

MINING, BUSINESS AND STOCKS

FORENOON ON MINING EXCHANGE

Local Market for Stocks Displayed But Little Animation During Early Calls.

BECK TUNNEL LOWER AGAIN.

Colorado Recaptured Same Old Copper Strong—Closing Quotations.

The eastern market situation showed some indications of clearing today, but as far as local conditions are concerned, there was little improvement. The disposition to liquidate was apparent, yet some of the Tintic issues came out at the end of the early calls with gains to their credit. May Day was weak and inactive and not more than 500 shares were brought out, these selling at 44 cents. Uncle Sam Consolidated opened on a bid at 84 cents, dropped to 82 and then up to 85 cents. Beck Tunnel began at 92 and ended with a sale at 87 cents. Colorado sold at \$2.35 and made a gain of 10 cents a share. Seven Troughs reached the lowest point in weeks—50 shares going at 21 1/2 cents, while Columbus Consolidated came down to \$2.85.

It was feared that the troubles of P. Augustus Heinz would have a disastrous effect on Ohio Copper and many anticipated that the stock would come out for slaughter. On the contrary it stiffened some, closing on a bid of \$2.35, and with an offering at \$2.50 to make better. The Tintic market condition still at 34 and Standard Copper at 24 cents.

The closing quotations and sales were:

Stocks.	Bid.	Asked.
Ohio Copper	2.35	2.40
Silver King Coalition	3.85	4.00
Mason Valley	7.00	7.10
Standard Copper	22	25
Rio Rico	37	40
McDonald Ely	40	45
Emma Copper	40	45
Federal Ely	40	45
Demijohn	40	45
Ohio Kentucky	2.50	2.55

A. M. LISTED STOCKS.

Stocks.	Bid.	Asked.
Albion	1.00	1.05
Alice	1.00	1.05
Ajax	1.00	1.05
Carlin	1.00	1.05
Carroll	1.00	1.05
Carroll	1.00	1.05
Columbia	1.00	1.05
Daly	1.00	1.05
Daly Judge	1.00	1.05
Daly West	1.00	1.05
Eagle's Nest	1.00	1.05
Eagle & Blue Bell	1.00	1.05
Grand Central	1.00	1.05
Iron Silver	1.00	1.05
Little Queen	1.00	1.05
Little Bell	1.00	1.05
Lower Mammoth	1.00	1.05
Mammoth	1.00	1.05
May Day	1.00	1.05
Nevada Hills	1.00	1.05
Nevada Fairview	1.00	1.05
Sacramento	1.00	1.05
Silver Shield	1.00	1.05
Uncle Sam	1.00	1.05
Utah Mine	1.00	1.05
Victor Con.	1.00	1.05
Yankee Con.	1.00	1.05

May Day, 300 at 44. Uncle Sam, 1,400 at 84; 1,100 at 82; 200 at 84; 500 at 85. Beck Tunnel, 200 at 87; 100 at 85. Colorado, 300 at 3.35; 100 at 3.35; 50 at 3.35; 25 at 3.40; 10 at 3.40; 5 at 3.40; 2 at 3.40; 1 at 3.40. Iron Blossom, 2,500 at 38; 3,500 at 37; 100 at 36 1/2. Mountain Lake, 1,000 at 42; 200 at 40; 100 at 41; 50 at 43; 20 at 44. Seven Troughs, 500 at 23; 500 at 21 1/2.

OPEN BOARD SALES.

Beck Tunnel, 300 at 87. Columbus Con., 100 at 2.90; 100 at 2.85; 50 at 2.87 1/2. Crown Point, 300 at 32 1/2. Iron Blossom, 200 at 37 1/2. Lower Mammoth, 800 at 1.50; 300 at 1.52 1/2. Victor Con., 1,000 at .98 1/2; buyer 60.

RECAPITULATION.

Shares. Amt. Sold. Regular call 14,700 \$12,369.50. Open board 7,655 4,245.12. Furthest totals 22,355 \$16,614.62.

P. M. LISTED STOCKS.

Stocks.	Bid.	Asked.
Albion	1.00	1.05
Alice	1.00	1.05
Ajax	1.00	1.05
Carlin	1.00	1.05
Carroll	1.00	1.05
Columbia	1.00	1.05
Daly	1.00	1.05
Daly Judge	1.00	1.05
Daly West	1.00	1.05
Eagle's Nest	1.00	1.05
Eagle & Blue Bell	1.00	1.05
Grand Central	1.00	1.05
Iron Silver	1.00	1.05
Little Bell	1.00	1.05
Lower Mammoth	1.00	1.05
Mammoth	1.00	1.05
May Day	1.00	1.05
Nevada Hills	1.00	1.05

Edward L. Burton

BANK STOCKS SUGAR STOCKS And Other High Grade Investments Bought and Sold.

Today's Metal Quotations

SILVER.	61 1/2
COPPER, casting.	12 1/2
COPPER, cathodes.	12 1/2
LEAD.	1 1/2

NEW YORK QUOTATIONS.

LEAD, easy.	4.55@4.75
COPPER, weak.	12 1/2@12 3/4

STEELERS ON COPPER TRADE

Money Tightness is Responsible For the Late Conditions Of Demoralization.

HOW THE RAILROADS FIGURED

Metal Market Not Yet on a Sure Level—Recovery Will Be Slow.

REGULAR P. M. SALES.

Lower Mammoth, 100 at 1.55; buyer 60, 150 at 1.57 1/2; 200 at 1.50; 1,000 at 1.47 1/2; 200 at 1.45; 1,000 at 1.40.

Mammoth, 500 at 2.00; 200 at 1.90; 1,000 at 1.90; 400 at 1.92 1/2; 1,000 at 1.92 1/2.

