

THE TWO INDUSTRIES.

Some Comparisons Between
Mining and Manufacturing.

Many capitalists eagerly consider a manufacturing proposition when they would touch the electric button for the police patrol if approached with a mining proposition which promises many times the interest on the principal invested which does the other. Why is this? There is only one reason—prejudice, born of ignorance of the mining business and the great possibilities it offers for profit making when undertaken along conservative business lines.

Great manufacturing establishments are built up by a vast outlay of capital. Elaborate and costly machinery is installed and this machinery is constantly being replaced by improved patterns designed to meet the never ending competition. The more money invested in this way the more articles are produced, and the greater the profits. In addition to this the capitalist is rated as a conservative business man, no matter how much is represented in his plant, the whole of which oftentimes is rendered valueless by the passing of a market for his goods, due to excessive competition or other causes. The manufacturer figures down very closely on the cost of production, but always is confronted with the word "market," and no matter how cheaply he can produce, his efforts are valueless if there is no market, and none can be made.

How is it with mining, and particularly gold mining?

Particularly in the case of some of our famous low-grade producers, the business is upon such a scientific basis that oftentimes it can be figured for years ahead just how much profit can be made. The ore bodies are opened up and blocked out ahead of production. The capacity of the machinery is known, and whenever possible is being continually increased. The character of the ore is determined and the method of extracting the values is conducted along lines of the highest form of scientific knowledge. It costs a certain sum to mine the ore, a certain sum to transport it to the mill or smelter and a certain sum to reduce it to the form of metal. A few dollars a ton profit means a handsome sum each month when hundreds of thousands of tons of ore are handled, in this space of time. What cleaner, nicer, more conservative business could be wished for?

The gold producer above referred to has no concern about a market. He takes his gold to the mint and gets his money.

Despite the foregoing facts, the business of mining, and even this form of gold mining, is characterized as speculative and it is, so to speak, like drawing teeth to interest in it the capitalist who is always willing to consider a manufacturing proposition.—Daily Mining Record.

Work by Contract.

Work is to be resumed on the Big Four group. Mr. Barrett informs us that he has another large contract on that property, and that eight or ten men will be put to work at once. He has just completed a contract at the Grand Union, but has received orders from the company not to stop work until he receives instructions from them.—Granite Gem.

Important, If True.

It is claimed by a Milwaukee chemist is that he has discovered a process to

treat sulphide and telluride ores at an extremely low cost and a high saving of contents. He is not ready to give his discovery to the world yet, but hopes to be able to do so in a very short time.

A DOZEN DIFFERENT WAYS.

When the ordinary citizen intends to go east, or send for friends or relatives to come west, the choice of routes is a question that always bothers him. He wants to know if the same route he used once, some time ago, makes the same time, same connections, if the price is the same, if it costs the same to go east as it did to come west. Possibly, he has heard or read of famous points of interest in the west or middle west that he overlooked on the trip he made. Did not see them because he had not time; did not know he could for the same money; did not know he could get a stopover. There are hundreds of questions he would like to have asked, many things he would like to have seen, and many accommodations he could have enjoyed, only, he did not have time to look into the subject, and it was too much bother anyway.

Here is a suggestion that will save you all that trouble, vexation and regret. The Illinois Central Railroad company runs east and south from St. Paul, Omaha and St. Louis, and north from New Orleans. At these points, it connects with all the western trunk lines, and through them, with all their western connections. The Illinois Central does not care which line you use in the west, northwest, central west or southwest, because it connects with all of them, and is absolutely impartial to all. All you have to do is to drop us a note; tell us your destination and starting point. Is there anything in the whole glorious west that you want to see on the way? Mention it. We will arrange for it if it can be done. Perhaps you will want a stopover. We will arrange that too if it is possible for anyone to do it. Just make a suggestion as to the western line and we will elaborate it for you; tell you the time you should start, when you should arrive at destination, what accommodations you will enjoy, what it will cost you, an itinerary for the trip, and will do anything that we possibly can to make your journey pleasant and comfortable. That's what we are here for. We have headquarters in Portland; agents in Portland and Seattle, and traveling agents that will come and talk it over with you any time and at any place in the northwest without it costing you a cent more than a postage stamp. Chicago business is a specialty with us, but we have our own rails in a dozen different states east of St. Paul, Omaha and New Orleans, and can ticket you to these gateways over a dozen different routes. Write us. By the way, do you want a nice wall map of the United States, Cuba and Porto Rico? Send me six cents to pay postage.

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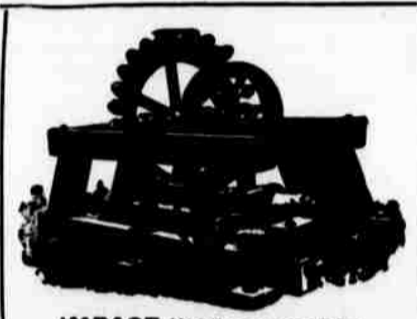
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