

MINING, BUSINESS AND STOCKS

SEARCHLIGHT MINES ALL DOING WELL

Nob Hill District in Particular is Occupying Much Attention.

"COMBINATION" DUMP IS RICH

Rich Strike on Trail From Searchlight to Pinto Mountain Made By Accident.

Special Correspondence.

Searchlight, Nev., May 27.—Active development work has commenced on the Nob Hill district, which is situated in the Searchlight-Pinto mountain range. The property is owned by the Searchlight-Pinto Mining Co., which has acquired by this company the Nob Hill district, comprising the Nob Hill, Top Notch and five adjoining claims, aggregating 144 acres. The combination mine has produced over \$200,000 in the early days of the camp, when owned and operated by "Mormons" but work was discontinued twenty years ago, as it was found impracticable to handle ores unless they carried fabulous values on account of the excessive freight and transportation charges. The shaft is down 150 feet and has a six-foot ledge of sulphide ore opened up at the 50-foot level, and at the 125-foot level, while the bottom of the shaft is all in ore. The dump on this mine is probably the most valuable one of its kind in southwestern Nevada, as it has on conservative estimates, 6,000 tons of ore that will average better than \$11 per ton. This property has been owned since the late 1800s until E. J. Roberts and Thos. Edwards, former owner of the Montgomery-Shoshone mine at Bullfrog, secured it. Development work will proceed at once, and a 40-horsepower hoist will be installed. This property has promise of being one of the best producers on Nob Hill.

ACCIDENTAL STRIKE.

During the past five years many people have daily walked over the well-beaten trail from Searchlight out to the Pinto Mountain district. Prospector never for one moment thought enough of the country to prospect the ground. Supt. Geo. Freeborn of the Searchlight-Diamond Mining company stumbled over a piece of rock on his way into town the other evening and stopped to pick it up. The next day he examined the piece carefully and was surprised to find free gold in it. He prospected the property, and a 40-horsepower hoist was put to work at once to ascertain the extent and value of the new find. The formation is andesite and basalt. On the Searchlight-Diamond mine work is being continued on the old shaft with excellent results. At a depth of 65 feet the ledge has widened so that it fills the shaft, and the ledge has increased slightly. The finding of ore shot to the west is a very important discovery. Its presence was not suspected, and its discovery is the result of a thorough treading of the vein. It is not thought that the two shafts are not being sunk on one shoot. Both shafts are to be sunk to water level, and then connected by a drift. This will show a large block of proved ground.

WILL CROSSCUT UNDER TOWN.

The Searchlight-Treasure-Gold is beginning to crosscut under the town to catch all the ledges that traverse its holdings. At the present time the main shaft is down 100 feet and all in ore with neither foot or hanging wall in sight. A recent assay of the ledge assayed \$185 which was highly gratifying to the management. The shaft is being thoroughly timbered and drifts are also to be run to determine the extent of the ore body. Wither, Ward & Co., of New York, are financing this company and upon the occasion of Mr. Wither's visit here recently he placed the property on a tangible basis.

VEIN MATTER IMPROVING.

Progress on the Cyrus Noble Extension is continuing with good results. A head frame and collar set are being placed on the shaft. The management is convinced that the work is being done in the right place, and that the shaft will be fed for the main working purposes.

The vein has been sunk on to a depth of 25 feet and has shown constant improvement. The foot wall followed has continued as straight as a die and the ore streak has widened considerably. The vein matter is also showing an improvement, and it is evident that a valuable ore body will soon be developed. The management is confident that the work is being done in the right place, and that the shaft will be fed for the main working purposes.

ORE AVERAGES \$45 PER TON.

Supt. E. J. Roberts of the El Dorado Nevada Mining and Milling company has commenced aggressive development work on the Nob Hill district. Two shafts of men are now at work sinking the main shaft to the 300-foot level and cross-cutting for the ledge at the 200 foot level. The cross-cut is now in 20 feet and it is expected that the vein will be reached within 25 feet more work. On the 100 foot level the vein is four feet wide and averages \$44 per ton, while on the 150 foot level it is five feet in width and averages better than \$50 with an 18 inch streak in the center running about \$200 per ton. The mine has been thoroughly sampled and a conservative estimate has been made that

there are about 5,000 tons of ore blocked out that will average \$45 per ton.

WILL BEGIN DEVELOPMENT.

H. B. Adsett of Telluride, Colo., has purchased the New Year and Baby Phil mines, adjoining the Doherty-Red property which he will proceed at once to develop. The group is located two miles west of town and located in the same porphyry belt that contains the Blossom and Peerless mines.

