

Quarter of Year Is Ideal From All Points of View.	Deepest Level of Property Has Fine Values in Copper-Lead.	From Now on Shipments to Be Eight or Nine Cars Monthly.	Goldfield Con. and Atlanta Companies to Cut Down Expenses.	Little Tonopah Once Passed Up by Many Thousand Wealth Seekers.	Real Extent of Copper Ore Remains Yet to Be Made Certain.	May Day Company During September Reaped Some Very Liberal Profits.
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CONVERT ORE TO CASH
Several Tintic Mines Own
About Everything to the
Metal Market

A partial weekly review of the Tintic camp here follows from the Eureka Reporter of Saturday:

The May Day is rapidly coming to the front as a zinc producer, and, according to Superintendent C. C. Griggs, this property closed the month of October with an output of eighteen carloads to its credit. But for the heavy snowstorm of the present week, which put the wagon roads in bad condition, the management could easily have increased this output to twenty carloads.

When it is understood that the poorest carload of ore sent out last month netted the May Day company a little better than \$200, with the best car bringing \$1150, it can readily be seen that

latching effect on the mine treasury. The eighteen cents sent out last month must have brought in the neighborhood of \$18,000, and after deducting the sum of \$32,900 for the mine's operating expenses there will still be a very respectable amount of money. A few such months will undoubtedly mean the distribution of some dividend money among the M. & A. stockholders.

Play Ore Known.

Mr. Briggs is authority for the statement that the May Day mine never looked better than at the present time, large quantities of zinc being exposed on several levels.

Several of the Tintic mines have for some time been having all kinds of trouble in securing cars for the shipment of their ore. The Tintic company this week when the two engines went on the Mammoth "high line" went out of commission. It was necessary for the Tintic company to send a car to the mouth of this mine also resulted in the closing of the Ophidion, which is operating through the Gold Chain shaft. The result of this has been to cause a great deal of the inability of the smelters to handle the ore is a serious one.

W. D. Loefer, who is the assistant manager of the Gold Chain, states that the bins at the mine contained in the neighborhood of twelve carloads of ore at the time he ordered a shut-down last week. The engines were laid up for repairs at Tintic Junction and there was no relief in sight. Even after the engines are in running order again, the Tintic company will not be able to get the surplus ore cleaned up before the order is given for a resumption of

underground operations, and is making it impossible to indicate the car shortage here at an end.


J. L. McCrystal, H. F. Gear and Morris Kelly, who are operating the New Richmond property in North Tintic, placed their first carload of zinc ore on the market during the present week. While no returns have yet been received from this ore it is expected to carry about 35 per cent zinc. Another carload of this same character of ore will be sent out in the near future.

Reports from the property this week indicates that a bunch of nice lead ore has also been encountered some little distance above the main tunnel. The deposit at this time is not large, but the fact that it is making off into new territory makes the strike an important one. The ore is carried enough lead and silver to make it worth about \$25 per ton.

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