

MINING NEWS IN THE WEST

MUCH CAPITAL IN COPPER COMPANY.

Dividends at Searchlight—High Records at Tonopah—Bought Manhattan—Great Wealth of Calumet and Hecla.

The Quartette Mining company at Searchlight has been paying monthly dividends of 1 1/2 per cent on its capital for the past two months. This amounts to \$15,000 per month in dividends and this sum it is stated will doubtless be doubled when the twenty additional stamps now on the ground are set up and put to work. The balance of the equipment they now have is easily capable of doubling the output. Two 50,000 gallon tanks have been set up on a high point between the mill and the shaft and are being used for the storage of water pumped from the Drake shaft. One of these tanks will be kept full and set aside for fire protection. It takes a number of hours to make even a hurried trip through the several miles of underground workings of the Quartette.

Matheson Mine Bonded.
Los Angeles capitalists have bonded the Matheson mine near Chino in Butte county, Cal., for \$50,000. The mine has been owned and operated by D. H. Matheson for ten years.

The property, which consists of five claims along the ledge of 1500 feet each, has recently been experted by the Los Angeles corporation and the tests proved so satisfactory that the property was bonded for the above amount.

The ledge is about twenty-five feet in width and the results of working tests have varied from \$2.50 to \$110 per ton. Under the ownership of Matheson the property has never been fully developed, only the more accessible portions of the ledge being worked, and it is therefore thought that a systematic development will bring valuable results.

Tonopah Records.

Greater records than ever are being made by the Tonopah (Nev.) mines. Shipments aggregate 2000 tons per week, and the leader in this production is the Tonopah Mining company, which paid a dividend for the second quarter in 1906 of \$350,000, or 25 per cent. The great bulk of the ores sent out west to the smelters during the second quarter of the year, aggregating 12,139 tons; 5290 tons were milled and 4118 tons placed on the dumps to await the construction of the company's own milling plant, which is expected to treat 200 tons a day and have 100 stamps. It is to go into commission right away and the directors of the company have declared to stockholders that henceforth dividends of 50 per cent quarterly may be confidently anticipated, commencing with the last quarter of 1906.

The shipments from the other mines include weekly 800 tons from the Tonopah Extension, 350 tons from the Belmont, 80 to 100 tons from the Midway and 60 to 80 tons from the Montana-Tonopah, and lesser consignments at irregular intervals from smaller properties.

Recent developments on the Mizpah's 500-foot level show that the heretofore regarded barren footwall was in reality ore of good grade and a crosscut sent through it has so far reached a length of sixty-five feet without finding the limit of values on the other side. The ore carries an average of \$5 per ton. Its depth is unknown, but it is believed to extend at least for 100 vertical feet. This property is part of the holdings of the Tonopah Mining company and was one of the first locations made by "Jim" Butler, discoverer of the camp.

Bought Manhattan Group.

W. C. Humphrey, "Daddy of the Camp," and Howard Butler, last week sold a valuable group of claims near Central Manhattan to D. W. Nefsy of Los Angeles, formerly of Williston, North Dakota. The property was located by Humphrey and Butler in May, 1905, and these veterans of the mining business have refused repeated good offers. Mr. Nefsy spent several weeks looking over the Manhattan district with a view of investing for himself and associates. He thoroughly sampled and tested the property and was more than pleased when he secured possession. Considerable work has already been done on the property, the ledge showing values from \$5 to \$150 per ton. The property will be managed by a company now being organized as the Cash Rock Mining company with the following officers: Donald W. Ross, president; Frank T. Torpey, vice president; Daniel W. Nefsy, secretary and treasurer.

Famous Calumet and Hecla.

How often do we hear that the famous Calumet and Hecla copper mine in the Lake Superior region is controlled by few men that they can be counted on the fingers of one hand. Literally this statement is true, because comparatively little of the stock held by the original owners or their heirs is now sold on 'change, says the Mining World.

