

MINING, BUSINESS AND STOCKS

PIOCHE-NEVADA DEVELOPMENTS.

Trial Shipment Reaches Sampler
And Averages on Controls,
Below \$20 per Ton.

A MOUNTAIN OF FLUXING ORE.

Will Develop Mine Fully and Prepare
For Heavy Shipments During
The Coming Year.

The long expected trial shipment from the Pioche-Nevada Consolidated of Pioche, Nevada, has reached the city. It came in two lots, first and second class, the car containing about 4 tons. The first grade assayed on controls .64 ounces gold, 27.50 ounces silver and 9.1 per cent lead with .08 per cent copper, about a 60 ore. The second grade which was the tailings left over from the mass when the first grade was sorted from it, ran 6.79 ounces silver and 13.5 per cent lead.

When seen last evening Manager Cornish said that while the ore shipped was an average of the mine he did not think it would pay the company to continue shipments at the present time. The shipment would leave a fair profit after all expenses were paid yet the profit was not large enough to warrant the continuous and shipping of ore at the present time seeing that a railroad to Pioche is sure in the very near future. His plan now is to develop the ore bodies at the property and prepare for shipments when the railroad reaches the camp or the smelter of the big Utah-Nevada company was placed in commission.

The shipment demonstrated one thing beyond the shadow of a doubt, and that is that the average ore bodies at the mine will run near to \$20 in metals. The ore is of a fluxing character and is much needed at the smelters.

"We have a mountain of this kind of ore," said Mr. Cornish, "and we can mine it for 50 cents per ton. I do not see the use of denuding the mine of its high grades and paying out high rates for teaming to the railroad when by waiting a little time it can be handled at a handsome profit."

Work is now progressing in opening up the ore chute on the 175 foot level. A force of men will be kept at work during the winter and no further shipments made until next spring.

FOUR MILLIONS IN SIGHT.

Value Placed on Montgomery-Shoshone Ores During Late Law Suit.

In the Montgomery-Shoshone suit at Tonopah, N. M., the American Smelting and Refining company, which is controlled by the American Smelting and Refining company, has fallen through and each of the big concerns will go it alone much to the benefit of the producer. The terms demanded by the National were considered too stiff and the Union concluded to continue the construction of its plants, work

COMBINE FALLS THROUGH.

Merger of United and National Lead Companies Off.

It now appears that the merger of the United Lead company, which is controlled by the American Smelting and Refining company, has fallen through and each of the big concerns will go it alone much to the benefit of the producer. The terms demanded by the National were considered too stiff and the Union concluded to continue the construction of its plants, work

upon which was suspended during the time that negotiations were under way. Provision, it is said, was long since made for such a contingency, and the funds for the purpose have been provided already. The authorized capital of the United Lead company consists of \$15,000,000 common stock, \$10,000,000 cumulative preferred stock, and \$12,000,000 5 per cent debentures.

HAD THE MONEY.

Nevada Prospector on his Way Home From the Desert.

A Nevada prospector by the name of Williamson was in Salt Lake yesterday on his way east. He had been prospecting in Southern Nevada for 10 years and "struck it" at last in the Bullfrog district. In his pocket was \$57,500, mostly in thousand dollar bills. He is going home, having reached the determination to quit mining forever. He would not divulge his destination, and was very reticent about his affairs, only stating that his roll came from the sale of five claims.

COMPANIES TO UNITE.

A Big Deal is on in Properties in the La Sal District.

A consolidation is under way of three of the large properties of the La Sal country, Grand county. The three companies in the deal are the La Sal Mining company, the La Sal de Riga and the International. Of these companies the La Sal is composed mostly of Salt Lake people, while the other two are made up of eastern people and Denver capitalists. The combined territory in the combine is fully 600 acres, which is in the heart of the mining country and already has developed a considerable quantity of high class ore.

It is understood that this scheme has been fully financed and that work on an extensive scale will be carried on during the coming year.

ORE AND BULLION.

The ore and bullion settlements for the month of November amounted to \$1,559,000, a falling off owing to a shortage, as compared with the month of October of about \$47,000. The settlements as reported yesterday by McCormick & Co., amounted to \$104,300, divided as follows: Silver, lead, copper and gold ores, \$37,200; base bullion, \$49,100, leaving \$20,000 for gold bars.

