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CONSIDERABLE ACTIVITY AT CONSOLIDATED NEVADA UTAH PROPERTIES

Work at the Consolidated Nevada Utah properties has gone on successfully during the past week. Installation of additional capacity in the flotation department of the mill has proved to be very beneficial, higher extraction being obtained at the present time than at any other time since the mill began to operate. The grade of material being fed to the mill is substantially higher than the calculated heads assay, and the tonnage has been 10 to 20 per cent greater than specified when the mill was designed. Almost no running time has been lost.

In the mine the development on the 1400 level south of the dike is very interesting. A water course and a quartz vein having been encountered. The mine crew has been substantially increased within the past ten days.

The Pioche Pacific railway has been extremely busy keeping the mill supplied with ore, and taking the concentrates away from it. There has also been a large coal business. The Jack Rabbit division has been busy almost every day bringing in the large tonnage from the Bristol mine.

New concrete piers are being placed under the ore transfer bins at the depot.

GROOME MINE SHIPS 30 CARS ORE TO SMELTER

According to reports given out in Salt Lake on the Groome district, 100 miles southwest from Pioche, Utah people have picked up another valuable property. The Groome has shipped 30 cars under the new management. The haul is 55 miles to the Salt Lake Route. The richer ore carries up to 60 per cent galena and 20 ounces silver. It is of such a character that there are practically no smelter charges. One car had a smelter charge of only 1 cent a ton, while others ranged from that on up to 39 cents a ton. As an instance to show how the rise in price of metals affects the mines, the Groome shipped out a carload of average grade when metals were low and it brought \$47 a ton. Recently another car of precisely the same grade brought the company \$78 a ton, or nearly double. The formation of the Groome district is principally limestone and shale. Some of the veins are 40 feet wide, with lead sprinkled all through them. In places they are reported 70 feet wide.—Deseret News.

PIOCHE BRISTOL GETS SETTLEMENT ON CAR

Officers of the Pioche Bristol property in the Bristol district, fourteen miles from Pioche, yesterday received settlement on the first car of ore shipped from the property since it was incorporated and taken over by Salt Lake men. The car contained about thirty-six tons, for which the net settlement at the smelter after all costs except mining, was approximately \$315 or \$12.87 a ton net. The car, it is declared, contained considerable low grade rock, which was necessary in cleaning up to get out the shipment.

The second car is on the road and will be settled for in the next few days. In the meantime it is declared that there are several cars of ore broken down in the mine which the management will ship as soon as possible. It is the intention to shortly send out a car a week as the development has reached a point where this can be done regularly.

The recent washout at Pioche has delayed things considerably. It took out about half a mile of the Jack Rabbit road, which had to be repaired before supplies could be brought into Bristol. Consequently there has been considerable delay in the work being carried on.

H. L. Parker, formerly at the Utah Apex in Bingham, is superintendent of the property and has five men working. The chief work now being carried on is the sinking of a shaft. From the 70-foot level to the 110 level this has been in a low grade ore, which if sorted would make a shipping product. The ore carries considerable iron and manganese, which has good value as a flux at the smelter. Besides, it carries considerable

MINING ENGINEERS TO MEET IN ARIZONA

Prominent mining and metallurgical circles have for almost half a century participated in the work of the American Institute of Mining Engineers, which on the 18th of September will open a week's session in the various mining fields of Arizona. A study of the work of some of the present officers of the Institute, most of whom will attend the Arizona meeting, reveals somewhat the strength of the Institute.

L. D. Ricketts, consulting engineer, has served as president of the Institute since last February. He succeeded William L. Saunders, chairman of the Board of Ingersoll & Rand Co. and vice-chairman of the Naval Consulting Board. Mr. Saunders has invented apparatus for drilling rock under water, pumping by compressed air, Ingersoll track and bar channels and gadders for quarrying stone. Benjamin B. Thayer, president of Anaconda Copper Mining Co., is a former president of the Institute. Mr. Thayer is thoroughly familiar with mining operations in many parts of the world, and in addition to displaying great technical skill has infused into his company a loyalty and efficiency that are exceptional. He will accompany the New York special train in his private car.

Sidney J. Jennings, first vice-president of U. S. Smelting, Refining and Mining Co., and has charge of the South African Association of Engineers. George C. Stone, the Institute's treasurer, is chief engineer of the New Jersey Zinc company. Bradley Stoughton, secretary of the Institute for the past three years is a consulting metallurgist in New York City and is the inventor of a converter for making steel castings and a process for oil melting in cupolas. He is the author of the widely known textbook "The Metallurgy of Iron and Steel." Among the vice-presidents of the Institute are H. C. Hoover, now known throughout the world as chairman of the Commission for Relief in Belgium, and Karl Eilers, metallurgist and specialist in smelting lead and copper.

