

Park City Yields Big Dividends Despite Water Disaster

PARK CITY has passed through some trying times during the present year, but its mines have distributed in dividends the sum of \$1,822,000, the distributors being those two old standbys—the Silver King and Daly West, and these figures may be increased before the year ends. No new dividend payers have made their appearance.

The disaster which befell the Ontario Silver Mining company in March last—the caving in of the great drain tunnel, which was built about 20 years ago at a cost of many millions of dollars, had a serious effect on the welfare of this historic camp. Its citizens, for more than seven months, were placed under the heaviest kind of strain and the gravest fears were entertained by many of them that the adit was doomed, that it would never again serve the purpose for which it was built—that of draining the mineral zone on which some of the camp's biggest mines are located. In fact, the disaster threatened the very existence of the Ontario and Daly mines, while others were compelled to forego carrying out execution plans that had been laid to develop the ledges at great depth. Business men were in doubt as to what the future might bring forth, so they exercised caution in the matter of stocking up their stores with goods; things went along in that uncertain way which always places a damper on progress.

Has Struggled Heroically.

The Ontario company struggled heroically to open the choked avenue, coming in contact from time to time, with conditions that would discourage a man with iron nerve. The campaign was an expensive one, but it could not be avoided, and when shareholders were called on for assistance, the response was prompt.

Caves Have Been Cleared.

It was only a few weeks ago that the last obstruction was reached, and it is only a matter of a few weeks more until conditions will be back to normal again.

Next to the Ontario, the Daly-West company has probably been most inconvenienced, for the management was prevented from carrying out a scheme to develop the ledges of that property at a depth of 2,100 feet; which was to

have been done through the extension of the drain tunnel into its property. The American flag company, which has been developed into a mine of enormous proportions under the direction of Capt. Singler, was compelled to postpone since its shift deeper, the Daly company could not operate from its old workings, and some of the neighbors of the foregoing named concerns were unable to carry their investigations to the deep because of the intrusion of the waters, which had saturated the mineral zone.

Conditions Will Be Better.

But now that the Ontario tunnel is open again, nothing stands in the way of carrying out this important work in 1906. Hence the new year will dawn with conditions favorable for an unprecedented era of activity.

Large Area of Mineral Zone.

But it is gratifying to note that developments made in other portions of the camp have been of a most important character. Over in the region of the Bonanza flat, the results have been particularly interesting. The work in this portion of the district has demonstrated that the mineral zone on which many of the big bonanzas are located extends over a much greater area than some had supposed. The disclosures made in the West Quincy mine have clearly disproven the theories expressed by some mining engineers that the big ledge of Park City do not extend as far as the Bonanza flat, in the edge of the Snake Creek district.

Daly-Judge Looking Up.

In the Daly-Judge property the campaign of exploration has been carried on steadily, and while the management has done little talking for the benefit of the public, the fact remains that there have been few disappointments; that the response has come fully up to expectations, and the announcement was made only a few weeks ago that the mill would go into commission again early in the new year. Preparations for this important event have been going on in a quiet way for some time; the plant has been thoroughly overhauled and equipped with new machinery and devices for the successful handling of the zinc ores of which the mine is abundantly productive, as well as for the ores which contain no zinc. The company is getting ready to produce regularly again.

West Quincy-Little Bell Deal.

It will be remembered that it was



SILVER KING CONSOLIDATED MINE AND HOISTING WORKS

Just about a year ago that the management of the West Quincy and Little Bell Mining companies entered into an agreement whereby the latter was permitted to develop its ground from the old level of the Little Bell mine. The West Quincy company agreed to pay the cost of running the cross-cut connecting the two properties, and completed its contract last autumn. The running of this cross-cut is considered among the principal events of the year in Park City, for through it, two more properties in the camp have been proven to be producing mines. While the management of the West Quincy has entertained the fullest confidence that the outcome would be favorable, the work has fully demonstrated it. The cross-cut enabled the Little Bell company to reach its ore channels conveniently and the developments of the past few weeks have been of a character that has greatly enhanced the value of the stock.

Thayne's Canyon Campaign.

