

Park City Yields Big Dividends Despite Water Disaster

PARK CITY has passed through some of the most trying times during the present year, but its mines have distributed dividends the sum of \$1,682,000, shareholders being two old stagers—the Silver King and Daly West, these figures may be increased by the year ends. No new dividends have been made their appearance.

The disastrophic befall the Ontario Silver Mining company in March last—the caving in the great drain tunnel, which was about 20 years ago at a cost of millions of dollars, had a serious effect on the welfare of this historic mining community, for more than seven years, were placed under the heaviest of strain and the greatest fear entertained by many of them that it would be doomed, that it would never serve the purpose for which it was built—that of draining the mine zone on which some of the camp's best mines are located. In fact, the disastrophic befall the Ontario Silver Mining company in March last—the caving in the great drain tunnel, which was about 20 years ago at a cost of millions of dollars, had a serious effect on the welfare of this historic mining community, for more than seven years, were placed under the heaviest of strain and the greatest fear entertained by many of them that it would be doomed, that it would never serve the purpose for which it was built—that of draining the mine zone on which some of the camp's best mines are located.

Has Agitated Heroically.

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

Cave Has Been Cleared.

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

Next to Ontario, the Daly-West company probably has been most inconvenienced by the management was prevented carrying out a scheme to develop ledges of that property at a depth of 1,000 feet, which was to

have been done through the extension of the drain tunnel into its property. The Ontario company, which has been developed into a mine of enormous proportions under the direction of Capt. Singler, was compelled to postpone sinking the deeper tunnel because of the danger 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 1936. Hence the next year will dawn with conditions favorable for an unprecedented era of activity.

Large Area of Mineral Zone.

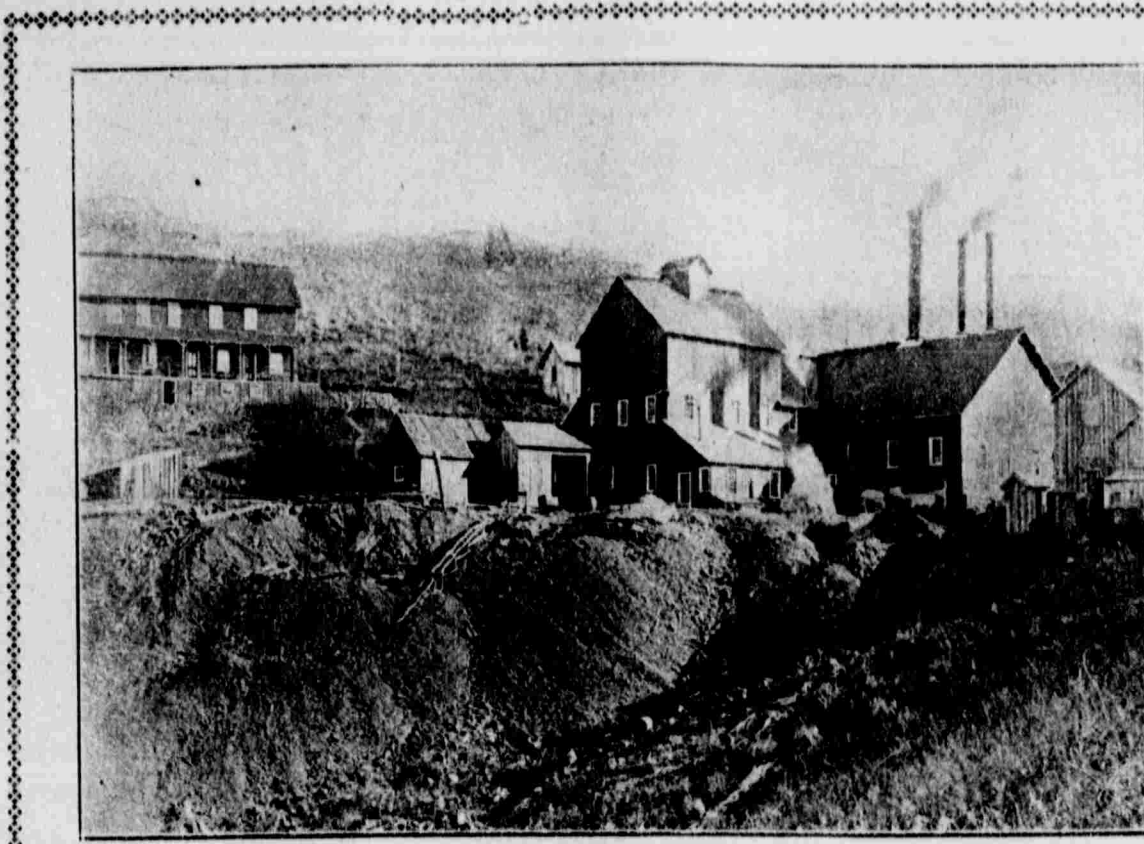
But it is gratifying to note that developments made in other portions of the camp have been of a most important character. Over in the region of the Bonanza Flat, the results have been particularly interesting. The work in this portion of the district has demonstrated that the mineral zone, on which some 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 ledges 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 properties 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 ore of which the mine is abundantly productive, as well as for the ore which contains 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 ground from the so-called level of the Little Bell mine. The West Quincy company agreed to pay the cost of running the crosscut connecting the two properties, and completed its contract last autumn. The running of this crosscut is enumerated 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 had entertained the fullest confidence that the outcome would be favorable, the work has fully demonstrated it. The crosscut 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 almost continuously since the summer of 1934. The Comstock and California have been busy along this line and the managers of those properties have reason to be encouraged. The old mining company, organized during the year to operate a property in Thayne's, has a remarkably fine showing for the amount of work done. The Silver King 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 market. But the outlook is favorable.