The current high price of \$85 for the \$25 par value share might tempt the uninitiated to speculate; but when it is learned that the Calumet and Hecla company is now paying dividends at the rate of \$60 per share per annum, and has returned \$953.50 per share since its incorporation in 1871, and has a surplus reserve equivalent to \$106 per share, investors will not dispose of their holdings. The total dividends up to June, 1906, amount to \$95,350,000 on an authorized capital of \$25,000,000. The output of copper from 1871 to 1905, inclusive, was 17,256,010,534 pounds.

President Alexander Agassiz owns 5000 shares, par value \$125,000, marketable at \$3,425,000, and netting dividends of \$300,000, which added to his salary makes a tidy income for a man who has witnessed the growth of one

of the greatest copper mines in the world. The Hunnewell family is credited with 3195 shares, par value \$79,875, quoted on 'change at \$25,188,-575 and earning in dividends \$191,700 annually. R. S. Oliver, trustee, of Boston, represents 3500 shares, par value \$87,500, marketable at \$2,397,500 and yielding dividends of \$210,000 per annum. Other large shareholders are the Sauer family, 1031 shares, C. P. Curtis, 1033 shares; Lee, Higginson & Co., 2032 shares; E. R. Lyman, trustee, 950 shares; N. H. Stone, et al., trustees, 932 shares; J. N. Wright, 856 shares, and the Simpson family, 851 shares.

There are registered on the books of the Calumet and Hecla company less than 150 shareholders owning over 100 shares, and among these are many who have inherited from early investors.

Inyo Shows Good Ore.

Nothing but the present hot weather prevailing throughout Inyo county is keeping the Inyo Gold Mining company from operating its wonderful property in that section. This organization is composed of Utah people with but one exception, and it bids fair to assume the most generous proportions in activity and results as soon as the cooler months arrive. The Inyo company is the first to get control of property in that section of the country. The group is made up of seventeen claims, which have been surveyed by a deputy United States marshal surveyor for a patent. Little has been said about this property, although the organizers of the company are more than positive that they have a veritable bonanza in their possession.

Lafayette Holbrook, one of the heaviest stockholders in the company, states that out of fifty-three samples taken from one vein the average value of the ore was \$127 per ton. This vein, which is more developed than any on the group, is twenty-four feet wide on the surface. Upon it the company has driven a shaft to a depth of seventy-three feet, at which point a crosscut for thirteen feet discloses neither wall. Samples in this crosscut carefully selected show the average values all across to be \$76 a ton. From the dump made by this work carefully selected samples give the entire tonnage a valuation of \$44 per ton.

On a parallel vein the company has sunk thirty feet, at which point the ore gave values of \$33 to \$60 per ton, while at the surface the same vein averaged between \$14 and \$16 a ton.

Nuggets of News.

W. H. Taggart of Kingman, Ariz., while in Los Angeles recently closed a deal on the C. O. D. property in Arizona. The Kingman Miner states that the C. O. D. mine is one of the best properties in Wallapai district and when worked on a scale commensurate with the size and richness of its ore bodies it will be one of the largest producers in the territory.

It is understood that there will be a consolidation of several of the large mines of Cerbat and that later a large reduction plant will be installed to handle the ores. The mines composing the consolidation are all gold bearing properties and lie close in, making it possible to work them through a big shaft.

J. W. A. Off of Los Angeles has just returned from the great Greenwater copper camp in Inyo county, Cal., and he declares that the surface indications there rival anything that the country has ever known in the way of copper prospects. Mr. Off goes even farther than that. He has operated extensively in the big copper districts in both this country and Mexico and he does not hesitate to state that Greenwater is the most remarkable camp that has ever been opened up in either country. He declares that no known camp has the wonderful external appearances of Greenwater, and he has seen them all.

Up to date the United Verde has paid a total of \$30,805,187 in dividends, its disbursements having extended over a period of sixteen years. Utah Consolidated paid its first dividend in 1901 and to date has distributed \$5,142,000.

AUTHORITIES GIVE DEATH LIST.

San Francisco Victims of Calamity Number 452.

