

MINING, BUSINESS AND STOCKS

UTAH MEN IN THE KAWICH DISTRICT.

Major W. F. Stanton After Inspecting Country Returns to Goldfield Enthusiast.

OCCIDENTS SECURE Foothold.

Have Obtained Lease on a Promising Property—Senator Nixon's New Company.

According to the Goldfield News several Utah men have shown an active interest in the Kawich district, among them being Maj. W. F. Stanton of this city and Judge A. G. Horn and Dr. U. V. Withee of Ogden. The News says:

Maj. W. F. Stanton, Michael Harrington and other mining men who have recently been to Kawich are enthusiastic over the prospect there. Maj. Stanton and Mr. Harrington report that the same geological conditions are present in Kawich as in Goldfield and the surface showings are identical.

At the time of the original strike, three months ago, ore samples were brought into Goldfield in number, and half of them were found to assay from \$200 to \$250,000 per ton. Maj. Stanton immediately made a claim on which those were taken and he declares that there he found every appearance of a well defined ledge extending 3,000 feet. Piece gold can be seen on the surface shining in the sun, at a distance of 50 feet.

Generally speaking, Maj. Stanton and Mr. Harrington think the district shows up magnificently, considering the small amount of work that has been done. Highly mineralized porphyry contacts run through the country and assays from these average \$5 per ton. Several hundred men are now in the district and most of these make Goldfield their headquarters.

The Kawich Gold Mining company is a new company just organized in the Kawich district. Senator George B. Nixon is president, W. J. Douglas, vice president, S. H. Kito, treasurer, and L. Blackmore, secretary. "Billy" Douglas, vice president, was in Goldfield on Monday and stated that from private reports he is convinced Kawich is going to prove one of the richest gold regions of Nevada.

"Five big strikes," he said, "have been made there in a week. It looks like Kawich will run Bullfrog a close second, if indeed it does not eclipse it. The newly formed mining company, the Kawich Gold Mining company, owns ten claims and has a ledge running through each claim. High values are shown by assays. A big force of men has been sent to Kawich to develop the property at once."

Judge A. G. Horn, who came in yesterday from Kawich reports that another strike was made Wednesday afternoon, this time on No. 1 ledge on the Gold Standard claim of the Gold Standard Mining company. The ledge was encountered in trenching and an assay taken showed values of \$200.

This strike is the first one which has been made to the west of the original strike and extends the territory in which the bonanza values have been found. Judge Horn and Dr. N. V. Withee of Ogden, who were fortunate in securing the leases adjoining on the west of that on which this latest strike was made, they believe their chance of getting the bonanza is excellent and are anxious to start active operations on their holdings.

SENATOR LEWIS HOME.

Says Utah-Nevada Project is Certain of Success.

State Senator A. B. Lewis returned from New York last night and will probably reappear in the senate chamber tomorrow morning. The senator was called several weeks ago on a telegram urging his presence at the New York offices of the Utah-Nevada Mines and Smelters corporation, which has been in the process of promotion for about a year.

It was expected that upon his return the senator would unhesitatingly endorse the project. He is now in a position to state that it is a sure go and that already the necessary capital has been subscribed to carry it through.

Mr. Eisenhower left yesterday morning for San Francisco to buy and ship in the machinery necessary for a plant to determine the most suitable process to secure the greatest percentage of extraction. If necessary all branches of ore reduction from amalgamation to chlorination will be taken up.

U. S. IRON MINE.

Chas. T. Mixer Now in Charge of Development of Property.

Charles T. Mixer, who is in charge of the iron property recently purchased by the United States Mining company in Puffer county, came up from the south night before last to confer with Manager Fitch. Mr. Mixer says the property is being vigorously developed and that some very good iron ore is being taken out for shipment to the lead smelter at Bingham Junction, where it is used as a flux.

Mr. Mixer says the snow is still very deep down in that country and that the recent storm was by far the worst of the winter.

BINGHAM N-H. SUE.

Action Filed to Quiet Title to Mining Property.

John B. and Thomas H. Stephens have filed suit in district court against the Bingham New Haven Copper and Gold Mining company to quiet title to the Surprise ledge claim located in the West Mountain district.

THE MAJESTIC MINES.

Beaver County Properties Now Undergoing Thorough Sampling.

Manager M. M. Johnson of the exploration department of the Newhouse mines and other members of the Newhouse staff are making a careful sampling of the properties of the Majestic Copper Mining & Smelting company. By the time this work is completed, Mr. Newhouse, the managing director, will know just what the needs of the properties are, and will act accordingly. The Old Hickory and Harrington & Hickory, belonging to the Majestic, were visited by the latter on Monday last, and the crew away quite favorably impressed with them.