NEVADA PLACER MINING.

Interest Subsiding But Many Still Heading for New Fields.

Regarding the recent placer excitement in the vicinity of Goldfield, Nev., and resultant stampede for the fields, the Goldfield Sun has this to say: Interest in the placer excitement has somewhat subsided today but still there are those who persist in saying that there is something to it.

Some of those who went out in yesterday's heira say that the locality of the new find is in the basin lying east of the Copperopolis country, 14 miles northeast of here. Some of these have brought in gravel and are today making tests on it and evidently believe it is all right.

Others who were there, shrug their shoulders and make very facetious remarks about the excitement. So there you are. The only thing to do is to wait and see what development will bring forth.

True it is that people have left this and other fine camps in disgust and said there was nothing in them, but they made the mistake of their lives. As quiet as this search for placer ground has been kept those who went out yesterday say that the entire day, which looks like the bottom of a big lake, has been staked for miles around.

60-TON PLANT FOR TONOPAH.

J. H. Kinkead, Inventor of Kinkead Mill Will Commence Construction.

J. H. Kinkead, inventor of the Kinkead mill, came down from Virginia City the fore part of this week on a business trip. Mr. Kinkead says that he has just signed a contract for the treatment of 10,000 tons of ore from several of the mines at Tonopah, and that he is fitting up a 60-ton plant for the receipt of the ore. The 100-ton plant at Virginia, which is owned by Mr. Kinkead, is running steadily on the ores produced by several of the Tonopah mines and the extraction is being reviewed in every respect.—Goldfield Review.

FAIRVIEW TO THE FORE.

Ben D. Luce Says District Practically Unmined.

Enthusiasm in his descriptions of the possibilities of the district, Mr. Ben D. Luce reached Salt Lake from Fairview yesterday afternoon. Mr. Luce was among the first on the ground when the Fairview excitement first broke out and is now beginning to reap the fruits of his industry. He states that samples of ore are being brought into camp by prospectors and others frequently from all directions. The ledge is not only well marked and the outcroppings extend remarkable distances yet a depth of even 50 feet shows a strong improvement. Both the Wingfield and Nevada Hills groups are now seeking ore both from their shafts and surface cuts and are meeting with good values right along.

POLARIS MINE DOING WELL.

Smelter Being Installed With Ore in Sight to Run Two Years.

The many friends of H. H. Armistead in Salt Lake are congratulating that gentleman on the success of his efforts with the Polaris property at Polaris, Beaver county, Montana. This mine has been a steady producer for some time past, but until the advent of Mr. Armistead as general manager it seemed impossible to discover a sufficiently economical method of treating the ore to pay anything like the profitable value of the property would seem to warrant. Experiments have been conducted with a view to the peculiarity of the Polaris ore, and as a result the extent of the ore body has been determined, which is expected will extract practically every ounce of value. The properties are located about 38 miles from Armistead on the Oregon Short Line, and a large force of men is now engaged in constructing a substantial wagon road between the two points. Sufficient ore is in sight to provide the smelter with work for upwards of two years, and general conditions with the company are at this time very favorable.

NEW MINING CORPORATION.

Davis-Daly Estates Copper Co. Files Articles—Will Operate in Montana.

Augusta, Maine, May 30.—Articles of Incorporation of the Davis-Daly Estates Copper Corporation were filed at the secretary of state's office yesterday. The certificate of incorporation fixes the capitalization of the company at \$100,000, all of which is common stock. The incorporators include Donald M. Heicher, Newton, Mass.; president; Charles F. Dillaway, Boston; William J. Freeman, Brookline, Mass., treasurer.

ORE WORTH \$30 PER POUND.

Vein of Fabulous Richness in Seam Six to Seven Inches Wide.

Word was given out from the office of the Palmetto and Death Valley Mining company today that a phenomenal strike was made upon the Goldfield estate claim of that company at Palmetto yesterday.

Tuesday on the Franks, Devin and Nesbit lease the leasers cut through the ledge of three and one-half feet at the 75-foot level, 18 inches of which is of high grade shipping values and on Wednesday what appears to be the greatest strike found in the district to date was opened up in the drift on the Howard and Walters lease. These lucky leasers were preparing a shipment to the Columbia sampler of five tons averaging better than \$200 per ton, and in firing a round at the 45 foot mark in the drift encountered one of the richest seams found in southern Nevada. It is from six to seven inches wide all of which is literally covered with gold. Conservative judges who have visited the scene of the strike are of the opinion that what is in sight will run not less than \$30 per ounce.—Goldfield News.

DIVIDENDS DECLARED.