San Francisco.—In all, 452 people perished as the result of the disaster of April 18. The local health department so stated in a formal report sent yesterday to the state board of health. Of the victims, 296 were killed by falling walls, 177 perished by fire, 7 were shot and 2 died as the result of ptomaine poisoning due to eating "emergency" canned goods of poor quality. 351 were males and 77 females; 420 are believed to have been white, 18 Chinese and 4 Japanese. Eleven were less than a year old. The figures given relate to the deaths proved to have occurred.

The figures relative to males and females and races of the victims were compiled to June 30. Since then 10 deaths have been reported, making a total to date of 452.

WOMEN BATTLE WITH A SNAKE.

Five Foot Reptile Coils Around One of Them—Sister to the Rescue.

Pittsburg.—Ms. Josephine Smith of 218 Quincy street went out in the yard Friday to feed the chickens and was attacked by a giant blacksnake over five feet long. It coiled about her neck and then threw a coil about her arm. She was so badly frightened she did not scream for help but fought to release herself. She trampled on a little chicken and its plaintive peeping brought her sister, Mrs. Jacob Brennenar to the door. Mrs. Brennenar saw Mrs. Smith on her knees in the yard her face livid and a great snake coiled about her neck.

Although Mrs. Brennenar has a horror for snakes she rushed to her sister's assistance and the two women struggled with the monster. They insist the fight lasted two hours. Time and again the snake coiled about one or the other of the women, but they managed to break its folds. Mrs. Brennenar at last got a hatchet and killed the snake. She then helped her sister to the house, administered restoratives to her and fainted.

BITTER RAIL-ROAD FIGHT

MEXICAN CENTRAL MAKES BOLD MOVE

Pacific Coast Trade Is Bone of Contention—Millions of Dollars Involved.

Because the Mexican Central Railway has dared to make a bid for a portion of the trade of the Pacific Coast it is facing a bitter retaliatory move on the part of E. H. Harriman and the Espee, which is involving the expenditure of millions of dollars.

Harriman's plan, built from Guadalupe to Guadalupe was reached immediately following the arrangement of the Mexican Central to complete its line through to the port of Manzanillo, in spite of the bluffing of the Southern Pacific.

The day that the Central determined after more than a year of inactivity to resume work on the Manzanillo extension, the Harriman forces were thrown into the field to rush a railroad through to the strategic point of Guadalupe, by which to bring the Central to time even at the ultimate necessity of pushing the line all the way through to Manzanillo.

The bone of contention is the rich international Pacific Coast trade. Under the present arrangement the Southern Pacific and the Mexican Central are dividing this business through the El Paso gateway. But the Espee dominates the present arrangement, and the Central believes that it has been getting the worst of the bargain in the division of one through route.

But with its line completed through to Manzanillo, the Central will be in an entirely different position with regard to Pacific Coast business, and will be able to bring the Southern Pacific to almost any terms it may dictate.

With the completion of the Manzanillo extension, the Southern Pacific faces the prospect of a general readjustment, if not demoralization, of Pacific Coast rates, on terms which will be made by the Mexican Central. There is no doubt but that the Southern Pacific will almost certainly lose all its Coast business which now passes through the El Paso gateway.

The Mexican road, occupying as it does the central strategic position geographically, would be able to accomplish the astonishing feat of receiving shipments from San Francisco, through Manzanillo destined for points as far north as El Paso, and delivering them at less than the present Southern Pacific rate from San Francisco to El Paso.

In conjunction with the line of steamers which it already controls on the gulf coast, the boats of the Mexican American Steamship Company, it can receive shipments from New York destined for San Francisco, land them from steamer at Tampico, ship them overland to Manzanillo, 850 miles, transship them and lay them down in San Francisco at a less rate than the Southern Pacific could make and pay operating expenses on its 3000 miles of rail haul.

'CURBING THE CENTRAL.
This is the situation with which the Mexican Central and the powerful anti-Harriman-H. Clay Pierce interests are menacing the Southern Pacific. This is the animus of the remarkable activities of the Harriman interests in breathlessly throwing down 50 miles of railway parallel to the Mexican Central and tapping the rich Guadalupe district of the latter.