Wabash Makes Headway.

Over on the east side of the district, the Wabash company has been pushing away during the year and opening up the late of a new property in exploration and development of ore bodies under the direction of Col. N. Treweek, the manager. The Wabash has gone 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 camp. The management of the New York Bonanza has been likewise in its energy to make a paying mine out of that property and has succeeded in running along without having very heavily on its shareholders for assistance. Early in the year several shipments of high grade ore were made from some of the small bonanzas, but the permanent ore bodies have not been found. The Naudriver, just above the New York, was inactive a portion of the year, but during recent months some exploration work has been done. At the Perry-Hancock 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 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 1936.

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 plans 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 \$18,000.

It will be remembered that late in the year 1934, the directors of the Daly-West consolidated arrangements with the management of the Ontario Silver King mine 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 2,000 feet—about 600 feet lower than the present level 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 unwelcome again of the mineral zone on which several of the city's greatest mines are located, is in progress and it is anticipated that it will only be a few weeks more until the work of pushing the tunnel into 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 clear it.

Under the provisions of the agreement entered into with the Ontario company, the Daly-West has 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 drawing to a close. 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 extension of the drain tunnel 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 zones in which ore, as rich as any ever taken from the mine, have been impervious on account of great volumes of water and which could only be overcome by the installation of expensive 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 1936 is indeed bright.

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

Daly-Judge Ready to Produce.

Nothing has happened in Park City during the year that has caused more profound satisfaction in that community than the clearing of the Ontario drain tunnel, then 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 opened among the 1936

ular shippers of the Summit county camp in 1936.

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 demonstrates that President John 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 below as well as to the virgin territory south of the mine from the shaft towards what is known as the Bonanza Flat section of the district. It has been two years since Mr. Daly made recommendations of this kind, and the shareholders took favorable action. In February, 1934, 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 confined 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 Daly-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 also appears in the continuation of the ore energy to the ore deposits near the surface, falling 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 the mark; that when they stopped work the end of the ore 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 through the ore body is encountered, the work made the mistake of running away from it.

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.

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.