In Thayne's canyon, the campaign of development has been carried on among the properties located there. The Comstock and California have been busy along this line, and the management of these properties have reason to feel encouraged. The Odin mining company, organized during the year to operate a property in Thayne's canyon, has been showing for the amount of work done. The Silver Bell company has also made headway. Just over the ridge of the mountain and at the head of Big Cottonwood canyon, the Scottish Chief company has been working away energetically. Some good ore has been developed in this property, a few shipments have been made, but the mine has not been opened to the extent that it can be depended on as a regular contributor to the markets. But the outlook is favorable.

Walsh Makes Headway.

Over on the east side of the district, the Walsh company has been pushing away during the year and spending at the rate of \$5,000 per month in exploration and development of ore bodies under the direction of Col. M. Treweek, the manager. The Walsh has been along with its work in a quiet way, and the management has reported that the prospects are exceedingly favorable for the opening of a mine that will prove to be an important one for the future. The management of the New York Bonanza has been useless in its energy to make a paying mine out of that property, and has been running along without securing very much assistance. Early in the year several shipments of high grade ore were made from the mine, but the small fissures encountered, but as yet the permanent ore bodies have not been found. The Naldriver, just above the New York, was made during a portion of the year, but during recent months some exploratory work was done. At the Perry-Hamcock properties, at one time known as the Glencoe

group, considerable expensive equipment has been installed and a vigorous campaign of exploration has been conducted, all of which has resulted in a good showing at the close of the old year. The famous Silver King mine has kept up the usual dividends; the Keith-Kearns mine has been a regular shipper, while the Diamond-Nimrod and other properties in the vicinity have been developing with quite satisfactory results. The Silver King Consolidated has made promising headway and it would be surprising, indeed, if this mine did not produce in 1906.

The Great Daly-West.

Notwithstanding that the caving-in of the great Ontario drain tunnel at Park City interfered with the Daly-West Mining company in carrying out its plan for the year's campaign, the management of that great bonanza has succeeded in maintaining about the usual output and has reported to its shareholders with the regular quarterly dividends of \$108,000.

It will be remembered that late in the year 1904, the directors of the Daly-West consolidated arrangements with the management of the Ontario Silver Mining company for an extension of the drain tunnel to the ledges of the Daly-West. Had it not been for the accident, the ore bodies of the latter mine would have been opened at a depth of 2,100 feet—about 600 feet lower than the present lowest workings in the mine.

But the plan outlined a year ago is yet to be carried into execution, for during the past few weeks, the last cave in the great adit has been removed, the unwatering again of the mine has been completed, and the ore bodies of the Daly-West territory will be resumed. The accident which closed the tunnel occurred last March and has cost the Ontario company many thousands of dollars to close it.

Under the provisions of the agreement entered into with the Ontario company, the Daly-West is obligated itself to pay \$9,000 per annum for the use of the tunnel for drainage and other purposes.

But the stoppage of the drain tunnel did not interfere with development during the year, now draining to a cave on the upper levels of the mine, all of which has resulted favorably. The mill has handled from 12,000 to 15,000 tons per month. The means practically the making of a new mine of the Daly-West and its importance can be realized when the fact is taken into consideration that the zone of ore on which the mine was taken from the mine, have been impenetrable on account of great volumes of water and which could only be overcome by the installation of extensive pumping equipment. But the extension will do away with this unsatisfactory feature; the cost of mining will be reduced to a minimum.

During the year the surplus in the treasury has been materially increased, which is evidence enough that the company has enjoyed prosperity. The outlook for a better record in 1906 is indeed bright.

The present officers of the company are: President, Jacob E. Bamberger, vice president, William H. Dickinson, secretary, Joseph Barnett, treasurer, W. S. McCormick, with Albert Watts of Boston and Louis Kahn of Hamilton, Ohio, constitute the board of directors. Ernest Bamberger, serves the company as general manager; E. W. Sherman is mill superintendent and Jasper A. McCaskey, mill superintendent.

Daly-Judge Ready to Produce.

Nothing has happened in Park City during the year that has caused more profound satisfaction in that camp, unless it was the clearing of the Ontario drain tunnel, than the announcement made by the management of the Daly-Judge Mining company recently that it had decided to place its mill plant in commission again and that the mine would be enrolled among the regular shippers of the Summit county camp in 1906.

The mill is being put in order for

operation and should be in commission before the close of this year. All the ore mine which discharges the tanks through the old Anchor tunnel, which runs the shaft at the 1,200-foot level.