The purpose and intent of the Harriman interests to build a line of defense with which they hope to be able to hold the Central in hand is apparent. Through the medium of a continuous trunk line from Seattle to Guadalupe and even to Mexico City, if necessary, Harriman-H. Clay Pierce hope that they will be able to compel the Central to maintain existing rates, and to refrain from making any rates with steamship companies lower than the Southern Pacific and the Mexican Central are now obtaining for the international trade.

But while it will take the Southern Pacific six or eight years to complete its line to Guadalupe, the Central will be running trains in and out of Manzanillo by August of next year. By January 1, 1907, the contracting freight agents of the Mexican Central in Mexico, New Orleans, Chicago, and St. Louis and San Francisco will be contracting for the routing of transcontinental freight shipments by way of Tampico and Manzanillo.

They can make any rate which their freight traffic manager may authorize, and the shadow of the Interstate Commerce Commission could exercise any control over them.

Both the Harriman and Pierce interests are bending every energy to the stupendous task before them. All of the capital and men which human ingenuity can summon to the work are being employed all to the end of reaching the goal as soon as possible.

While the Mexican Central has but about forty miles of roadway to build against 800 of the Southern Pacific, some miles of that road have to be planned to the solid side of sheer precipices under the shadow of the volcano Colima, or burrowed through endless tunnels and carried over spider-web bridges of steel. And these stretches are costing as high as \$50,000 per mile to construct.

On the other hand, the Southern Pacific is running a line of railway through to practically unknown country. It is traversing the Yaqui Indian districts of Sonora, clinging to the Sierras of Salsola and Tempe and following the chain of mineral mountains through to the capital of Jalisco.

Harriman commands the prestige of his millions and vast railway interests, F. Clay Pierce and the Central have the solid backing of the Standard Oil, which never has been any too friendly to Mr. Harriman, and now less so since the coup in Western Pacific in Wall street a few weeks ago.

At the same time Pierce stands high with the Mexican government, and there is a pretty well-defined impression that he has already enlisted the sympathies if not the actual backing of the government for the Central in its fight with the Southern Pacific. Aside from any philanthropic interest which the government might take in the Central, it is a railway owner itself, and it is not at all improbable

that the stock which it has recently acquired in the Central has been for the purpose of some day adding it to its system of merger lines, which would all the more complicate matters for Mr. Harriman's plans.

Southern Pacific engineers, after months of arduous work, have just finished the surveys of the proposed line all the way to Guadalupe. These surveys have been sent to the Department of Communications of the Mexican government, by which they will have to be approved before the work can be prosecuted.

This does not mean, however, that the work of construction is being held up. Gangs of workmen are busy on all portions of the survey already approved, and there will be no delay in waiting for governmental approval.

For the greater part of the distance as surveyed, the line runs along easy gradients, following as nearly as possible the sloping sides of the Sierra Madre next the Pacific Coast.

As soon as the plans have been approved by the department, work will be commenced from the Guadalupe and pushed northward to meet the gangs working southward from Torin, 100 kilometers south of Guaymas, to which point the line is already complete.

CRUISER BOSTON TAKING WATER

LIFEBOATS SWUNG OUT, READY FOR INSTANT USE.

Ship's Diver Finds Seam Three Feet Long, But no Holes—Arrival of Tugs to Tow Warship to Bremerton Navy Yard Awaited—Blue-jackets Begin to Show Strain.

BELLINGHAM (Wash.) Sept. 4.—The United States cruiser Boston, which struck Peapod Rock in Rosario Strait yesterday noon, is now lying in deep water in this harbor, in order to give the diver a good opportunity to prosecute his work. She has taken a good deal of water, and has listed five degrees to port. Seven cell compartments are filled.

Although the Boston has put out to deep water again after drawing in the pumps to shore this morning in order that she might be run onto the sandy beach quickly if necessary, all her lifeboats are swung out ready for instant use.

The ship's diver, who is still at work, has found a seam three feet in length, which is admitting water, but has not yet discovered any holes in the hull. The vessel is believed to be badly wrenched. Commander Coffman is now awaiting the arrival of tugs to tow the Boston to Bremerton.

The 300 men on board are beginning to show the effects of the nervous strain to which they have been subjected during the past twenty-four hours.