Mohawk and Copper Range of Boston Distribute Profits.

James A. Pollock & Co. furnish the following from Boston, received over their private wire:

"Mohawk dividend, \$3, payable July 10; books close June 23 and open July 10."

"The directors of the Copper Range

have declared a quarterly dividend of 1 1/2 per cent, payable July 2 to stock of record June 7. Books close June 7 and reopen July 2."

BOSTON COPPER LETTER.

James A. Pollock & Co. furnish the following copper letter from Boston, received over their private wire:

"We had fairly active copper market during the last hour today. The declaration of \$2 dividend on the Mohawk brought in buying orders. There appears to be but few copper shares pressing for sale. Commission houses were not active during the latter part of the day."

CONCENTRATES.

Sale of Little Chief stock on which the assessment of 1 cent is delinquent is fixed for June 16.

S. M. Levy, manager of the Annie Laurie who has been in the city for a few days returned to camp yesterday.

Frank M. Taylor of the Taylor & Brunton Ore Sampling company arrived in the city yesterday from Colorado leaving a few hours later for Nevada.

James T. Keckel, superintendent of the milling plant of the Daly Judge was in the city a few hours yesterday. He was accompanied by John Thompson, the company's master mechanic.

A. S. CAMPBELL.

Stock Broker, 216 D. F. Walker Bldg.

F. R. Snow & Co., Stock Brokers, 22 Commercial Block, Both Phones 1973

CANNON BROS., BROKERS, 24 E. So. Temple, Tel. 910 Ind., 910-K Bk.

E. M. West & Co., stock brokers, D. F. Walker Bldg. Tel. 165; res. 3510-K.

J. OBERNDORFER, Stock Broker, 161 S. Main St.

Go to Salfair Decoration day, 30 trains, 30.

LIVESTOCK.

OMAHA.

Omaha, May 30.—Cattle—Receipts, 2,500; market steady. Native steers, 2,500; cows and heifers, 2,500; western steers, 2,500; cows and heifers, 2,500; stockers and feeders, 2,500; calves, 2,500; bulls and stags, 2,500.

KANSAS CITY.

Kansas City, May 30.—Cattle—Receipts, 2,500; market steady. Native steers, 2,500; cows and heifers, 2,500; western steers, 2,500; cows and heifers, 2,500; stockers and feeders, 2,500; calves, 2,500; bulls and stags, 2,500.

CHICAGO.

Chicago, May 30.—Cattle—Receipts, 2,500; market steady. Native steers, 2,500; cows and heifers, 2,500; western steers, 2,500; cows and heifers, 2,500; stockers and feeders, 2,500; calves, 2,500; bulls and stags, 2,500.

WOOL.

ST. LOUIS.

St. Louis, May 30.—Wool, steady. Territory and Western, 2,500; fine medium, 2,500; fine, 2,500.

MONTANA CLIP.

Great Falls, Mont., May 30.—The largest wool clip in the state was sold here today for 25 cents per pound. The clip is made up of 100,000 pounds of 100,000 pounds, amounting to about 1,200,000 pounds. Hallowell, Jones & Donald, a Boston firm, sold the clip. Last year this clip sold for 25 cents.

BOSTON.

Boston, May 30.—The wool market is dull, though with a better tone in evidence. Most of the trading is in evidence, but not until the advent of Mr. Armistead as general manager it seemed impossible to discover a sufficiently economical method of treating the ore to pay anything like the profitable value of the property would seem to warrant.

MINERS' CONVENTION.

Held no Session. Delegates Attend Services at Grave of Rev. Myron Reed.

Denver, May 30.—No session of the convention of the Western Federation of Miners was held today. The delegates in a body attended Memorial services at the grave of Rev. Myron Reed in Fairmount cemetery.

REAL ESTATE TRANSFERS.

YESTERDAY'S.

J. A. Fritsch to H. L. Penrose, 110 34 & East Park

Same to H. C. Hoffman at \$5, 5 1/2, Capitol Ave.

Oscar Liebig to A. F. Harwood, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Edw. T. Ashton to Geo. Hall, 1/2, 2 1/2, 1 Golden Park Am.

Marilla Jensen to Christine Anderson, 1/2, 2 1/2, 1 Golden Park Am.

John M. Reed to H. L. Penrose, 110 34 & East Park

Same to H. C. Hoffman at \$5, 5 1/2, Capitol Ave.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

Same to John C. Hoffman at \$5, 5 1/2, 1 Golden Park Am.

VAST STATION FOR PENNSYLVANIA R. R.

Will Open Huge Terminal Depot In the Heart of New York City.

PLANS ARE NOW COMPLETED.