CONCENTRATES.

A severe windstorm nearly suspended operations at Garfield beach.

The work on the new addition to the Yanapa smelters will be completed by Christmas.

Willard F. Snyder and J. J. Burke, who have been at Gold Mountain for several days, have returned to the city.

M. M. Johnson of the Newhouse aggregation, who has been in British Columbia for some time, is expected back tomorrow.

South Bullfrog, Nev., seems to be the coming camp in the south part of the state, some big gold values having recently been found there.

Rockwood Puffer, a Boston mining man, who has been examining the Utah-Apex of Bingham, is very much pleased with the mines.

Brooks and Spencer who have been mining at Battle Mountain, Lander county, Nevada, for some time, had a car of ore at the sampler yesterday.

Manager Jacobs of the Butler-Liberal says that there has been no strike at the Bingham mine that he is aware of. A report of such a strike has been rumored on brokers' row for several days. This being a holiday the delinquent sale of the Silver Shield stock will not take place until tomorrow. Manager Joseph says there are, but very few shares upon which the assessment has not been paid.

A. S. CAMPBELL.

Stock Broker, 218 D. F. Walker Block.

J. OBERNDORFER.

Stock Broker, 161 S. Main St.

Cannon & Cannon.

Stock brokers, 24 E. So. Temple St.

Go to the Marston Hotel for Thanksgiving Dinner, from 6 to 7:30 p. m.

CAUSE OF SQUIERS' RESIGNATION.

For a Long Time State Department Has Not Been Satisfied With Him.

RELATIONS WITH CUBA BAD.

He is Said to Have Given Encouragement to American Colonists in Isle of Pines.

Washington, Nov. 29.—Edwin V. Morgan, relieved from his post as American minister of Seoul, Korea, by reason of the establishment of a Japanese protectorate there, has been appointed American minister to Havana, to succeed Herbert G. Squiers, whose resignation has been received and accepted. Messrs. Morgan and Squiers were both appointed to the diplomatic service from New York, but Mr. Squiers was born in Canada.

For a long time past the relations between Mr. Squiers and the Cuban government have not been thoroughly satisfactory to the state department, which regards it as essential to the conduct of business between the two governments that their respective ministers shall be thoroughly acceptable at their posts. It is said that in interviews in the Havana Telegraph and a leading New York newspaper the minister's conduct much encouraged the American colonists on the Isle of Pines and Americans at home who had property on the Isle.

The administration all along had been advising these people to submit themselves to the Cuban government, as shown in Secy. Root's letter to Mr. Bayard, published this morning.

Mr. Squiers was appointed second secretary of the American embassy in Berlin in 1884; remained there three years and became first secretary of legation at Pekin in 1888. He was in the legation compound throughout the famous Boxer siege of 1900, and was one of the most prominent figures in that memorable historical event. Having a military training, he was practically put in command of one of the most difficult features of the defense, and it was his ingenuity and courage and tactical ability that the legation successfully resisted the siege. Mr. Squiers was appointed minister to Cuba May 29, 1902.

Edwin V. Morgan, new minister to Havana, was appointed secretary to the United States commission to the Samoan islands in 1898, and participated in the formation of important agreements, under which was effected the dissolution of the tripartite government of Samoa and the division of the islands into the present three states.

Mr. Morgan was also deputy consul-general there in 1900. In the following year he went to St. Petersburg as second secretary to the American embassy at St. Petersburg, and when the first secretary, Mr. Pierce, came to Washington as third assistant secretary of the State Department, he was appointed secretary of the American embassy in Korea, a position which he vacated owing to the assumption of Japan of complete charge of the external relations of Korea.

The Original Laxative Cough Syrup is Kennedy's Laxative Honey and Tar. It expels all cold from the system by acting as a cathartic on the bowels. Kennedy's Laxative Honey and Tar is a certain, safe and harmless cure for colds, croup and whooping cough. Sold by F. C. Schramm, Druggist; Where the cars stop.

McCURDY RESIGNED.

BECAUSE OF POOR HEALTH.