Among the directors of the Institute are Reginald W. Brock, director of the Canadian Geological Survey and lately of the Canadian Expeditionary force, and D. C. Jackling, who is identified with many of the country's leading copper mining companies.

NEVADA STATE FAIR TO BE BIGGER THAN EVER

Preparations have been under way since the first of the year for the annual State Fair at Fallon and with a more elaborate and complete premium list than ever before arranged, it is expected that an unusually large display of exhibits in all classes will be in evidence during fair week—Monday, September 11 to 16 inclusive.

The Stock Exhibits
Some of the finest stock on the coast will be exhibited from various parts of the state, including horses, cattle, hogs and sheep. Dairy stock in particular will be a marked feature of the fair this year.

Unsurpassed Racing Events
The former kite-shaped track has been converted into a half-mile circular track and more attractive events than ever will be offered on the 1916 program. Liberal purses and premiums will be offered and some of the finest strings of racers in the country are to be shipped to Fallon for the State Fair.

The stalls for all classes of stock have been improved this summer, while the poultry pens have had numerous additions. In every respect the outlook for the 1916 Nevada State Fair at Fallon is more promising than ever before.

Every County is Interested
Through the assistance of those connected with the University of Nevada, the Boys' and Girls' clubs, which have been organized in every county in the state, are brought into touch with the State Fair. There are 2,500 club members and special premiums have been offered for exhibits which they have produced on the farms and in the gardens. This was a happy thought for it will interest the young folks in the State Fair and give to them a just reward for the splendid efforts they are putting in for agricultural development and in domestic science work.

able silver and lead and some copper.—Saturday's Herald Republican.

Railways of United States Prepare for Complete Tieup

Railroads of the nation in view of the threatened railroad strike, rushed preparations Wednesday to enforce an embargo on perishable freight. Shipments of livestock and perishables were refused by some roads Wednesday; others issued warnings that perishable freight, which cannot reach its destination by September 2, will not be accepted.

From Chicago, the railroad center of the country, orders were given to ticket agents to inform passengers that unless they reach their destination by Sunday night they would be subjected to "perplexing delays."

Big manufacturers and business houses swamped telegraph companies with messages urging that their shipments be rushed at once. Many of them authorized sending their orders by express.

Associated Press dispatches from all parts of the country indicated that within 48 hours, unless a delay in the strike is ordered, embargo orders will be effective on practically every railroad in the country.

Harris Weinstock, state market director of California, said that a strike of any duration meant ruin to thousands of fruitgrowers. A Sacramento dispatch stated that picking fruit in that rich district had virtually ceased.

Commercial and industrial organizations throughout the country were reported "hoping for the best and preparing for the worst."

Railroad men hoped that many members of the brotherhoods would not obey the strike order. In fact, it was rumored that little if any pressure would be brought to bear on the older generation of engineers and conductors whose seniority has placed them in well-paid positions, many of them with pensioned leisure not far away.

The Erie appealed directly to its 41,000 employees not to strike.

The Santa Fe made a similar appeal weeks ago when the strike vote was being taken.

The Pennsylvania road took a poll of its employees and reported that 90 per cent of them expressed willingness to take the places of strikers.

Other roads have made similar investigations in most cases and it is said that more than one high official, arisen from the ranks, is prepared to enter the cab of an engine to move necessary freight and passengers.

WASHINGTON, Aug. 30 — The senate interstate commerce committee adopted a resolution today providing for a hearing on proposed railroad legislation in the pending crisis, beginning Thursday at 9 a. m. Railroad officials, brotherhood officers and representatives of shippers were invited to appear.

Each side will be given three hours in which to discuss its views of legislation proposed by President Wilson to prevent the threatened strike and to provide for operation of trains in the event of a strike.

The committee has under consideration tentative drafts of three bills. One covers the proposed eight-hour day and creates a wage commission of three members, two to be recommended respectively by the railroads and the brotherhood which shall observe the administrative and financial effects of the institution of the eight-hour day.

Another amends the Newlands act to make arbitration more effective along the line of Canadian principles. The third provides for government operation of railroads for military necessity.

"No power on earth except a satisfactory settlement now can prevent a strike," said W. G. Lee, president of the trainmen.

PLAN FOR WORK UNDER FEDERAL AID ROAD ACT

Secretary Houston has just announced the plan to be pursued in spending the ten million dollars appropriated by the Federal Aid Road Act for the construction and maintenance of roads and trails within or partly within National Forests, and has tentatively allotted among the various National Forest states the million dollars which is expendable this fiscal year.

