

has an authorized capital of 500,000 shares, about 400,000 shares of which have been issued. The largest blocks of the stock are owned in Cincinnati, but Utah and California are also liberal holders.

\*\*\*

Is the Tintic smelter getting into that closing habit again? A year ago the plant used to close every time the superintendent went fishing. Did a foreman want a drink of ginger ale? The plant shut down. Did the chief engineer's wife want him to go shopping with her? Close the smelter! When it got so that the fires were pulled every time a shift boss's baby had the colic it was seen that a change would have to be made. The evils of the closing habit were solemnly pointed out to the concern, it became properly repentant and made the "Never again" swear. It kept the pledge for months and months and only fell from grace on July 24th. For publication, though not necessarily as an evidence of good faith, the management issued a statement that the shut-down was for the purpose of making alterations and would not continue for more than two weeks. The village gossips said that the smelter was balking because it thought it saw a sale right in the middle of the road ahead of it. If that were the case the smelter needs spectacles, for there was no sale there. "Uncle" Jesse Knight and Ernest R. Woolley were deceived in the same manner. They are said to have packed their grips and gone half way to the depot before they found that the sale was a visual hallucination.

\*\*\*

Since the report that D. C. Jackling would become chief owner of the Herald gained currency, his faithful lieutenants at Bingham and Garfield have been nursing hopes of advancement. One of the ablest mine foremen in the West Mountain district—his name is Malloy; or something like that—has figured out a comprehensive campaign of development on the Herald and

Jackling is said to be sitting up nights considering it. Malloy thinks the Herald organization is all wrong. The property should be operated by three shifts and should "shoot" at least once a day. This thing of having an explosion only when a Democrat is elected to office or Senator Clark comes to town makes them too far apart, Mr. Malloy says: The Herald needs a pipe line to the Floor de Fiz soda fountain and a better roasting process—the present roasters do not draw enough draft. Malloy wants to be superintendent of the plant. He would put a couple of good men to sorting the stuff that comes from the muckrakers and would send everything over the dump that did not carry at least 5 cents a line.

\*\*\*

The see-sawing of Grand Central on the stock exchange has given many of the operators palpitation of the heart. Not for a long time has any news been awaited so anxiously as the news that G. C. has tapped the vein to the west on the 1,800 and 2,100 levels. The price variations, it is a safe guess, are due to a hard wrestle between bull and bear interests.

#### MOTOR MOTIONS.

It is the height of the season locally with the owners, and the tail end of the summer for the dealers. The former are enjoying their cars to the limit; and the latter have not a car to sell and have not had for weeks; in fact, for the majority of those on auto row the season of 1909 cars is at an end, and all are awaiting the delivery of the 1910 models, which will begin coming early in August.

With the roads in splendid shape and the canyon resorts in full swing, the motors are humming merrily out of town for the week ends, and many are the parties planned for the ensuing month. A dozen jaunts are in prospect among those in the smart set who want to avoid the

crowds, the noise and the confusion necessarily incident to the encampment of the Grand Army in the first half of August. The Cottonwoods are calling their regular quota of pleasure seekers, while Parley's and Provo canyons are drawing their respective enthusiasts.

Denver motorists are steadily working up enthusiasm for their run from that city to the City of Mexico in October. The path-finding trip of the Chalmers-Detroit 30-horsepower, which covered 2400 miles in 23 days under great difficulties, is a matter of history. For convenience, the route has been altered to avoid the trip through the Sierra Blanca desert, in which the pathfinders pretty nearly perished. The start of the race is to be made from some convenient place in the city of Denver and the finishing point will be at the famous statue of the Iron Horse in the Paseo de Reforma in the City of Mexico.