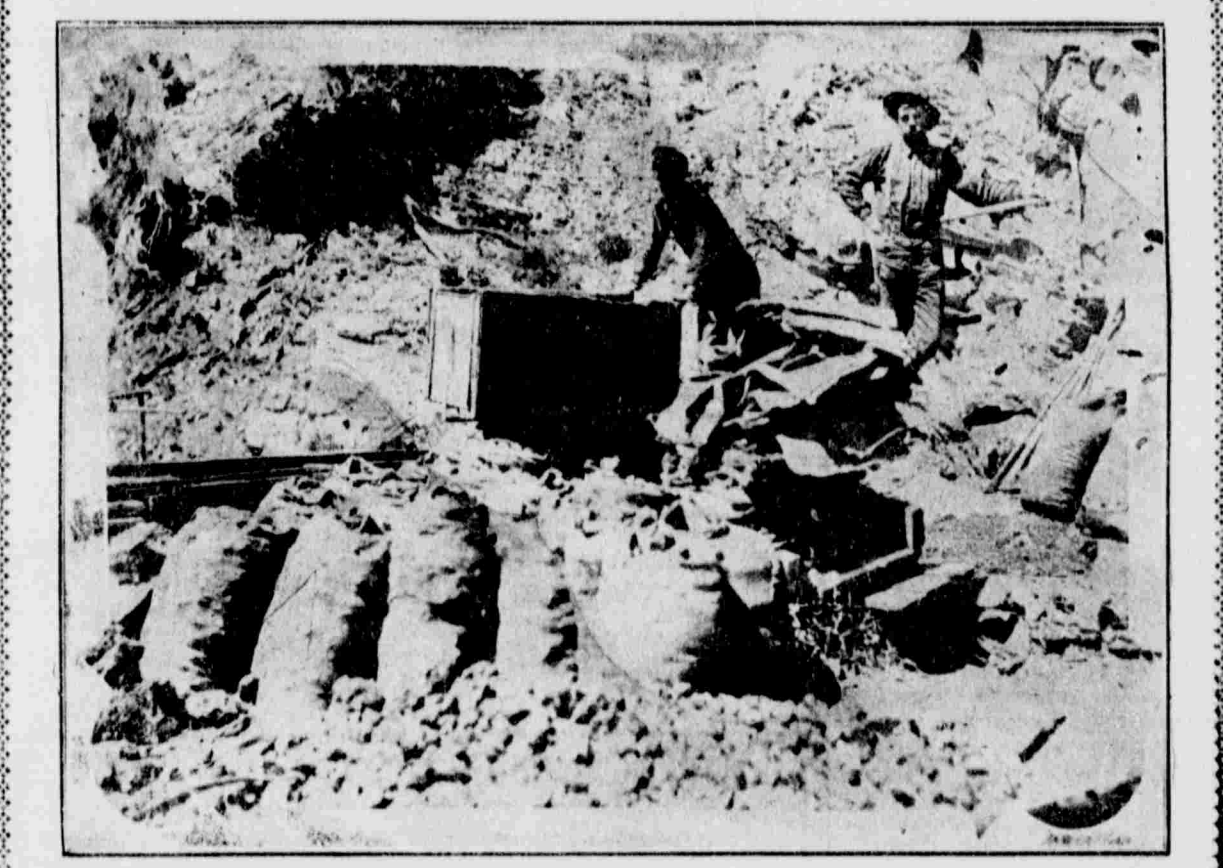
The Kennebec properties are located on the main mineral zone that cuts through Alta and there is not the slightest doubt, apparently, but that it is destined to become one of the greatest producers of the state.

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

Mine in Splendid Shape.

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

The mill is being put in order for



A SCENE AT THE KENNEBEC IN BIG COTTONWOOD CANYON.

TINTIC DISTRICT OVERFLOW.

That there is a surplus of over in the treasury at this time. The distribution to the shareholders in September and another \$10,000 will probably be checked out of the close of the present year. Victoria and Grand Central mines, owned by nearly the same people, arrangements were made over a year ago to work the Victoria through Grand Central. This was very much matter, as the large ore bodies Grand Central had been following the side line of the Victoria. This has been carried on throughout the year, and during that time a lot of 123 carloads of ore have been sent out. The Grand Central is equipped with one of the best hoisting plants in the district as well as a gravity way connecting the mine with the cable tracks at Robinson, and this down the cost of handling the ore orally. There is some talk of the Victoria ore bodies are true this mine in a few years' time will be one of the largest bonanzas of Tintic. C. Loos of Provo and J. C. Sullivan, the largest stockholders in the Victoria and Grand Central 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, the present year, that is up to \$1, the mine sent out 13 carloads of ore. Supt. Turner says that before the first of next year he expects that ore will have been encountered on a 800 foot level, and this will mean at the value of the stock will be greatly enhanced. The Star Con. has had many ups and downs during the last two years, but mining men believe that many important changes will be made underground with a 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 1935 it is the opinion of people who have given the section considerable study, that there will be much greater activity within a

few months. The old Dragon Iron mine, one of the largest iron producing properties in the state, was recently reopened, and it is the intention of the management to ship 150 tons of ore daily. There is practically a whole mountain of this ore, and the chief trouble has been experienced in getting teams to haul it to the railroad. The mining of the ore is by no means difficult, and as there appears to be a growing demand for iron ore the owners of 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 worked 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 the fact that the mine is being worked on below the 500 foot level. The workings of the Swansea and South Swansea mines are connected on almost every level 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 upon the market 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 when this has been done there will be a big boom in the south end of the district.

Banner Year Shipments.