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Kennebec of Big Cottonwood.

The interest taken in mine development at Alta has crossed over the mountains which divide the Little and Big Cottonwood canyons. W. J. Craig, who for a number of years served the Tintic Mining and Development company as superintendent of the Yampa mine at Bingham, saw the possibilities of the upper end of the Big Cottonwood district a number of years ago and he quickly set about to get a few hold in that region, not stopping until he had rounded out more than 250 acres of territory for himself and associates.

Company Organized.

The Kennebec Mining company was organized to take up and develop this vast estate, which already held the record of having produced more than \$500,000. The former owners, like the early operators of Alta, devoted their energy to the ore deposits near the surface, failing in the effort to open the ledges at depth in the long tunnel, run at enormous expense into the mountain. Developments made during the year have shown that the prospectors of this tunnel enterprise went wide of their mark; that when they stopped work the end of it was not within 700 feet of the ore and almost as far from it as when ground was first broken for it. Instead of bearing towards the ore, they had been carrying the work made the mistake of running away from it.

Next Year's Campaign.

Shortly after beginning of the new year the management will inaugurate development work upon an extensive scale. A large air compressor plant and other modern equipment will be installed. The Kennebec properties are located on the main mineral zone that cuts through Alta and there is not the slightest doubt, apparently, but that it is destined to become one of the greatest producers of the state.

The company has Willard F. Snyder for its president, William J. Craig, vice president and manager and Charles O. Ellingwood, secretary and treasurer.

Mineral Shipments of the Summit county camp in 1905.

During the past year the Daly-Judge company has kept up a very vigorous campaign of exploration. The results have been of a character which fully demonstrated that the President, Mr. J. Daly was right, when he told shareholders that the true greatness of the mine of which he is the head, would not be known until investigations were carried to the depths now as well as to the virgin territory southwesterly from the shaft towards what is known as the Bonanza flat section of the district. It had been his years since Mr. Daly made recommendations of this kind, and the shareholders took favorable exception. In February, 1904, the development of the property along the lines suggested by him was undertaken. Since that time the campaign has been carried on vigorously, and during the past year, investigations have been continued principally to the 1,300, 1,400 and 1,500 levels. The responses have been particularly gratifying on the first two named levels, while on the latter, the workings have been in ore for some time but have not yet reached the point directly under where the rich ore bodies have been proven on the level above. One very gratifying feature about the recent development in this lead-Judge is found in the fact that as depth is attained, and as the workings are pushed westerly, under the Bonanza flat country, better values are being found, particularly in gold. Where zinc appeared in the composition of the ore in the old Anchor workings, it has given way to lead-silver-iron ore of a nature that will readily respond to concentration and make a much more desirable smelting product.

Ore Bodies Extensive.

The ore bodies that have been opened have all the appearance of being extensive, yet little has been done towards ascertaining their true dimensions, but in some places shoots have been cut through for a distance of 200 feet by the prospecting drifts. Nothing has been done in the nature of stopping in this new ground and only that one ancestor in the course of development has been brought to the surface. This has been placed in the bins and on dumps near the company's concentrating mill where anywhere from 17,000 to 18,000 tons are stored.

On the 1,300 level, near the old Anchor workings, a large body carrying a high per cent of silver-lead and zinc ore has been opened. A large dump of zinc middlings, estimated at 20,000 tons, made in former operations of the mill, is now being sold to the zinc smelters at a good profit to the company.

Mine in Splendid Shape.

The Daly-Judge mine is in excellent shape to commence the extraction of ore. The old stopes on the Anchor mine side are well timbered and in fact everything is in order for a prolonged season of activity.

