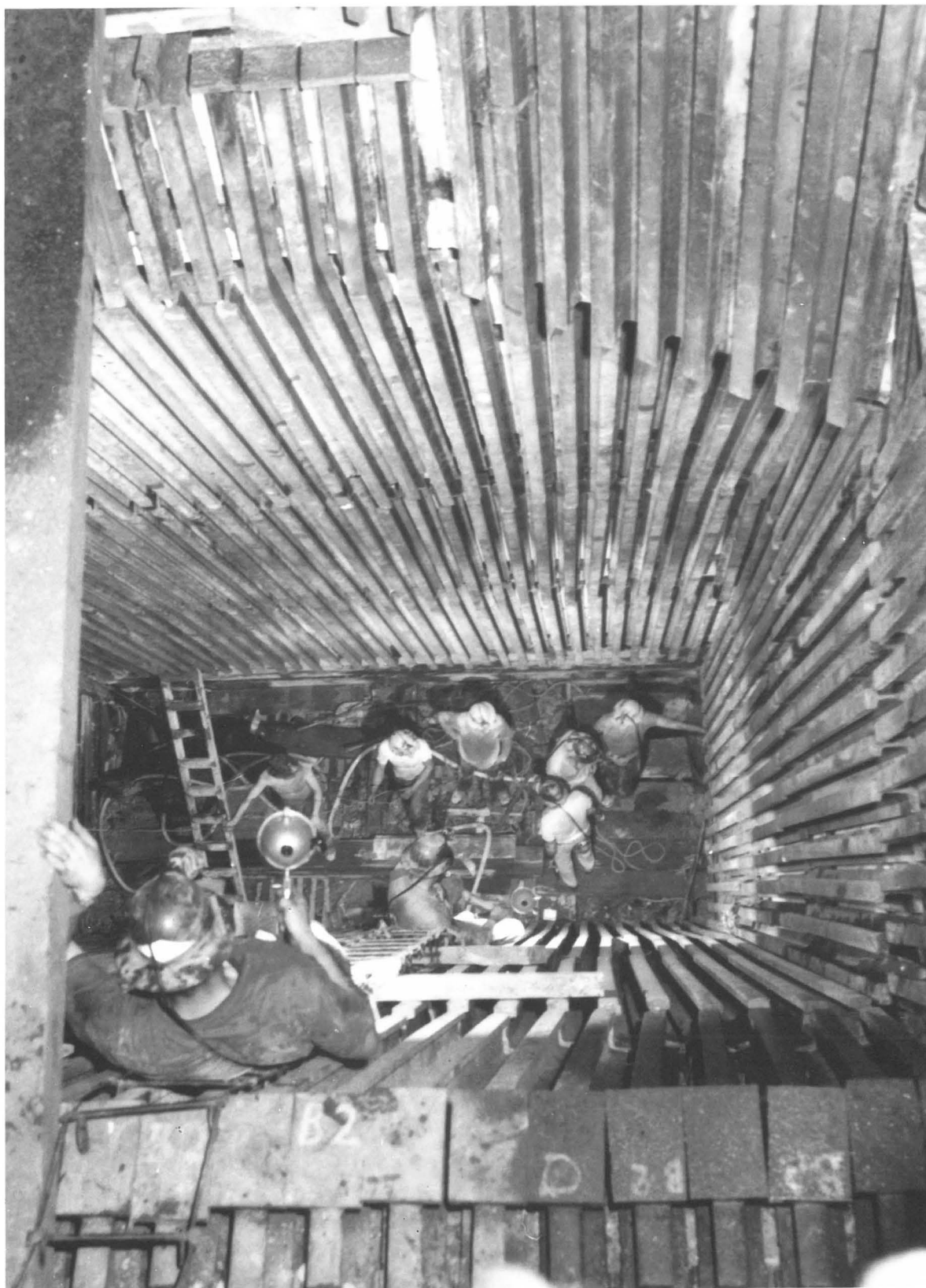


View of Superior, looking west, 1939. Courtesy of Gladys Walker collection.