New York, Nov. 29.—Richard A. McCurdy today resigned as president of the Mutual Life Assurance company. His resignation was accepted by the board of trustees, and Frederick Cromwell, treasurer of the Mutual, was named as his temporary successor. While no definite announcement was made regarding the selection of a permanent successor for McCurdy, it was persistently reported that the presidency of the company had been offered to James H. Eckels, who was controller of the currency during the administration of President Cleveland. Mr. Eckels is now president of the Commercial National bank of Chicago.

Mr. McCurdy's resignation was submitted to the board of trustees in a letter in which he declared that his condition of health imperatively demanded his immediate retirement from active business. He had been dissatisfied from severing his connection with the company last June, when he reached the age of 70 years, "only by the serious disturbance which previously had arisen in insurance affairs." In view of these conditions he decided it his duty to remain at his post. He found, however, that he over-estimated his physical strength and it was upon the advice of his physicians that he tendered his resignation.

The resignation was accepted unanimously and the trustees passed a resolution in which they expressed the hope that "much-needed" rest would afford the relief requisite for such recovery as may be hoped for at his time of life and assure him of their best wishes for his future comfort and happiness in circumstances more congenial to his present tastes and inclinations.

The resignation of Justice Rufus W. Packham of the United States supreme court, as a trustee of the Mutual also was presented to the board of trustees at today's meeting.

No Pill is as pleasant and positive as DeWitt's Little Early Risers. These Famous Little Pills are so mild and effective that children, delicate ladies and weak people enjoy the cleansing effect, while strong people say they are the best liver pills sold. Never gripe. Sold by F. C. Schramm, Druggist; Where the cars stop.

XMAS CARDS CALENDAR
And fancy holiday novelties especially appropriate for mailing to friends. Goods bought from us will be wrapped for mailing and posted on the premises.
DESERET NEWS BOOK STORE,
6 Main Street.

RESIGNATION OF JOHN HICKEY.

General Master Mechanic of Rio Grande Western Retires to Recupurate Health.

WM. DONALD SUCCEEDS HIM.

Arrives Here Tonight on a Special Train From St. Louis—Promotion on Short Line.

John Hickey, general master mechanic of the Rio Grande Western with headquarters in Salt Lake tomorrow severs his connection with the road and will be succeeded here by William Donald of the motive power and machinery department of the Missouri Pacific at St. Louis. Mr. Hickey left Salt Lake yesterday and will return from Grand Junction this evening with his successor on a special train.

After he has turned the department over to Mr. Donald Mr. Hickey will go to California where he will spend the winter in ease away from worry in an effort to regain his health. While the news comes in the nature of a surprise to many Mr. Hickey's immediate friends have known for some time that he contemplated giving up active work, as of late his health has been very indifferent.

John Hickey has been master mechanic of the Western for nearly nine years during which period he has made many friends socially and has merited the esteem of the company under him. He was born March 24, 1845, at Fairview, O., and was educated at the Upper Canada College at Toronto, Ont. He served his apprenticeship with the Cuyahoga Machine Works at Cleveland, O. After a short term of service as machinist and locomotive engineer with the Cleveland, Painesville and Ashtabula road, now a part of the Lake Shore and Michigan Southern, he went to Aurora, Ill., and entered the service of the C. & N. W. as machinist and foreman of engine repairs, which position he held until 1873; in this year he was appointed master mechanic of the Sheboygan & Fond du Lac road and after several years' service with that company he came to the Chicago & Northwestern as division master mechanic, he was, in 1882, appointed general master mechanic of the Milwaukee, Lake Shore & Western. He served in that capacity until April 1, 1890, when he was appointed superintendent of motive power and rolling stock of the Western Pacific, which position he held until Jan. 1, 1897. During May of the same year he was appointed general master mechanic of the Rio Grande Western, the position he has now resigned.

O. S. L. PROMOTION.

R. K. Cobb Appointed Traveling Freight Agent.

Effective tomorrow, R. K. Cobb, chief clerk to District Freight Agent, Passenger Agent D. R. Gray, will be promoted to the position of traveling freight agent, one that was made vacant by the death of Robert Traig recently. Mr. Cobb is a young Salt Lake boy who started in with the Oregon Short Line as a stenographer nearly six years ago. His talents were recognized with the result that for 18 months he was secretary to Traffic Manager T. M. Schumacher before being advanced to his present position.

