

## SMELTING PLANT.

As heretofore published in these columns, a committee was appointed at the meeting held at the Knutsford by a number of prominent business men on Monday afternoon last, to wait upon and consult with the railroad companies with a view to securing concessions from them in the matter of better freight rates, which would be of material aid in the establishment of the prospective copper smelting and refining plant here. The committee has written the following expressive letter in which they set forth plainly their complaints to the traffic managers of the railways:

To the Traffic Manager of the Union Pacific Railway Company; the Traffic Manager of the Southern Pacific Railway Company; the Traffic Manager of the Rio Grande Western Railway Company:

Gentlemen—The owners and officers of a corporation of Colorado, largely interested in copper production, have just visited Salt Lake City on a tour of observation and inspection, to decide upon the location of a large plant for the reduction of pure copper from the matte or rich ores of the Rocky mountain copper mines. The plant proposed is a large one, to employ from 400 to 500 men.

The president of the Chamber of Commerce and the president of the Business Men's Association called a large meeting of the representative men of Salt Lake City, to meet the gentlemen from Colorado at the parlors of the Knutsford Hotel, on the afternoon of January 23, 1893, to discuss the merits and demerits of Salt Lake City as the location of such large reduction works. At that meeting it appeared that in order to secure the erection of such plant at Salt Lake City three demonstrations must be made.

First—That Salt Lake City was centrally located for the accumulation of the raw product and presented conditions favorable for comparatively economical working.

A favorable climate, assuring a minimum of inclement weather and a maximum of good health to employees, was conceded. The location, in the center of a fertile and productive country, assuring reasonable cost for the wholesome and necessary articles of the table, were conceded.

The largest population centered at one point within the area of the Rocky mountain district, and largely so centered because of its attractions as a home, gave promise of plenty of stable, reliable labor at reasonable compensation. All the conditions of the first count were therefore favorable.

Second—A reasonable price of fuel must be secured. Satisfactory assurances on that were given.

Third—Reasonable and indiscriminate freight rates must be secured.

The matte and richer ores of southwestern Colorado, of Montana, of Idaho, of southern Utah and of Nevada, must be gathered to Salt Lake City, to be refined, and the product be distributed to the East and to the West. The quotations of comparative freight rates in existence showed plainly that no matter how favorable the other and above cited conditions might be found, the proposed plant could not be operated at Salt Lake City, unless as favorable freight rates as were granted to other similarly situated points in the far West were put in effect in Utah. For instance, the rate on copper matte from Butte, Montana, to the Atlantic seaboard is \$13.50 per ton; the rate from Salt Lake City to the same destination is \$20.30 per ton. Without lengthy discussion and comparison of other rates, the citizens' meeting ap-

pointed a committee to confer with the officers of the railways in interest to ascertain if such adjustment of freight schedules on copper ores and product could not be secured as would put Salt Lake City on a par with other intermountain cities specified, and enable us to secure a large and important industry that will add to the prosperity and revenue of the railways, as well as the welfare and importance of our city.

The committee has therefore to ask:

First—That the product of copper mines be taken from Utah to the seaboard at the same rates per ton as from Montana, which is situated on the same meridian.

Second—That such rates be made on copper matte and rich copper ores from reduction works in Montana, Idaho, Utah and Nevada as, added to rate on refined copper from Salt Lake City to the seaboard, will equal the rate charged on matte from point of origin to the seaboard; in other words, that the crude material may be shipped at Salt Lake City while dirt and other refuse material is taken from it, provided your aggregate revenue is not decreased, and your actual tons hauled one mile for same gross revenue is largely decreased. To further illustrate the above proposition, we will assume that the rate on copper matte from Butte to the seaboard is \$14 per ton; assume distance 3000 miles; rate per ton per mile, therefore, \$14 divided by 3000, equals 0.46 cents per ton per mile.

Above rate divided suggestively, to wit: Matte from Butte to Salt Lake City, \$5 per ton, distance 500 miles; rate per ton per mile, 1 cent. Matte carries 60 per cent copper, one ton of matte therefore carries 1200 pounds of copper. Above rate of \$14 minus \$5 equals \$9, as remaining portion of rate on each ton of matte from Butte to the seaboard. Distance from Salt Lake City to seaboard 2500 miles; therefore \$9 divided by 12-20 times 2500 equals 60c per ton per mile. The same gross revenue to your companies, and a much larger rate per ton per mile for material hauled will, we believe, assist us much in securing this important industry.