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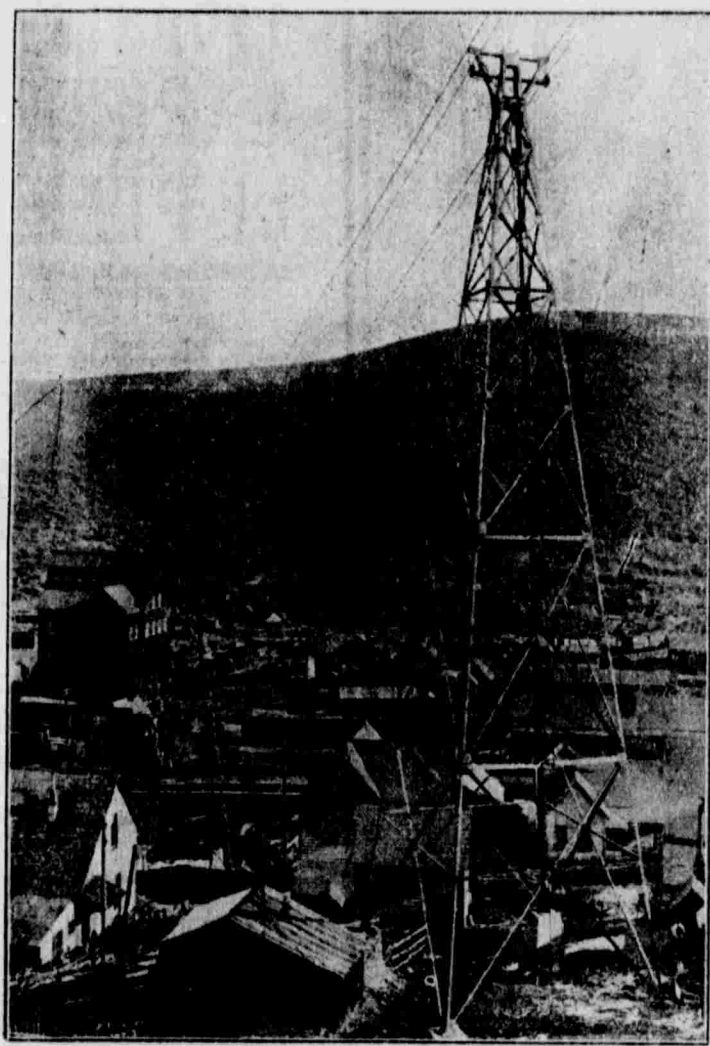
At the present time the management is driving an intermediate tunnel and, as soon as the ore body is encountered, connections will be made with the lower tunnel, as well as the upper workings.

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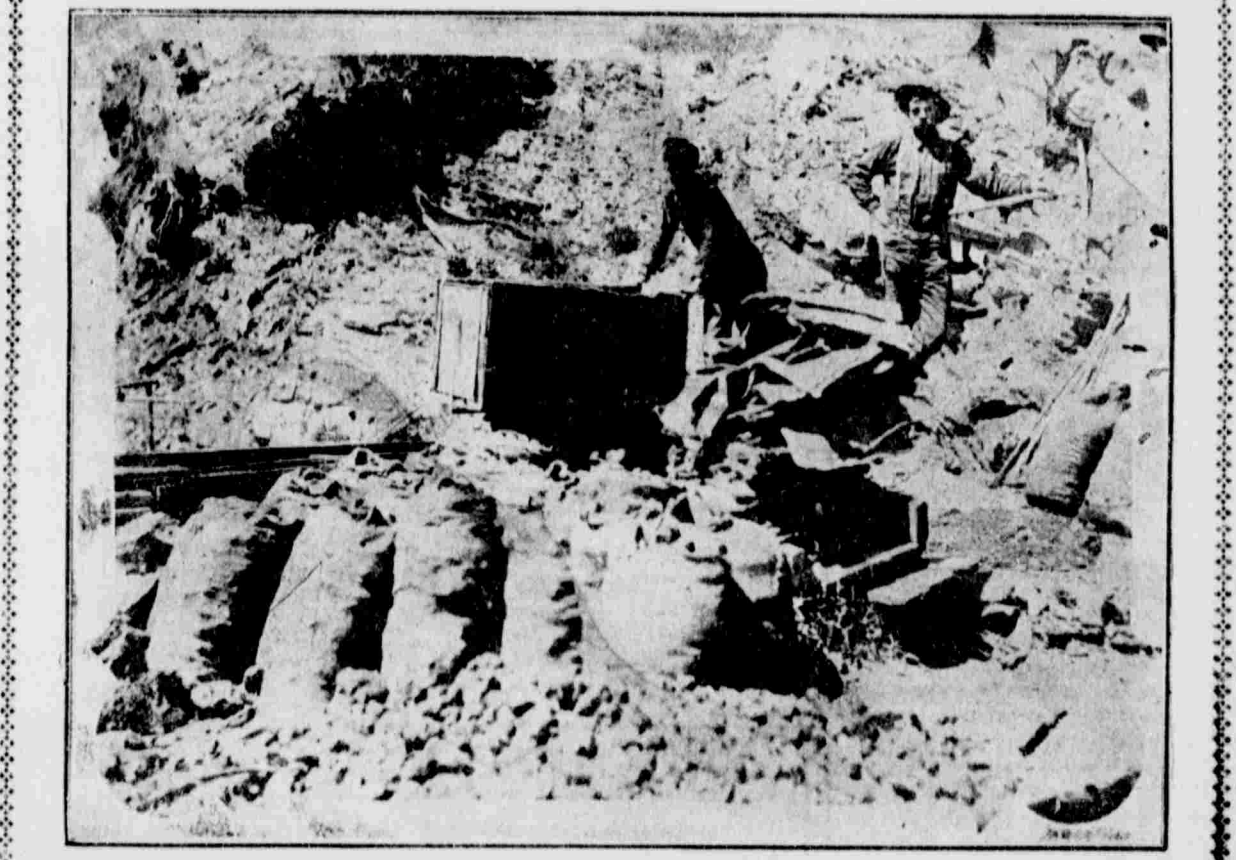
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SILVER KING TRAMWAY AND ORE HOUSE.