CONNECTIONS WITH ALLS-WELL SHAFT

Utah Copper Company Will Complete Tunnel Across Bingham Canyon Tomorrow.

LENGTH OF ADIT 1,800 FEET.

Gives Mine Another Outlet to Surface—Will Open Immense Ore Reserves.

General Manager D. C. Jackling of the Utah Copper company donned his high boots this morning and left for the camp of copper ore in the Ogden city and mountains and expects to remain there until tomorrow when he will witness the completion of an important piece of development work—the completion of the tunnel across the main Bingham canyon and connecting with the new shaft sunk on the Alls Well vein, from which the Ohio Copper company is now drawing its riches to the extent of about \$20,000 monthly.

"The length of the tunnel," said Manager Jackling today, "is about 1,800 feet to where it connects with the shaft, and gives us an outlet to the surface in two places and also enables the extraction of ore from the Alls Well ledge through the main tunnel workings. It is not the intention, however, at the present to draw on the Alls Well for ore; not at least, until we continue the drift already started, 200 feet further and haulers are made more cross-cutting. But in a little while we will begin the extraction of ore here and, of course we expect to get some very substantial results. There is certainly no reason why we should not. The shaft is only 120 feet deep, but back of it the workings on the ledge will make depth rapidly as the mountain soon becomes precipitous."

DAILY-WEST OFFICIALS.

Officials Arrive from Denver—Directors To Organize.

President Jacob Bamberger, Manager Ernest Bamberger and Treasurer McCormick of the Daily-West Mining company returned from the Denver meeting on Monday and stated that from private reports he is convinced Kawich is going to prove one of the richest gold regions of Nevada.

BIG MILL FOR NEVADA.

Machinery Now Being Ordered for Plant To Go Up at Goldfield.

Plans for one of the most extensive mills in this district have been developed to the point where it can be definitely announced that they will be carried through. The mill is to be of 40 stamps and will have a daily capacity of at least 100 tons, says the News of Goldfield. It is to be built by the H. L. Frank company of Butte, Mont., and the organization has the financial strength to carry out the project on the large scale which has been planned.

G. R. Fother, manager, and Frank Eisenhower, superintendent of construction, who are thorough and experienced millmen, are the local representatives of H. L. Frank company and have been here paying the way for the big mill enterprise for several weeks. Now they are in a position to state that it is a sure go and that already the necessary capital has been subscribed to carry it through.

Mr. Eisenhower left yesterday morning for San Francisco to buy and ship in the machinery necessary for a plant to determine the most suitable process to secure the greatest percentage of extraction. If necessary all branches of ore reduction from amalgamation to chlorination will be taken up.

It is the company's present intention to put in a 40-stamp mill and the plant will be equipped with the latest improved machinery in every department. The location of the mill has not been decided on, several available sites being under consideration.

Mining Dead Filed.

Special Correspondence.

Provo, Feb. 21.—A quit claim deed from John Bistlemeyer to Jens C. Christensen for a half interest in the Great Irish Charge mining claim, in East Fork mining district, has been filed with the county recorder. The consideration named is \$1.

CONCENTRATES.

The ore and bullion settlements reported late yesterday were as follows: Crude ore and concentrates, \$66,700; base bullion, \$40,200; gold bars, \$2,500.

Dr. U. V. Withee of Ogden, who has become extensively interested in the new Kawich, Nev., district, was in the city yesterday and returned to Ogden last night.

A. W. Scott, who figured recently in the purchase of the Abe Lincoln property at Pioche, Nev., came up from the south yesterday, accompanied by P. J. Donahue.

Richard Parker, the mining engineer, who was connected with the United States Mining company during the early stages of its existence, was in the city for a few hours yesterday en route to Nevada on professional business.

Anthony Godde, who has been east several weeks to meet with the gentlemen interested in the promotion of the Utah-Nevada Mines & Smelters corporation, returned yesterday confident that the proposition is going to pull out all right.

A. S. CAMPBELL.

Stock Broker, 216 D. F. Walker Block.

RAILROAD FOR VERNAL CITIZENS.

Engineer Johnson and Force of Surveyors Running Lines in Eastern Utah.

UTAH ROAD IS TO EXTEND.

It is Promised that the Grade Will Not Exceed Three Per Cent at Any Point.

Engineer Johnson of the Utah railroad and party of surveyors are engaged in running a line into Vernal and it is promised that when the survey is completed that no place will the grade exceed three per cent. The surveys into Leland and Duchesne have been completed and indications are that the extensions to the Rio Grande feeder will be built this year and cleared up in time for the opening of the Utah reservation—whenever that occurs.