The tentative allotments to the principal National Forest states are as follows: Alaska, \$46,280; Arizona \$59,795; Arkansas \$11,294; California \$140,763; Colorado \$62,335; Idaho \$108,010; Montana \$89,901; Nevada \$19,195; New Mexico \$12,622; Oregon \$127,794; South Dakota \$8,115; Utah \$40,982; Washington \$91,739; Wyoming \$40,566. In addition, a total \$9,552 has been tentatively assigned to Florida, Michigan, Minnesota, Nebraska, North Dakota, and Oklahoma, while the eastern states—Maine, New Hampshire, Virginia, West Virginia, North Carolina, South Carolina, Tennessee, and Georgia—in which the government is purchasing lands for National Forests, have been allotted \$21,057.

"In general," said Secretary Houston, "the states and counties will be required to furnish cooperation in an amount at least equal to 50 per cent of the estimated cost of the surveys and construction. However, upon a satisfactory showing by the applicant state of county that such proportion of cooperation is inequitable, it may be altered and the ration of cooperation fixed upon a basis equitable to both the state or county and the United States."

The method followed in apportioning the money was explained by Secretary Houston as follows: Ten per cent of the amount available each year will be withheld as a contingent fund. One-half of the remainder will be allotted to the states in amounts which will be based on the area of the National Forest lands in

each state. The other half will be apportioned on a basis of estimated value of timber and forage resources which the forests contain. Amounts apportioned but unexpended within three years, and any balance of the contingent fund which remains unapportioned at the end of each year, will be reapportioned on the same basis as the original allotments.

The two groups of states to which lump sums are allotted are, it was explained, to be considered as single units of apportionment. Apportionments now to be made are for the current fiscal year only. Thereafter new apportionments will be made, giving consideration to the number and character of applications made by the state and county officials for expenditures on specific projects. These applications must be filed with the District Foresters in the seven National Forest Districts on or before January 1 of each year, for the fiscal year beginning the following July 1.

The determination of the projects upon which funds will be expended during the current fiscal year will be made on the basis of applications which must be filed with the District Foresters on or before October 1, 1916. Each application must contain a statement of the public needs to be served by the proposed road and the manner and extent to which it would aid in the development of resources upon which communities within or adjacent to the National Forests are dependent, and must also show the general location of the proposed road and its estimated cost. As already stated, in general states and counties must be prepared to furnish cooperation equal to at least 50 per cent of the estimated cost of surveys and construction. This cooperation may be in the form of money, labor and materials, or the construction of roads. Where other factors are equal, the approval of a project may be determined upon the relative amount of cooperation offered. Many applications have, it is stated, already been received for expenditures upon specific projects.

ATTRACTIONS AT THE STATE FAIR AT FALLON

Aside from the fine stock and large and varied agricultural and horticultural exhibits at the State Fair at Fallon, on September 11 to 16 inclusive, every visitor from other parts of the state will want to see the great Lahontan dam, 120 feet in height, storing 290,000 acre-feet of water for the irrigation of "Uncle Sam's Nine Million Dollar Farm." There are many attractive features on the Truckee-Carson Irrigation project that are well worth a visit. Attend the State Fair and see these attractions.

LARGEST POTATO CROP IN NEVADA'S HISTORY PREDICTED

As to the effect of the weather on crops, Mrs. Edward C. Paxton, field agent of the bureau of crop estimates for Nevada, says: "Although extremely dry, the month of July saw a very normal development of crops in Nevada. The lower ranges have suffered severely from the continued drought and live stock dependent on such ranges are reported thin. Where the first crop of alfalfa, injured by the frost, was cut early, a second crop above normal was harvested, and a third cut is promised. Irrigation water for all crops has been ample, and Nevada bids fair to break all previous records for total production of small grains. Preliminary estimates indicate a winter wheat yield of 45 bushels per acre; somewhat less than last year's yield, but well up to the average of recent years. Wild hay in Elko county is reported light, due to the severely cold weather of late spring. Present conditions indicate the largest potato crop in Nevada history. Fruit is almost a failure. Moapa canteloupes are on the market. The crop is large and excellent in quality.—Virginia City Chronicle.

PICKING A LIVE TOWN

By watching the advertising columns of a newspaper we are enabled to know the exact condition of mercantile affairs and the general prosperity or depression in the town where the paper is published. We can sit at our desk and pick out the live business towns and the dead towns. There is no better index to a town than its paper; it is a better criterion to go by, and is considered so by sagacious men, than a photograph; it is the enterprise of the inhabitants and not the size of the buildings that makes the town. You may pick up a paper and read at a glance, "We mean business," or "We're leader than a stuffed bird," as plain as though it was printed in ten line pica and red ink across every page.—Needles Nugget.