A SCENE AT THE KENNEBEC IN BIG COTTONWOOD CANYON.

TINTIC DISTRICT OVERFLOW.

Since there is a surplus of over \$100,000 in the treasury at this time. The last distribution to the shareholders was made in September and another \$10,000 dividend will probably be checked out before the close of the present year. The Victoria and Grand Central mines are owned by nearly the same people, and arrangements were made over a year ago to work the Victoria through the Grand Central. This was a very simple matter, as the large ore bodies of the Grand Central had been followed to the side line of the Victoria. This work has been carried on throughout the past year, and during that time a total of 123 carloads of ore have been taken out. The Grand Central is equipped with one of the best hoisting plants in the district as well as a gravity tramway connecting the mine with the railroad tracks at Robinson, and this cuts down the cost of handling the ore materially. There is some talk of the Victoria using the hoisting plant on the Eureka side of the mountain, but this change will hardly be made for some time to come. If the reports regarding the size and richness of the Victoria ore bodies are true this mine will in a few years' time outrival some of the biggest bonanzas of Tintic. C. E. Looze of Provo and J. C. Sullivan are the largest stockholders in the Grand Central and Victoria companies.

While there is nothing particularly new at the Star Con. mine at this time the mine is steadily improving under the able direction of Supt. J. P. Turner. During the present year, it is up to Dec. 1, the mine sent out 15 carloads of ore. Supt. Turner says that before the first of next year he expects that the ore will have been encountered on the 800 foot level, and this will mean that the value of the stock will be greatly enhanced. The Star Con. has had many ups and downs during the past two years, but mining men believe that many important changes will be made underground with very few months.

Silver City Mines.

There has been a marked improvement in conditions in the south end of the district during the past few months and while there has been but little doing in and around Silver City and Diamond during the year 1905 it is the opinion of people who have given this section considerable study, that there will be much greater activity within a

very few months. The old Dragon Iron mine, one of the largest iron producing properties in the state, was recently re-opened and the management is shipping 150 tons of ore daily. There is practically a whole mountain of this ore, and the chief teams to have been experienced in getting the ore to the railroad. The management of the ore is by no means difficult, and as there appears to be a growing demand for iron ore the owners of the mine are being very busy. The Dragon Iron mine will no doubt find a ready market for the ore in the future.

The Swansea mine at Silver City is being developed under the direction of Supt. Daniel E. Ware and for some time past has been forwarding to the smelters nearly a carload of ore daily. This is being extracted from the upper levels, and on account of water, no work is being carried on below the 800 foot level. The workings of the Swansea and South Swansea mines are connected on almost every level and in order to work the levels of the former it would be necessary to unwater both mines, as the latter is idle at this time. This would require the expenditure of considerable money, as there is a great deal of water in these two properties. The old Brooklyn Eureka property at Silver City has been open for some time, and recently with some nice ore which is being handled under contract. Several of the older properties in the "south end" of Tintic are being worked on a small scale and with good results. What is needed in this section is a company with sufficient capital to sink down beneath the porphyry. Many mining men are of the opinion that in order to work the levels there will be a big boom in the south end of the district.

