tory of mining in Latin America, while telling in more detail the story of Potosi, the Cerro Rico (Rich Hill) of Bolivia.

Eleanor Swent
Palo Alto, California

Christopher J. Huggard and Terrence M. Humble. ***Santa Rita del Cobre: A Copper Mining Community in New Mexico.*** Boulder: University Press of Colorado, 2012; 252 pp., 128 b&w photos and illus., 7 maps, notes, append., bib., ind., cloth, $45. ISBN: 9781607321521

Santa Rita del Cobre is a mining town that now resides in space. Founded in 1803 for the extraction of copper ores, by 1970 the town had been consumed by the Chino open pit copper mine. Its former location now lies hundreds of feet above the pit floor. Former residents of Santa Rita have found some humor in this situation, forming the Society for People Born in Space, whose exclusive membership includes one person who has also been to outer space—the geologist and NASA Apollo astronaut Harrison Schmidt.

What makes Santa Rita del Cobre a choice subject for mining history is not its unusual fate but its long life, which spans the entire period of mining in the West. Discovered in 1799 by a Spaniard, the copper ores were intermittently worked by Spanish colonists, Mexican nationals, and early American settlers, amidst much danger from Apaches. Then, in 1909, eastern investors transformed the area into one of the original porphyry copper operations—industrial-scale copper mines complete with concentrating and smelting works. Today, the Chino mine is one of seven large copper mines operated in the southwest by Freeport-McMoRan Copper and Gold, Incorporated.

To produce a thorough history of Santa Rita and the Chino mine, mining historian Christopher Huggard teamed up with Terrence Humble, a Santa Rita native and retired Chino miner. Humble has spent many years acquiring information on the history of Santa Rita, including an astounding collection of photographs. Representing all periods of Santa Rita's history since photography became locally available, these photographs are a treasure that bring alive what has been lost—topography and all. These images are supplemented by numerous maps, copious notes, and an appendix containing a series of tables that document copper production, mine fatalities, employment, and even the steam shovels, drills, and locomotives used at the mine.

The chief strengths of this history are that it is thorough, meticulously researched, well-balanced by subject matter, and artfully presented in a way that documents the complex linkages between geology, mining, labor, ethnicity, social life, management culture, and government policy at Santa Rita. Ethnicity is a central theme. The camp started as a completely Hispanic settlement and Hispanics have been a mainstay of the community and mine labor force ever since. Racial discrimination in pay and job assignments was long a feature of the Chino mine, but crumbled in the face of increased labor militancy and changing social attitudes after the Second World War.

Santa Rita was a company town, and a fairly large one with many amenities. Divided by ethnicity and race into different neighborhoods, the town featured a full complement of shopping and entertainment, services, religious institutions, and various types of housing. Each of these elements is explored, providing a comprehensive look at life at Santa Rita. The sole reason for the town, as well as the ultimate cause of its demise, was the Chino mine and associated concentrator and smelter. Almost the entire time span of porphyry copper mining is captured here, with numerous technical advancements, many locally developed.

The first chapter of this book is a comprehensive and detailed account of Spanish and Mexican mining at Santa Rita. Subsequent chapters cover underground mining in the late 1800s; the development and history of the Chino open pit mine;

the development of Santa Rita as a company town; the Kennecott Era, with its labor conflicts and technological changes; and an epilogue that examines the environmental history of the mine, including its effect on the area's water resources. This study is a *tour de force* and destined to be a classic. It is highly recommended.

Keith R. Long
Marana, Arizona

Congress Gold Mining Company "dinky" locomotive at the Sharlot Hall Museum in Prescott, Arizona. In 1894 the Congress Mine, northwest of Wickenburg, Arizona, incorporated a railroad that laid three miles of track to connect the mine to the mainline at Congress Junction. The railroad began operations with a small Brooks 0-6-0 engine, used to haul ore, and some time later in the decade acquired this 0-4-0 saddle tank engine, built in 1887 by the H.K. Porter Company of Pittsburgh, Pennsylvania. Lacking the power and weight necessary to handle ore trains, the little engine was assigned to move passengers and supplies. After the mine closed in 1910, the dinky gathered desert dust at Congress Junction until 1932, when it was removed to Prescott for preservation. (Editor's photo.)