Uncle Sam, 1,400 at 82; 1,100 at 82; 200 at 82; buyer 30.

Crown Point, 400 at 3.40; 100 at 3.37 1/2.

Crown Point, 600 at 31; 500 at 31 1/2.

Dalton, 200 at 32.

Iron Blossom, 300 at 38.

Lead King, 200 at 45.

Mountain Lake, 1,000 at 45.

South Columbia, 200 at 1.10; 300 at 1.07 1/2.

Seven Troughs, 500 at 21; 400 at 22.

SOME COPPER GOSSIP.

Conditions at the Shannon Mine Were Never Better.

(Pollock Special Wire.)

Houghton, Mich., Oct. 19.—The last 50 feet of group at the Medora mine of Keweenaw is in the richest ground so far.

Notwithstanding the low price on which the shares of the Shannon Copper company are selling in the market, conditions at the mine have never been better. The new furnace has been installed although a machine outage has not yet been reported. The smelter is outputting at the rate of 1,500,000 pounds per month. The management believes that for some time to come the aggressive construction expenditures have been completed, and that from now on the property will show an ability to mine its copper and land the same in New York at an average of 10 cents per pound. In connection with improvements in the operating department, there has been a marked betterment recently in the copper content of the ore. The concentrating ores have recently improved from an average of 2.5 to 3.2 per cent. The smelter ore average about 4 per cent. The company's finances are also in good shape. During the past year after \$450,000 was disbursed in dividends \$250,000 was added to working capital. President Amster says the Shannon mine is looking better than ever before in its history and the plant is in better shape than ever to realize the best working results. The manager expects that the new production of the mine will not exceed 10 cents per pound. At the present time the cost of mining including development work, will not average above \$2.50 per ton and it has been as low as \$2.20 per ton. The concentrating costs are now down to 87 cents per ton and they figure that the total cost of the ore will be about \$2.50 per ton. This is a very creditable showing and President Amster is of the opinion that all the copper companies in the world are doing better than ever before. The Shannon's cost per pound is today lower than the average. In addition to other improvements, Shannon is making today a larger saving of copper from its concentrates than ever before, about 77 per cent. We have today over 6,000 shareholders. It is to be regretted that the splendid condition of the mine, its plant, its finances, should be aroused over the proposition which is now pending before the federal tariff commission to raise the freight rates on ore about 50 per cent. A new system of ratings and classifications on all ore has been submitted to the commission by the railroads comprising the government merger system, and the prospects are said to be highly favorable for approval. The proposed changes mean an increase of rates from a minimum of about 10 per cent to a maximum of more than 100 per cent. It is claimed that the average increase will be about 50 per cent. Miners all over the country have filed formal protests against the proposed increase with the commission. It is claimed that if this advance is sanctioned by the commission it will mean a loss to mine owners of more than \$4,000,000 annually, based upon the present ore shipments and the rates now in effect. The most serious blow, however, will be in the closing down of many low-grade mines which will be unable to stand the advance in rates. The miners' view of the proposed proposition with alarm, as it will probably cause a shortage of ore and necessitate a curtailment of their output. According to the railroads, in the case of an increase in the rates on ore is absolutely necessary. The several ore hauling lines claim that the rates now in effect are ruinous to the business of a profit, and that as a matter of justice the application for an increase of the rates should be granted by the federal tariff commission.

NEW OGDEN COMPANY.

Special Correspondence.

Ogden, Oct. 21.—The Jensen Gold Mining company has filed its articles of incorporation with the county clerk. The company is capitalized for \$100,000. It is divided into shares of the par value of 10 cents each. The company owns four claims in the Tintic territory, Garfield county, which it is intended to develop. The officers of the company are J. H. Woodman, president; F. D. Higinbotham, secretary; Charles Woodward, treasurer, and they with G. F. Burch form the directors.

STEELERS ON COPPER TRADE

Money Tightness is Responsible For the Late Conditions Of Demoralization.

HOW THE RAILROADS FIGURED

Metal Market Not Yet on a Sure Level—Recovery Will Be Slow.

To arrive at a clear understanding of the present demoralized condition of the copper trade, it is necessary to go back a long distance, and to begin with the generalizations of world-wide scope, says Horace J. Stevens, the Michigan copper authority.

The trouble in the copper trade is merely a local manifestation of a disease from which the entire civilized world is suffering. The copper trade is in bad shape because money is tight, not only in the United States, but in Europe as well, and money is tight throughout the world because there has been such an unusually large supply of money during the past few years.

By reason of the wonderful stimulation of business caused by the increasing gold supply, the amount of money for new enterprises, which is increasing from year to year, has grown too small for the demand. The financing of the great American railway lines during the past few years offers a fair example of what has been done in most other industrial fields, and in most other countries. Our great railways have not hesitated to lay out plans calling for the investment for hundreds of millions of dollars. In most cases these plans are thoroughly sound, viewed from any standpoint except that of finance.

IRON WAS BAROMETER.

In the past the iron trade was called the barometer of business. This was due mainly to the fact that the railroads constituted one of the largest consuming interests in the iron and steel trades, and the American railroads, often rebuffed, frequently multiplied in management, and habitually hard up, were unable to pay for their purchases of iron and steel. The American railroads are now financed along much sounder lines; and while their rail purchases are much greater, the iron and steel trade is not in such a bad way as it was some 20 or even 30 years ago. The advanced condition of the iron and steel trade has been taken by the trolley lines. There are about 40,000 miles of trolley roads, including both urban and inter-urban lines, in the United States, and a boom in the trolley trade is aggregating nearly 50 per cent of the existing mileage. 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