As in other parts of Tintic there is considerable leading going on in the old mines of Silver City. Among the mines into consideration. About 25 different mines are to be found in the list of shippers during the past 11 months, the output of these mines for that period exceeding the entire output of the district for the previous year. During the 11 months ending on the first day of December the Tintic mines marketed

Banner Year Shipments.

The year 1905 will be the banner year in the history of the Tintic district when the output of the mines is taken into consideration. About 25 different mines are to be found in the list of shippers during the past 11 months, the output of these mines for that period exceeding the entire output of the district for the previous year. During the 11 months ending on the first day of December the Tintic mines marketed

8,866 carloads of ore, or a total of 254,750 tons. During the year 1904 the mines of the district sent to the smelters a total of 5,699 carloads of ore, which aggregated about 239,555 tons, or less than one-third of the output of the district at that time. Up to the present time this year's output exceeds that of last year by 1,612 tons, and when the December shipments are added the shipping will have been better. As usual, the heaviest shipper is the Centennial Eureka mine, that great bonanza which is the richest property owned by the United States Mining company. There is not another mine in the state, producing high grade ore, whose output is so large as that of the Centennial Eureka. Some of the copper producing mines of Bingham may get out more ore, but there is no comparison between them as regards value. In one week during the past year the Centennial Eureka mine, which is but one out of a list of perhaps 40 shippers in the Tintic district, sent out over 7,000,000 pounds of ore, which was over double the output of all the mines of Park City for the same period. Other heavy shippers during the past 11 months were the Eagle & Blue Bell, Gemini or Keystone mine, Mammoth and Bullion Beck. Most of the ore which was sent out from the Bullion Beck mine was extracted by the small army of leasers who have been at work on almost every level. The bulk of this ore has been of a very high grade and as the leasers spend their money, or a large portion of it in the camp, business has been improved compared to a year or two ago. The Eagle & Blue Bell, which is now controlled by the Bingham Consolidated company, will take third place in the list of shippers for the present year. For the year 1904 this mine sent out 152 carloads, which was considered a splendid record for so young a mine, but the output for the present year will exceed 400 carloads. The writer was informed recently by the officials of the company that had it not been for the fact that the Bingham Consolidated smelter has been kept busy on custom ore, the output from the Eagle & Blue Bell mine would have been at least one-third larger. Companies, such as the United States and Bingham Consolidated, overlooking both surface and underground ore as they can purchase profitably and for that reason they do not tax their own properties heavily unless they have difficulty in securing "outside ore." This year the Bingham Consolidated has been very fortunate in the

purchasing of ore and consequently the output of the Eagle & Blue Bell mine has not been quite as heavy as it might otherwise have been.

There has been but little demand for high grade ore during the year, but the market appears to be upon the improve again. Nearly 200 carloads of ore were shipped last year from the Dragon Iron mine, while the output for the present year will not exceed 60 carloads.

The recent advances in the price of silver, copper and other metals has added many thousands of dollars to the income of the Tintic mine owners, and has had a splendid effect upon not only this district but other mining sections of the state. Old dumps which were piled up years ago have been shipped at a nice profit. Many years ago, when copper was not bringing the fancy price that it is now demanding, copper ore can be compared to dirt with waste and in Eureka mines have secured leases upon many old dumps for the purpose of cleaning out these pieces of ore.

Following are the figures showing the output of the district for the year 1905 and 1904:

ORE SHIPMENTS FOR 1905.	
	Car-loads.
Ajax	112
Argenta (Silver City)	2
Black Jack	3
Bullion Beck Tunnel Cons.	3
Bullion Beck	232
Brooklyn Cons.	5
Centennial Eureka	2812
Carissa	118
Dragon Iron Mine	15
Eagle & Blue Bell	385
Grand Central	4
Keystone	236
Gemini (Keystone)	617
Godiva	28
Hopes	1
Joe Bowers	1
Lower Mammoth	11
La Clede	4
Mammoth	371
May Day	62
Monterey	3
Marlow & Baxter	1
Paxman (lease)	1
Ridge & Valley	1
Star Consolidated	19
South Swansea	34
Swansea	139
Tetra	122
Uncle Sam	122
Victoria	127
Victor Consolidated	127
Yankee Consolidated	150
Total for 11 months of 1905	5686

CONCENTRATES FOR 1905.