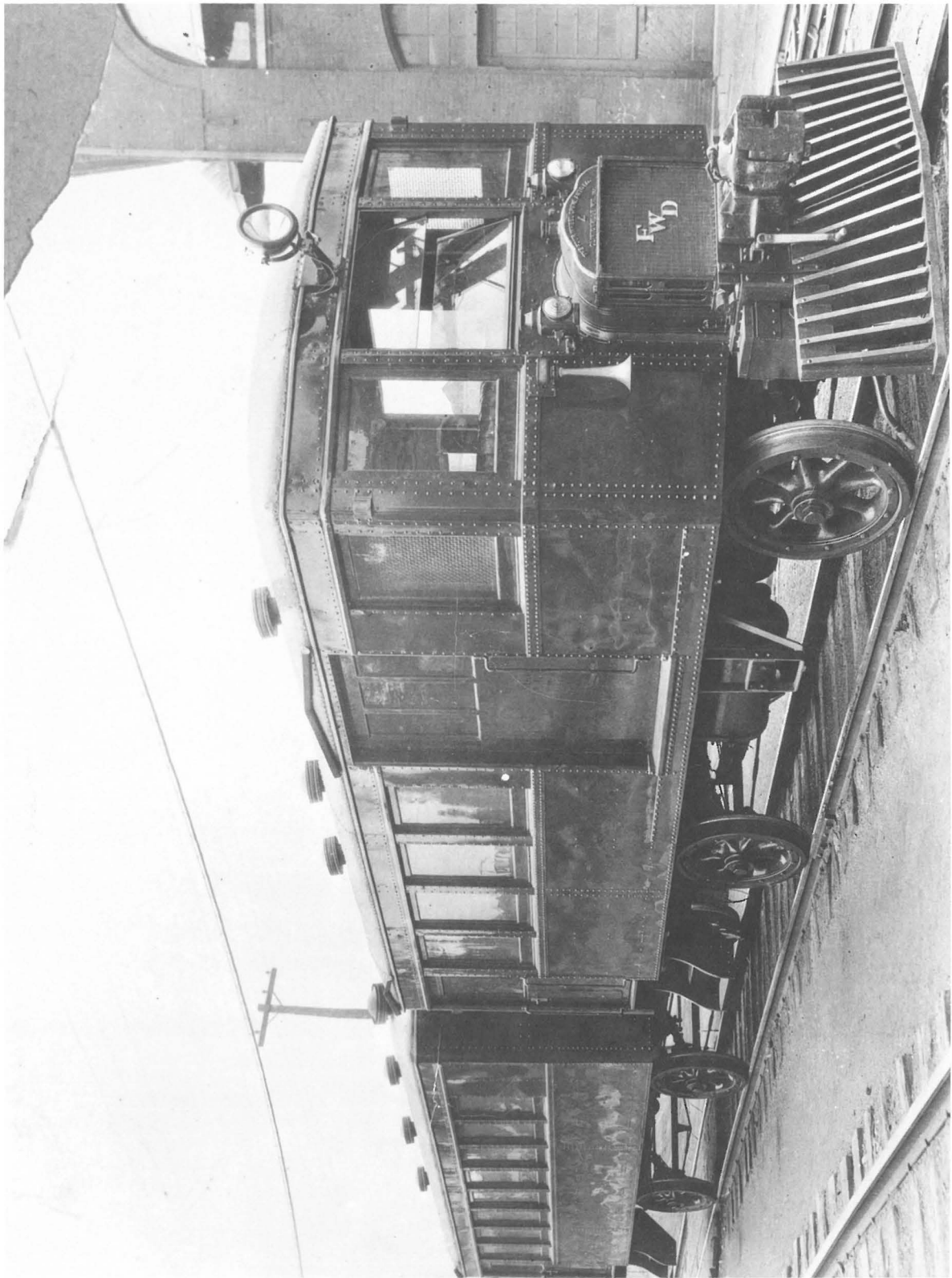




Catholic Church, Superior, 1939. Courtesy of Gladys Walker collection.



Construction of ore pass in Magma Mine, c. 1940. Courtesy of Magma Copper Co.



Two-car, self propelled passenger train, Florence to Superior. Courtesy of Magma Copper Co.



Slushing ore underground, Magma Mine, Superior. Courtesy of Magma Copper Co.





William Boyce Thompson, founder of the Magma Copper Co., in front of new reverberatory furnace at Superior, 1923. Courtesy of Gladys Walker collection.



Ore bins at the Silver King Mine near Superior. Courtesy of the Arizona Historical Society/Tucson, Henry and Albert Buehman Memorial Collection #B91728.

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**EDITORS**  
**J. MICHAEL CANTY**  
**MICHAEL N. GREELEY**

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