\*\*\*

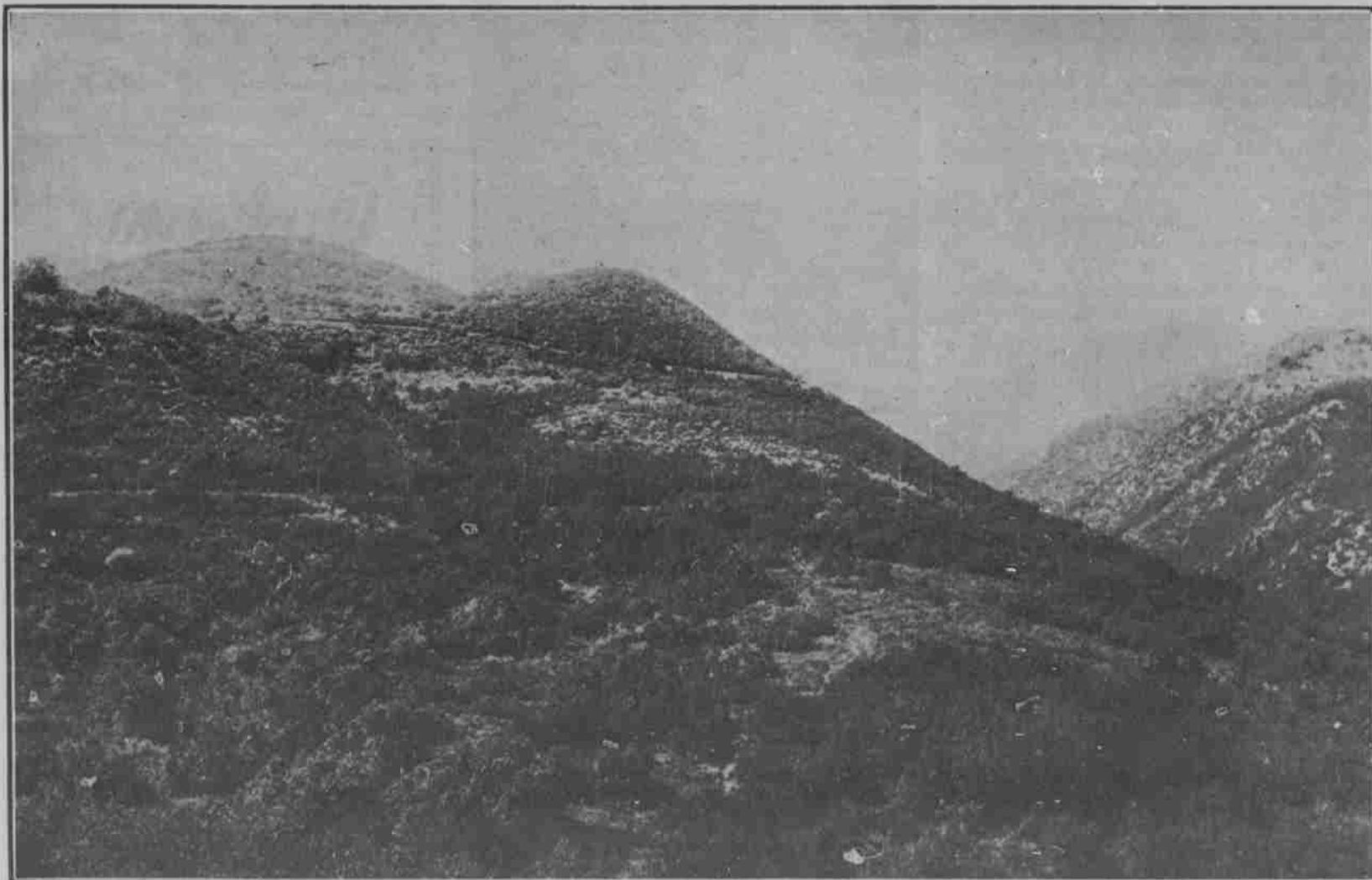
The Glidden tourists reached Denver Sunday and for two days made the rounds of the Colorado capitol under the escort of the members of the Denver Motor club. A banquet was given the visitors Sunday evening and altogether Denver made the most of its opportunity.

\*\*\*

Thomas Kearns took delivery during the week on the new sixty-horsepower Pierce Arrow limousine, ordered some time ago from the Botterill company. The car is one of the finest machines ever sold by the Pierce factory. It is electric lighted and is beautifully and richly finished.

\*\*\*

A motor carnival will be held at Seattle August 4 to 7, the features of which will be a parade of four divisions, a hill-climbing contest, a track meet and a 24-hour race. J. A. Hemstreet, who had charge of the Acme car in the ocean-to-ocean race, will manage the affair.



On the New Road Up Emigration Canyon, "Over the Old Mormon Trail"