	Car-loads.
Uncle Sam Mill	42
May Day Jigs	6
Total for 11 months of 1905	48

ORE SHIPMENTS FOR 1904.

	Car-loads.
Ajax	109
Anderson and Jensen (lease)	1
B. R. Smoot (lease)	293
B. R. Smoot (lease)	150
Carissa	120
Centennial Eureka	2117
Corncopia	2
Dragon Iron mine	174
Godiva	81
Eagle & Blue Bell	182
Brennback & Co.	1
Gemini	795
Grand Central	647
Godiva	25
Granite	1
Hopes	2
Joe Bowers	2
Monterey	1
La Clede	12
L. E. Riter & Co.	3
Martha Washington	6
Mammoth	285
May Day	25
Salvator	25
Showers	1
Sinclair	6
Star Cons.	44
South Swansea	49
Tetra	77
Urah (lease)	1
Uncle Sam	94
R. A. Brown	13
Victor	5
Victor Consolidated	191
W. H. Ellis (lease)	1
Osborn (lease)	1
Victoria	6
Total	5699

CONCENTRATES FOR 1904.

	Car-loads.
Uncle Sam Mill	124
May Day Mill	2
Eureka Hill Mill	16
Total	144

AGE. In the 1904 table the best average would perhaps be about 42 tons to the carload.

The output from the district during the month of November was about 159 carloads per week and it is estimated that about the same number of carloads will be marketed before the first day of January, 1906.

ALLIS CHALMERS COMPANY.

That some of the largest manufacturing interests of the country realize that Salt Lake is destined to become one of the chief business cities of the west is evidenced by the fact that the Allis-Chalmers company has recently taken steps to greatly strengthen its position in our city. As soon as notice was given that the Postoffice department was ready to move from its old quarters, the Allis-Chalmers company leased the large quarters occupied by the department in the Dooly building. Here will be installed a representative display of its machinery, covering the entire line of its manufactures. Mining machinery, steam engines, electrical apparatus, cement-making machinery and the like, will be carried for display purposes and to enable the company to quickly supply the trade.

The sales organization of the Salt Lake office, with Mr. F. E. Marcy as manager in general charge, has also been increased by the addition of engineers who are experts in the various lines of machinery which the company manufactures.

This company has been favored with the year with some of the most important contracts placed in the west. When the Allis-Chalmers company decided to enter the field in the manufacture of water wheels, in order to start with the best equipment, the American rights of the well known Escherich wheel were secured. The continental engineers who had developed this wheel had had long experience in making all sizes of water wheels to operate under all conditions of head, and consequently when the Allis-Chalmers company took the American rights and brought over some Swiss engineers to take charge of the designs, they secured the services of those who were long experienced in the design of this form of prime mover. Nearly all the orders for water wheels in the west, in recent months, where the conditions have been difficult—such as great capacity in a single wheel, extreme high head, or both—have been placed with this concern.

Their steam engines had long since

established their reputation, and the street railway systems of every city of any size of the United States are operated by Allis-Chalmers' engines. In New York City all the cars, below the surface, on the surface and on the elevated road, are operated by them.

In the electrical line, the largest motor ever built—one having a rating of 8,000 horsepower, was manufactured by this concern. Very recently the Anaconda Copper Mining Company of Anaconda, Montana, when in the market for motors of a size seldom built, after careful investigation of every make, accepted the offer of the Allis-Chalmers Company for four 1,200 horsepower induction motors.

In the mining line nearly all of the very late improvements have been brought out by this concern, of which the Huntington Mill, Hancock Dig, Overstrom Concentrating Table and the McDougall Roasting Furnace are a few of the many examples.

In the line of cement-making machinery, over three-fourths of the mills in the country are equipped with Allis-Chalmers' machinery.

Over 40 per cent of the pumping machinery of the world is manufactured by this company.

Of the steam turbines some of the largest ever installed are being put in by the Brooklyn Rapid Transit Co. In every one of its lines for excellence of product, economy in operation and durability under hard and severe working, machinery made by the Allis-Chalmers company has few equals.

It is a considerable satisfaction to Salt Lake to know that this concern has decided to make its Salt Lake office its most important one in the west, contributing, as it does, so much towards making the Salt Lake of the future