

RAILROAD SOON TO REACH PIOCHE

Expected That Branch of San Pedro Will be Completed September First.

SALT LAKE LOSING BUSINESS

Mine Manager Claims Ten Per Cent Can be Saved by Trading at Los Angeles or Frisco.

For nearly nine miles this side of Caliente, the steel has now been laid and each day sees the rails of the Pioche branch advance about 2,000 feet. The weather has been quite hot and desertions from the track-laying force have been annoying and impeded progress. It looks as if it would be Aug. 1, and possibly a day or two later before the cars reach Bullionville, says a Denver correspondent of the Los Angeles Times.

At least three grading camps are now located this side of Bullionville and rapid progress is made. Recent additions to the equipment have brought up the number of horses and mules at work on the grade to over 100 and as these are among the largest and finest in the state, their daily accomplishment is considerably above the average for that number of animals.

REACH POCHE SEPT 1.

About three miles this side of Bullionville the road grade enters what is known as Condon canyon, which it follows for four miles. In place of the narrow, barely affording passage at present for the stream at high water. In such places much rock cutting is necessary for the grade. A part of the rock work was done in the early nineties when the Union Pacific system was building a line to Pioche. Much of the embankment then made through this canyon has been washed out and must be replaced in such manner as to secure it from erosion by water. Such conditions make it more difficult than in ordinary earthwork to closely estimate the time required to construct the grade through this canyon. The work, however, is progressing so well at all points so far attacked that the advent of the road in Pioche about Sep. 1 is still confidently anticipated.

CHEAPER IN LOS ANGELES.

The general manager of one of our companies which is preparing for an active campaign of production, returned from Los Angeles where he went to purchase certain mining supplies. He speaks with great enthusiasm of his experience and says that he found that the cost of the same material in Los Angeles was 10 per cent up, over the cost if purchased in San Francisco or Salt Lake. He had had no previous affiliations in Los Angeles, his conclusions may be accepted as formed without prejudice. Los Angeles has no adequate conception of the enormous amount of material and supplies of all kinds which Pioche and its tributary camps are going to require after the railroad is prepared to bring it in.

ENLARGING OPERATIONS.

The Nevada Utah Mines and Smelters corporation has recently built separately a new boardinghouse and a bunkhouse. It has been timbering shafts, cleaning out drifts, running cross-cuts, etc., etc., so to have as much done before the railroad comes as can be accomplished without the excessive outlay involved in wagon transportation. The mine is in shape to begin stoping tomorrow, and it is putting it moderately to say that a larger tonnage will yet come out of the mines of that company here, than was produced in the early days.

After the advent of the railroad, the Nevada Utah will construct a plant for large operations. The present hoist No. 6 shaft will be replaced by a larger one, a pumping plant suitable for handling all probable water down to a depth of 2,000 feet installed, the railroad overhauled and put into shape for extensive traffic, a 1,000 horse power light and power plant built on the hill, a large tonnage concentrator and sampler built down near the depot and a number of buildings erected. At Jack Rabbit, also, extensive equipment is planned. At the Jack Rabbit mine, which is one of their group, a careful estimate made by a noted mining engineer, disclosed half a million tons of ore already blocked out above what is known as the 300, or adit level. Mr. Swanton, the general superintendent, tells me that he, by the most conservative measurement, found over 400,000 tons above that level while the mine look better at the 700-foot level, than anywhere else, and one has been disclosed at the 1,200-foot level. This mine will have a hoist installed as soon as the railroad comes. The company proposes to put in a light and power plant at Jack Rabbit of not less than 500 horse power, and to add many features to their equipment at that camp.

DEVELOPING ZINC.