The proposed extension of the road into Vernal leaves the Duchesne line, where it crosses the river half a dozen miles above Ouray and follows the river up to the mouth of the big wash, and follows the wash north to the Utah gap, crossing the freight road near the big dugway on the Vernal-Pine road adjacent to the half-way hollow.

LEAVE TOMORROW.

General Manager Wells and Staff Going to Los Angeles.

The office furniture of General Manager R. E. Wells of the Salt Lake Route has all been packed ready for shipment to Los Angeles tomorrow morning when Mr. Wells, accompanied by his secretary, Mr. Read, and his new chief clerk, Mr. Baich, will say good bye to Salt Lake and take up their official residence at the City of the Angels. Mr. Wells has been here for over a year and now that construction is practically completed on the line, according to the statement made by him when he first came here, he is returning to Los Angeles. The two ends of the road are direct connections with the Pacific coast and the direct affairs at this end just as though he were on the ground. He leaves behind him his former chief clerk, W. H. Smith, in the capacity of trainmaster, who will see that trains are shot through on schedule time as soon as the road is opened for through traffic.

ROAD TO GOLDFIELD.

Construction on the Line to be Started This Week.

The Goldfield, Nev., News says: The contract for the grading for the Goldfield railroad has been given to McLean & McWaters, and the Pacific Construction company has been given the contract for the construction of the line. Grading work will be started next week and the road will be completed and ready for the rails within a few months as there are no difficult engineering obstacles to overcome. Unhindered survey has been made in the delivery of materials the road will be completed and in operation by the 4th of July at the latest.

It has been definitely determined that the depot site shall be between Goldfield and the January mine, probably one-quarter of a mile this side of the latter. The route decided upon has been surveyed and the road will cross the flatland desert on practically an air line until within a few miles of Goldfield, where there will be a detour north. It will enter the district via Diamondfield.

SPLIT, BRITTLE, DULL HAIR.

All Come From Dandruff, Which is Caused by a Germ.

Split hair, hard hair, lusterless hair, brittle hair, falling hair, all owe their origin to dandruff, which is caused by a really little microbe that burrows into the scalp, throwing up the cuticle into dandruff scales and sapping the vitality of the hair at the root, causing the several diseased conditions of the hair till it finally falls out. Modern science has discovered a remedy to destroy the dandruff microbe, which is combined in Newbro's Herpicide, the delightful hair dressing. Always itching instantly and makes hair soft as silk. Take no substitutes, but get the genuine. Sold by leading druggists. Send five stamps for sample to The Herpicide Co., Detroit, Mich. Z. C. M. L. Drug Co., Special Agents.

TRACK SPREADING.

Prevention of Rail Lengthening Solved By a German Railroad Expert.

Special Correspondence.

Washington, D. C., Feb. 18.—The following paragraph in today's advanced consular reports is of interest in railroad circles:

The spreading and lengthening of rails and track on double-track railways has recently formed an interesting topic of discussion in the engineering circles of Germany. The tendency of steel rails and tracks to lengthen in the direction followed by passing trains has long been a disturbing factor here in the conduct of double-track roads, it being assumed, on a priori, that, aside from the element of danger, the cost of remedying this particular evil consumes as much as 30 to 40 per cent of the entire annual expense of track repairs on such roads. The main cause of such lengthening are variously supposed to be the thumping of the rolling stock against the rear ends of the rails, the friction of wheel flanges against the outer rail of curves. Single-track roads are not similarly affected, because the passage of trains in both directions acts as a natural corrective of the evil.

Through this forward motion of the rails the safety space between rail ends disappears and any increase in temperature is liable to result in the spreading or bulging of the track, as also the twisting and tipping of sleepers

and ties, an effect especially noticeable and injurious near switches and frogs. At sharp grades and curves it may happen that one rail is raised by the motion, while the other assumes the opposite motion, thus bringing about a dangerous twisting of the roadbed.

In the past the trouble in question was sought to be met by notching the old-style iron rail for the reception of the spikes or bolts and hold down the flange; but this did not entirely remedy the trouble, since the tie and sleepers were thus concentrated upon the two adjoining sleepers, which soon became loosened from their beds. But little better success was attained by driving posts or piles against these adjoining sleepers, or applying braces and trusses between neighboring ties. For a time the expedient was resorted to of screwing short pieces of iron or brass, to the base flange of the rail, the ends of which in turn rested against the spikes holding the rails; yet this also was found unsatisfactory, owing to the labor required and the proportionate weakening of the rail caused by the drilling of so many holes.

Recently an invention has been perfected by an engineer named Dornmuller, which is claimed to have completely solved the difficulty.