FEDERAL FARM LOAN BOARD MEETS IN RENO

The Federal Farm Loan Board is planning to hold a hearing in Reno, on September 12, and the members of the board are anxious to have as large a representation of Nevada farmers and business men as can be secured for this hearing. They will discuss such matters as the need of credit, and matters relating to the location of the twelve banks. They will also investigate such matters as prevailing rates of interest, land values, the merits of various cities which are candidates for the location of the banks, the need for service, and other matters in connection with placing this great beneficent legislative provision of the Democratic administration on an operative basis.

The new farm loan act will do for the farmer what the federal reserve act is doing for the business man. Under it the government provides the machinery for assembling capital to be loaned to farm owners or intended farm owners, on first mortgage farm security. The loans cannot exceed 50 per cent of the value of the land, nor 20 per cent of the value of permanent improvements. The loans will be made at a low rate of interest, not yet determined, but not over 6 per cent, and provision is made for the borrower to pay off the loan and interest in small or semi-annual payments through a period of 40 years or at his option. Farmers, to take advantage of the law, must associate themselves in groups of 10 or more and form loan associations and then make application to one of the 12 federal banks. The land will be appraised and, if it meets requirements, the loan will be made. The new legislation is expected to

SMOKE FROM THE WEEKLY PIPE

By A. KNUTT

When Old Bullrag Tomkins blew into our office one day and told us he would be goldanged if he would stand for any more coarse work from his better half, we were under the impression that he had sure been having the mits on with the old lady. Tomkins himself was some corker and so all-fired mean and close that he used to skim the milk on the top and then turn it over and skim it on the bottom, then fed the leavings to the children. He was ranked as the biggest skinflint in Podunk, and yet he had his good qualities, but one needed a 10-mile spyglass to discern the merest semblance to anything of the kind.

The old lady was some corker herself and it was doubtful if either one was ever really happy unless scrapping with the other.

They had three great big fine corn-fed "gols" who were most popular with all the boys, who always had a hard time getting next, owing to either the old man or the old woman coming in and joining the party when any of the boys were present. And, inasmuch as Old Man Tomkins liked to play checkers, someone was always elected to let the O. M. beat him, thus endeavoring to "stand in." After the games, however, he was usually absent minded and forgot the courtesies extended in this respect so that the boys were in the some old rut about all the time.

Well, O. M. Tomkins owned the "Whangdoodle" mine and while running the ranch had blown in all the money the ranch could make on the development of the mine. Then he struck it and how popular the old man became. He was made an honorary member of the local fire department; his name was in the paper weekly and he was prominently mentioned as a possibility for congress—to save the nation from its friends at Washington.

In due course of time nothing would do but the old lady and the "gols" MUST go to San Francisco to do their fall shopping, they having outgrown the local stores, and as a matter of fact they desired now to circulate among the people with an equal gob of tainted material, or at least could move in the same class of automobiles as they.

Father now changed his shirt weekly and wore carpet slippers around the house evenings, showing a marked improvement and prosperity in every movement, and they certainly were the cynosure of all eyes in their native habitat.

To make a long story short, a flat was finally rented in the city and the family went down to put in a few months rubbering and rubbing elbows with the real elite of San Francisco.

They moved into the flat on Monday and on Tuesday some of their Pioche friends went around to see how they were getting along, and found them all there comfortably "at home." Of course the visitors had to be shown through the "department", as the O. M. called it, and led by Mary, the oldest daughter, everybody tramped along to see the place. Starting at the kitchen very room was inspected and its many advantages properly exhibited to the envious gaze of the visitors.

Finally they came to the bathroom and, opening the door, Mary said: "Now here is the bathroom and you can see that we have every modern convenience. And such a beautiful tub! We can hardly wait till Saturday night to try it."

This simply proves the contention that money brings its own reward, and we certainly hope that when Saturday night came the whole danged family tried the blooming tub. Don't you?

prove a great boon to those sections of the country where development has been arrested because of high interest rates and it is predicted that it will have the effect of making agricultural prosperity permanent and uniform; stabilizing land values and greatly improving general farm conditions.

Thousands of requests to the U. S. Treasury Department for information regarding the application of the law indicates the great, nation-wide interest in its provisions.

Secretary McAdoo predicts that the banks will be ready for operation January 1st or shortly thereafter.