The year 1935 will be the banner year in the history of the Tintic district when the output of the mines is taken into consideration. About 35 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

3,696 carloads of ore, or a total of 241,879 tons. During the year 1934, the mines of the district sent to the smelters a total of 5,699 carloads of ore, which aggregated about 239,358 tons, as few of the large railroad cars were in use at that time. Up to the present time this year's output exceeds that of last year by 15,612 tons, and when the December shipments are added the showing will be even better. As usual, the heaviest shipper is the Vancouver 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 can be compared to the Vancouver Eureka. Some of the copper producing mines of Bingham can get out more ore, but there is no comparison to value. In one week during the past year the Vancouver 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 being carried on 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 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 improved somewhat as a result. 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 1934 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 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, owning both smelters and mines usually figure on treating as much custom 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

purchase 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 iron ore during the present year, but the market appears to be upon the upswing again. Nearly 200 carloads of iron ore were shipped last year from the Dragon Iron mine, while the output for the present year will not exceed 90 carloads.

The recent advances in the price of silver, copper and other metals has added many thousands of dollars to the value 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 taken from the mine, have been in progress and it is anticipated that it will only be a few weeks more until the work of pushing the tunnel into the Daly-West territory will be resumed.

ORE SHIPMENTS FOR 1935.

	Carloads.
Ajax	113
Argenta (Silver City)	2
Black Jack	2
Bullion Beck Tunnel Conds.	2
Bullion Beck	232
Brooklyn Cons.	5
Carlita	118
Centennial Eureka	2117
Dragon Iron Mine	15
Eagle & Blue Bell	285
Eureka Hill Company	4
Grand Central	236
Gemini (Keystone)	517
Godiva	28
Hopewell	1
J. Osborn (lease)	1
Joe Bowers	1
Lower Mammoth	11
Mammoth	377
May Day	65
Monterey	3
Marlow & Baxter	1
Paxton (lease)	1
Ridge & Valley	3
Star Consolidated	19
South Swansea	34
Swansea	139
Tetco	8
Uncle Sam	123
Victoria	123
Victory Consolidated	27
W. H. Bates, lease	1
Yankee Consolidated	165
Total for 11 months of 1935	1,686

CONCENTRATES FOR 1935.

	Carloads.
Uncle Sam Mill	42
May Day Jiggs	6
Total for 11 months of 1935	48

ORE SHIPMENTS FOR 1934.

	Cars.
Ajax	108
Anderson and Jensen (lease)	1
B. R. Smoot (lease)	293
B. R. Smoot (lease)	1
Carlita	110
Centennial Eureka	2117
Cornucopia	2
Dragon Iron mine	14
Eureka Hill	174
Eagle & Blue Bell	152
Ereanbrack & Co.	1
Gemini	225
Grand Central	247
Godiva	25
Granite	2
Hopewell	2
Joe Bowers	1
Lower Mammoth	170
La Clede	9
L. E. Riter & Co.	6
Martha Washington	6
Monterey	3
May Day	325
Salvador	25
Shower	6
Sumner	6
Star Cons.	44
South Swansea	42
Tetco	7
Uncle Sam	94
R. A. Brown	13
Victory	191
W. B. Ellis (lease)	1
Osborn (lease)	1
Victoria	5
Total	5659

CONCENTRATES FOR 1934.

	Carloads.
Uncle Sam Mill	124
May Day Mill	1
Eureka Hill Mill	16
Total	144

In the 1935 table the writer has figured on 45 tons to a carload of ore as the railroad companies are now using the larger sized cars almost exclusively. In some instances 50 tons and over are sent out in a single car so that it will be seen that 44 carloads is a fair average.

age. In the 1934 table the best average was perhaps about 42 tons to the carload.

The output from the district during the month of November was about 150 carloads per week and it is estimated that about 600 more carloads of ore will be marketed before the first day of January, 1936.

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 varied lines which it 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 Eschewerh 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, a high head, and the like—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 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 latest improvements have been brought out by this concern, of which the Huntington Mill, Hancock Jig, 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 one of the best business centers in the western United States.

"I was much afflicted with sciatica," writes Ed. E. Nud from Waukegan, Ill., "and after trying all sorts of remedies and suffering a deal of pain, I was induced to try Ballard's Snow Liniment, which relieved me. I used three 50c bottles. It is the greatest liniment I ever used; have recommended it to a number of persons; all express themselves as being benefited by it. I now walk without crutches, able to perform great feats of light labor on the farm. 25c. 25c. Sold by Z. C. M. I. Drug Dept."

No Pill is as pleasant and positive as DeWitt's Little Early Biscuits. These Famous Little Pills are so mild and effective that children, delicate ladies and weak people enjoy their cleansing effect. It is the best of all pills. They are the best liver pills sold. Never gripe. Sold by F. C. Schramm, druggist, where the cars stop.