The apparatus consists of an iron clip or clamp the curved ends of which hug the base flanges of the rail and from the top and which firmly hold against the bottom of the rail a key or wedge of iron, the wide end of which is calculated to rest firmly against the side of the next adjoining sleeper. This wedge again drives two pieces of iron against the slanting bottom of the clamp, thus automatically and in place the entire apparatus by means of the very force that is sought to be counteracted.

Through the application of a sufficient number of these clamps at points where the track appears particularly endangered, the entire roadbed is rendered steadfast and the movement forward of rails has been successfully overcome.

The line between Aix la Chapelle and Dusseldorf and between Cologne and Herberthal have been equipped with this apparatus. Severe tests have been made at points where the trouble has heretofore been greatest, and it was found that by applying eight clamps to each 50-foot rail, laid upon a gradient of 1.37, and where 54 trains per day were thereon, practically no movement of track or rails took place during a period of 18 months while, without such appliances, it had been necessary to reset normal conditions about every three or four weeks.

Should further details be desired, they could doubtless be had from the inventor or from the German engineer, Dr. Dornmuller, Berlin.

Hustling on New Engines.

Captain Kramer of Philadelphia, who is in charge of the Baldwin force out here to connect up the new San Pedro engines, is increasing the speed with which the new big engines are being put into service, so that one engine is now being turned out every two days. The long line of locomotives that attracted so much attention in the south, has been discontinued, and the engines will be out on the road in a short time. Two of the new yard engines are all burners, and will be sent to this for service. The new engines are being broken in on the short line trains. They have electric headlights.

SPIKE AND RAIL.

Holiday hours were observed in all the local railroad offices today.

F. I. Smith of the Big Four in Denver is numbered among the visiting railroad men in town today.

Charles B. Sloan, general agent of the Rock Island passenger department at Denver, is in Salt Lake today.

Car Accountant Clayton of the Salt Lake Route will move his office to Los Angeles on the first of March.

W. H. Sneaker, general agent of the Illinois Central at San Francisco, left for the coast this morning after a brief visit here.

The Salt Lake Route excursion from Provo to American Fork on Friday evening for the benefit of the B. Y. T. orchestra promises to be a big event.

Vice President and General Manager W. H. Bancroft and General Superintendent E. Buckenham of the Oregon Short Line returned from Butte last night.

The Rio Grande will run a special train to Ogden this morning, leaving here at 6 o'clock and returning at midnight. The excursion is being engineered by local Macabees.

Word comes from Denver to the effect that the Colorado & Southern is about to let contracts for construction on an extension from the south end of the system.

I. L. Davis, a train dispatcher at Evanston, Wyo., is at St. Mark's hospital, suffering from an attack of typhoid fever. He was recently transferred from Green River to Evanston.

Very positive statements are made in Salt Lake that the dividends on Union Pacific will be increased at the next dividend meeting of the directors. It is said that practically all of the directors have agreed to vote for an increase in the dividend rate, but that there is a

difference of opinion regarding whether it should be increased to 5 or 6 per cent. It is understood that some of the most influential directors of the company are in favor of making the rate 6 per cent.

The proposed railroad rate legislation by Congress was condemned by President Truett of the Delaware, Lackawanna & Western railroad, in an address at the annual meeting of the company, which was held in New York yesterday. This "extreme legislation," "Socialistic and un-American," and declared that if carried into effect, it practically would amount to confiscation of the railroad properties by the government.

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DESERT NATIONAL BANK.

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Time Table

IN EFFECT Dec. 4, 1904

ARRIVE.

From Ogden, Portland, Butte, San Francisco, Chicago, St. Louis, Omaha and Denver, 8:40 a.m.

From Ogden and intermediate points, 9:20 a.m.

From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver, and San Francisco, 4:45 p.m.

From Ogden, Cache Valley, Butte, Denver, Kansas City, St. Louis, and San Francisco, 7:40 p.m.

DEPART.

For Ogden, Omaha, Chicago, Denver, Kansas City and St. Louis, 7:30 a.m.

For Ogden, Portland, St. Anthony, San Francisco and intermediate points, 10:30 a.m.

For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis, and San Francisco, 11:10 p.m.

For Ogden, Cache Valley, Butte, Denver, Kansas City, St. Louis, and San Francisco, 11:45 p.m.

T. M. SCHUMACHER, Tr. Mgr.

D. E. HURLEY, G. P. & T. A.

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TIME TABLE

San Pedro, Los Angeles and Salt Lake R. R. Co.

DEPART.

From Ogden Short Line, Salt Lake City, 5:00 a.m.

For Provo, Lehi, Fairfield and Ogden, 5:30 a.m.

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