The Ohio Kentucky Mining company, Samuel Newhouse, president, and the Phoenix Reduction company, owned by the same interests, in different portions are crowding a development on the Susan Duster owned by the former company, and the Prince property, owned by the latter. The Susan Duster has a 25 horse power gasoline hoist. Its shaft is down over 350 feet, and still sinking. From a drift on the second level they are going down and from the third level raising to a caving section with this mine. They are also drifting both ways on the third level and sinking a winze. The ore is a complex sulphide of lead, zinc and iron, with important values in both gold and silver. Both this company and the Nevada Utah will require zinc concentrator and separator so that with the railroad will be developed an entirely new industry for this region. So far as known, not a pound of zinc has ever been sold from the mines of this district, but zinc promises to be as important an item here as it has become at Leadville in recent years.

FORTY HORSE HOIST.

On the Prince property a 40-horse-power gasoline hoist has recently been installed over their new shaft which is already down 120 feet. It has a three-drill compressor, and proposes to go down 1,000 feet with this equipment. At 100 feet in the shaft a cross-cut has been run in 40 feet. There is also another old shaft on the property. All these workings are in ore. The manager of this company tells me that he has traced this ore deposit for 1,500 feet in length and that it shows a width of 100 to 200 feet. It is a low-grade silver ore, carrying 80 per cent excess iron and both of the great smelting companies have been striving to secure a contract for a large daily tonnage of it.

FAMOUS OLD PROPERTIES.

Another company to install a hoisting

plant for development is the Boston and Pioche, which has just received a 40-horse-power gasoline hoist for the Bore mine. The shaft on this mine is down 150 feet on the porphyry dike. This company owns a large group of mines about a mile east of town, among which are three which were famous in the old days. One of these, the Silver Peak, still retains its old name; the others now known as the Fannie and North Pole were formerly called the Bowers and the Peavine. A mill was built at Bullionville to handle the Bowers ores, but it, unfortunately burnt before it had been running very long.

This is a Boston company with an office at 319 Washington street, and has been making many investments in this section.

The Lincoln, Nevada, Mining & Milling company is planning to erect a mill on their gold property, which lies just back of the famous old Alps, which had such a large record and was such a favorite of the San Francisco stock board in the early '70's. J. Deldrich, a millwright of Los Angeles, is coming in to get the data for finishing the plans.

Walter C. Brace of the Bristol Consolidated Copper company has just come in from his Daulton Copper mine in Madera county, California. The Bristol Consolidated has been shipping 18 per cent copper ore without waiting for the railroad to get here. The mines of Bristol are going to make the point a powerful rival of Pioche for first place in tonnage of shipments.

TEN YEARS IN BED.

"For ten years I was confined to my bed with disease of my kidneys," writes R. A. Gray, J. P. of Oakville, Ind. "It was so severe that I could not move part of the time. I consulted the very best medical skill available, but could get no relief until Foley's Kidney Cure was recommended to me. It has been a Godsend to me. For sale by F. J. Hill Drug Co., 'The never substitutes'."

BANQUET AT THE CULLEN.

B. B. Heywood Gives Dinner to the Local Newspaper Men.

B. B. Heywood, proprietor of the new Cullen hotel, was the host at a distinctly recherche dinner last evening. Fifteen local newspapermen were the guests and during the three hours the menu was discussed, stories, and the evening small talk were the features.

The banquet was served in the ordinary of the hotel—a room lavishly fitted up in mission style along the lines commensurate with the palatial appointments of the reconstructed hostelry.

Ben Heywood opened the ball by making one of the longest speeches of his public career. He said: "I don't like to speak of commercial things at this banquet, but I can't help telling you that I have made a good trade tonight. When I invited you boys here I knew I would have so much better company than you would, that I felt I had made the best of the trade."

He was followed by Judge C. C. Goodwin and Frank C. Cullen. The present were subject to call and took for their themes light subjects that ran the gamut from nature fakers to the phenomena of telepathy. Between the presentations of the oratory the following menu was discussed:

Canape a la Russe, Martini

Consomme aux Quenelles

Pilet of Striped Bass a la Normande

Pommes Hollandaise

Green Olives, Radishes, Chutney

Breast of Chicken, Italiane