A. E. Welby, chairman of the Utah pass committee, has called a meeting of the members of the organization, which embraces the heads of the traffic and operating departments of all lines operating in Utah, to take place in the office of General Freight Agent J. A. Reeves of the Oregon Short Line on Thursday. The object of the meeting is to arrive at an agreement regarding the issuing of passes during the year 1906.

35,000 CARLOADS.

From word received in this city this morning it is learned that experts have announced that the orange crop of southern California this season will amount to 35,000 carloads. Of this big shipment the Salt Lake Route expects to handle about one-third, or nearly 12,000 carloads. For this business regular special passenger schedule will be maintained with stops at Las Vegas for icing.

HARRIMAN AND HILL.

Wallula Pacific is a Mysterious Factor in Washington.

Portland, Or., Nov. 29.—A haze of mystery, according to the Morning Oregonian, hedges the family ties of the Wallula Pacific railroad, which was recently incorporated in the state of Washington. At the time of its incorporation the road was supposed to belong to the Harriman system, later developments making this theory improbable, and it was then thought to

be the off-shoot of the Chicago, Milwaukee & St. Paul, which intended to use it as a club to force an entrance into Portland. With the announcement which the paper pronounces authentic, that J. J. Hill and the Milwaukee have come to an understanding on the subject of trackage rights this theory is also exploded. L. Geering, president of the Wallula Pacific, professes, the article states, to be in the dark as to who is fathering the project, adding that he has the power of attorney of a New York capitalist to buy right of way and lay plans for construction of the road.

That active work on the road is proceeding is evidenced by the fact that at late as two days ago the Oregonian's Vancouver, Wash., correspondent chronicled the "scripping" that day of a piece of government land over which the Hill lines had already constructed a grade over 2,000 feet in length.

Representatives of the Chicago, Milwaukee & St. Paul are reported to be negotiating for a depot site and right of way at Sheridan, Wyo.

James H. Davis, the 300-pound center man for the Colorado Midland team of passenger agents, is hunting trouble parading around Railroad row today wearing Colorado Aggie's colors—and he was born and raised in the Twenty-second ward, too.

The Salt Lake Route carried 300 passengers to the dance at American Fork last night and brought them back to Salt Lake at 1:45 a. m. The new steam-heated, gas lighted, chairs were pressed into commission for the occasion.

The Salt Lake Route will handle the Carleton Opera company out of Salt Lake and Provo on Dec. 12-13. The company will then proceed by special train to Lynn Junction, where connection will be made with the regular train through to Los Angeles.

A Disastrous Calamity.
It is a disastrous calamity, when you lose your health, because indigestion and constipation have sapped it away. Prompt relief can be had in Dr. King's Life Pills. They build up your digestive system, and cure headache, nervousness, colic, constipation, etc. Guaranteed at Z. C. M. I. Drug Dept. 25c.

WESTERN MARKET LETTER.
Special Correspondence.
Kansas City, Mo., Monday, Nov. 27, 1905.

Total cattle receipts last week were 59,000, a decrease of 8,000 from the previous week, and indications today are that this week's run will show even a larger decrease. The market was strong all week, closing with a net gain of 10 to 15 cents on all kinds. Supply from the range country was liberal and found ready buyers at all times. Supply today is 11,000 head, a drop of 7,000 from last Monday, and the shortage is mainly range cattle. Market on fed steers is steady to day, top 5.25, cows are 10 cents higher, stockers and feeders have seen the low time this year. Fat cattle prices are strong, which, of course, has its influence on country grades, especially at this season. Range steers sell at 2.50 to 3.00, mainly, with bulk of sales at 2.50 to 2.60, cows at 2.00 to 2.50, mainly, heavy calves up to 3.25, bulk of the panhandles at 2.25 to 2.50, a few bulls at 2.00 to 2.25, veals around 5.00, heavy calves 2.00 to 2.25. Cattle receipts have been unprecedented for the last four months, but only a normal number have been taken to the country, practically the entire surplus going into the hands of the packers. This would indicate a phenomenal demand for dressed meats, and presents an encouraging future for cattle raisers.