The above computations, as well as the data used, are not asserted to be exact rates, or to be carried out to the furthest decimal, but are used to illustrate our request, and will serve to get your expression as to whether or not you can and will meet our citizens on such equitable plans as in our judgment will secure the desired result.

The citizens of Salt Lake have been keen observers of the progress and growth of Colorado and Denver, and of the prosperity of the railways operating in that state. In the belief that equally favorable conditions surround this city, they have invested their means, and are devoting their time and energy towards bringing about a repetition of the prosperity which has attended the efforts of the Colorado people, and urge upon you the importance of your co-operation, that all may receive in full measure their proportion of the benefits to follow.

Respectfully submitted,

W. E. HUNNARD,  
Chairman.

St. John's (A. T.) Herald—We have had an extremely favorable winter for stock of all kinds so far. C. V. Peery was in town on Saturday last and reports stock in the western part of Socorro county, New Mexico, as wintering well. Thinks the loss will be light in comparison to what was anticipated. Our cattlemen are riding their ranges more industriously this winter than for many years. They say heavy losses are anticipated, and it behooves them to brand all their calves, and in this way make up partially for their losses.

## MANAGER JENNINGS' REPORT.

The Dalton Gold Mining and Milling company held its annual meeting late yesterday afternoon and elected the following director: A. C. Stanu-art, Joseph E. Caine, Henry C. White, J. H. Hughes, Isaac Jennings, Elise Morris, James E. Jennings.

Manager Isaac Jennings submitted his annual report. It is as follows:

Mr. Chairman and Stockholders of the Dalton Gold Mining & Milling Company:

I herewith submit my report as manager for the year past.

When I became manager of this company on February 20 last, I found that the company was indebted to quite an amount, and upon a personal inspection of the property, I found that their embarrassed condition had prevented the previous board from putting in the necessary supplies for the boarding house and mine; also, that we were entirely without timbers and had only a small supply of wood. The necessary supplies, timber and wood had to be put in at a greatly increased cost, owing to the depth of snow and the necessity of keeping open the trail from the canyon to the mine, which required daily shoveling by almost the entire force, until we had packed sufficient supplies and got in timber and wood for our spring operations.

I have, during the time, driven a main or working tunnel 5x7 feet in the clear, at a depth of 200 feet below tunnel No. 2, a distance of about 380 feet, which is in first class condition. At a distance of 200 feet from the mouth of the main tunnel, or No. 3, we encountered a vein of quartz on which we drifted 200 feet, then striking a vein of pay ore which we have followed 70 feet; up to Jan. 15th. After striking this ore, we found that the drift was caving badly and it became necessary to timber the drift for a distance of over 200 feet. We put in timbers four feet apart and lagged the entire distance. We continued the shaft, connecting tunnels No. 1 and No. 2 from the level of No. 2 about 56 feet, well timbered and 4x6 in the clear, when we were compelled to stop on account of water. The shaft has been sunk all the way on a rich chimney of ore, which continues to the bottom of the shaft and from which all our rich shipping ore has been taken; and the drift from our tunnel No. 3 will strike this chimney of ore at a depth of about 155 feet below the bottom of the shaft, the face of the drift being on Jan. 15th about 130 feet from the shaft.

Tunnel No. 2 has been cleaned out and timbered from the shaft, a distance of about 130 feet, to face of drift, also some timbering from mouth of tunnel to shaft. It was also necessary for the safety of the men to re timber many places in the upper workings of the mine.

We have now on hand supplies of all kinds, including powder and rails, sufficient for the present force till May 1, and timber and wood enough to last until July.

During the year we have not operated the mill as the experience of the previous year proved that, without additional machinery the mill would not save the values of our ore sufficiently to justify us in working it. About Sept 1, we added to the mill a new concentrator by which we were able to save about 80 per cent of the value of our ore, but owing to the shortage of water we were unable to operate the mill on anything but a sample lot of ore. The mill and mill machinery are in good condition and well insured.

During the year I have succeeded, with the assistance of several gentlemen who are stockholders in the company, in taking up the mortgage of \$5000 on the