To be Located Between Seventh and Eighth Avenues and Thirty-First and Thirty-Third Streets.

The opening of vast railroad station in the heart of New York City, the second only of its kind in the great metropolis, is an event of unusual interest. What it will cost the Pennsylvania company to secure such a site, and to tunnel under the Hudson river to reach its station must be a sum that only a Pennsylvania system could afford.

The plans of the great New York station are now complete and the company has given out the particulars of the great structure.

The geography of the station is interesting. It is bounded on the east by Seventh and the west by Eighth Avenue; on the south by Thirty-first and the north by Thirty-third street. Thirty-second street having been closed and included in the station site. In the center of the hotel, theatre and shopping district the advantage of its location is obvious. The frontage on the Hudson is 430 feet and on the streets 360 feet, the sides of the structure forming a perfect parallelogram. As the tracks are 40 feet below the surface of the streets the station is divided into two levels. From the street level upward the walls of the structure rise to the height of 60 feet, except in the center, where the roof of the general waiting room reaches a height of 100 feet and the corner of the structure is cut off by the street level. On either side of the Seventh Avenue entrance there are also a series of stores. At the further end of the arcade the restaurant, lunch rooms and the cafe are established, with proper kitchens and service connections. Beyond is the general waiting room and the Concourse, all easy of access by convenient stairways.

The general waiting room, the largest of its kind in the world, 320 feet long, 110 feet wide and 150 feet high, is the central section of the plan. Within its spacious walls will be located the ticket offices, baggage rooms, baggage checking windows, all so disposed as to situation that a passenger may proceed from the station to the other extremity of the structure, to the station platform, with a minimum amount of exertion and without retracing his steps.

The third level, which is at a depth below the surface of the street corresponding to the level of the four-story building, is the level of the station platform. The two tracks emerge from the tubes under the Hudson and reach the entrance to the station yards at the station platform. The total number has grown to 21. There is also a reduction in the number of tracks leading out of the station to the Hudson river. The track surface of the station may be compared to two unfolded fans joined together at the open ends, the handle of one extending under the Hudson river, the other under the East river. Within the other end area, covering 25 acres of ground space, there are 16 miles of tracks. This track area will afford ample facilities for the movement of one hundred trains per day by the prompt and efficient means of electric power. Through trains from the western side of the Hudson after discharging passengers will be conveyed to the Long Island City, where the train yards and terminals will be located, thus leaving the station tracks clear of any idle equipment and likewise the westbound through trains made up at the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

The subway, which is now under construction, will be operated by the Long Island City terminal will pass through the station, stopping only to take up their quota of passengers.

Mr. Cutting, left for Chicago this afternoon on the Overland Limited.

W. F. Gleason, chief clerk in the office of the general freight agent of the Salt Lake Route at Los Angeles, is here today.

J. A. Reeves, general freight agent of the Oregon Short Line, arrived in Chicago today from St. Paul, where he has been during the past week. He is expected home in about ten days.

Mrs. Derrah, wife of the assistant general freight agent of the Denver & Rio Grande, left today with her son to visit relatives in Pennsylvania. Mrs. Derrah will leave next week for Kansas City, where she will meet them and spend a short vacation.

Joseph Moore, agent for the Bullfrog-Goldfield stage line, which is now running in connection with the Salt Lake Route, announces that the fare to Goldfield will be \$16 from the railroad. The fare from the Bullfrog district to Las Vegas, via Januine, including stage and railroad, is \$20.

COURT NOTES.

A decree has been rendered by Judge Morse in favor of plaintiffs in the case of Heber M. Wells, et al. against A. G. Green, in which the title of plaintiffs to certain mining claims in Bingham was decided.

Suit to foreclose a chattel mortgage has been filed in the district court by Jessie Henderson against Charles H. Kraft and wife. The mortgage alleged to be due on the mortgage is \$350 for which plaintiff asks judgment.

Cecelia Hansen has filed suit for divorce in the district court against Benjamin Hansen on the ground of failure to support. They were married in Denmark in October, 1877, and it is alleged that for more than five years past defendant has failed to support plaintiff.

George H. Crow has filed suit in the district court against Max M. Johnson to compel him to deliver to plaintiff 2,000 shares of stock in the Christmas Mining company. It is alleged that plaintiff paid defendant \$100 for the stock, but the latter has failed to deliver the same. Judgment is asked for the stock and for damages in the sum of \$500 for withholding the same from plaintiff.

Suit for divorce has been filed in the district court by Matilda Lane against Joseph Lane on the ground of cruelty. They were married in Denver on August 9, 1899