Mutton receipts have dropped off sharply, only 1,000 last week and prices are strong accordingly. Quite a number of feeding lambs were included last week, which sold strong at 2.25 to 2.50. Packers bought the fat stuff willingly at an advance of 15 to 25 cent for the week, and the small supply of 1,000 head today is being taken at a still further advance of 10 to 15 cents. Market is not fully tested today, but feeders sold at 5.50 to 5.75, quite a little higher than any recent sale. Toppies lambs are quotable at 4.50 to 4.75, wellers up to 5.00, ewes 5.00. All around the market has again assumed its strong tone, which it is predicted it will hold, particularly after the holiday accumulation of poultry and game is worked off.

For a Ladies' Box Calf, Vici Kid Leather Lined, Pat Tips, High or Low Heel, Medium Heavy Soled SHOE.

Robinson Bros Co.

124 MAIN. PHONE 2191-K.

Among other things—on Thanksgiving—give thanks for

HUSLER'S FLOUR.

Utah's Best.

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SPIKE AND RAIL.

W. J. Toller, master mechanic at Pocatello, is down from Idaho today.

Ticket sales on all lines out of Salt Lake were very heavy yesterday and early this morning.

W. B. Throgmorton, traveling freight agent for the Colorado Midland, has returned from a trip to Oregon and Idaho.

J. L. Wellington has accepted a position on the Mexican Central. He will start south from Salt Lake in a few days.

"Johnny" Trewhella, recently appointed contracting agent at St. Paul for the Rock Island, is down from Butte on his way west.

Representatives of the Chicago, Milwaukee & St. Paul are reported to be negotiating for a depot site and right of way at Sheridan, Wyo.

The through Pullman service over the Rock Island and D. & R. G. will be resumed tomorrow, the Southern Pacific having reconsidered its decision against hauling the car out of Oregon.

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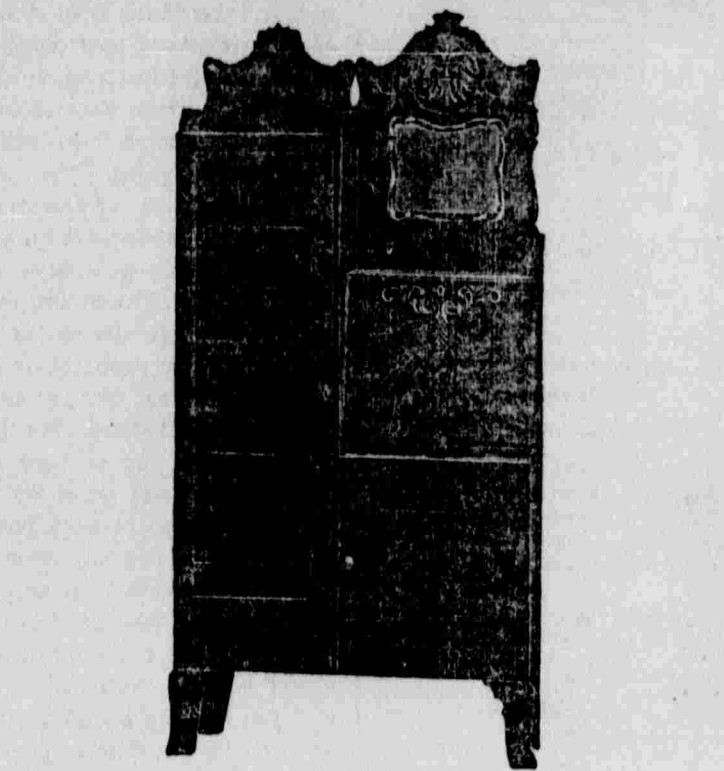
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FOR THE LADIES' BOX CALF, VICI KID LEATHER LINED, PAT TIPS, HIGH OR LOW HEEL, MEDIUM HEAVY SOLED SHOE.

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FRANK KNOX, - - - President
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CAPITAL AND SURPLUS \$100,000

A thoroughly modern savings department conducted in connection with this bank. Safe deposit boxes for rent.

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Edgar S. Hill, - - - Asst. Cashier

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Four Per Cent Interest Paid on Savings.

Established 1898.

Utah Commercial & Savings Bank.

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Commercial Banking in all its branches. Four per cent interest paid on savings deposits. ACCOUNTS SOLICITED.

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