The Boston foundered at low tide in a fog. The torpedo boat Paul Jones, on passing the stranded vessel, was signaled by the Boston, and an effort of an hour was made to pull her free. Finally, the rising tide, which throws a strong eddy through the Gulf of Georgia into the strait, forced the Jones to leave the Boston to her fate and proceed to Bellingham without her. The Boston reached Bellingham under her own steam at 6 o'clock, and at midnight was sinking, two miles off shore.

The cruisers Boston and Princeton and the destroyer Paul Jones were directed to leave Bremerton for Blaine in larger practice. The Princeton has reached her destination. The Boston is the flagship of the Pacific squadron. She has 4000 tons displacement and carries 300 men.

NINE COMPARTMENTS FILLED.

SAN FRANCISCO, Sept. 4.—The Merchants' Exchange has received a dispatch from Seattle saying that nine compartments of the cruiser Boston now at Bellingham Bay, are full of water.

CRATER CLIMBERS SCORCHED.

Members of the Congress of Geologists Have Exciting Time on Mount Colima.

CHICAGO, Sept. 4.—A dispatch from Mexico City says: With their bodies severely burned by the fires of Mount Colima volcano, fourteen adventurous delegates to the International Congress of Geologists, which meets in this city this week, returned here yesterday.

The trip to the crater of the volcano was a perilous one. It never had been accomplished by any one, although several attempts to scale the precipitous mountain had been made.

The members of the party of mountain climbers went about their work methodically. They established camps at different points on the ascent, and made a certain amount of progress each day until the summit finally was reached. The volcano was pouring forth great volumes of smoke, but this did not deter the explorers from advancing to the edge of the crater. A not a sudden blast of fire from the depths below badly scorched the bodies of the men, and they beat a hurried retreat.

Those who comprised this daring party were: A. Hovey of New York; John E. Wolf and H. F. Clelland of Boston; H. W. Reid of Boston; Rudolph Ruedman Albany, N. Y.; W. H. Weed of Washington; Frank M. Adams and M. Bancroft of Montreal; A. P. Coleman of Toronto; George Berg and Rudolph Stabbe of Berlin; Ysumaka Yaki of Tokio; Paul Waltse of Mexico City and Enrique Husta of Guadalupe.

Ships Go to Aid the Sheridan.

San Francisco.—In an effort to free the army transport Sheridan from her position on a coral reef at Barber's point, near Honolulu, the war department Saturday issued orders for two of the big ships in the transport service to proceed at once to the assistance of the disabled vessel.

The transport Thomas left here at daybreak Saturday for Honolulu, having on board a corps of expert wreckers and salvage gear from the Mare Island navy yard.

A few hours later the Buford, which has been laid up at Seattle, will sail under rush orders for Honolulu. She is scheduled to arrive there about the same time as the Thomas.

The Buford will pick up the freight and the passengers from the Sheridan and after rendering any assistance will return at once to this city.

OIL WELLS GOING DOWN

NEW LIFE INFUSED INTO THE COALINGA FIELD.

Story Told of a Successful Company That Has Struck Good Oil Sand—Other Companies Planning to Develop the District Whose Boundary Has Been Extended.

COALINGA, Sept. 3.—Since the Lucile Oil Company struck the sand about three months ago, what is known as the west side of the Coalinga oil field has received a substantial boost, and already seven different concerns are drilling or getting ready to drill in the immediate vicinity of the Lucile property.

The history of the opening up of this section of the field forms an interesting and, in some points, a sensational chapter in development work here.

As was stated some time ago, the Old Glory and Big Pinoche Oil Companies were the pioneers in this section of the field, but their efforts, which were directed to selling stock, rather than striking oil, never amounted to anything, and their history ended five years ago and their successor was the Vanderzee Oil Company, a concern which, three years ago, located a strip of land near the Old Glory and started a well. The hole was drilled about 500 feet deep, and work was suspended, for reasons best known to the owners.

The Vanderzee Oil Company, composed entirely of Los Angeles parties, is at present drilling on the Vanderzee Oil Company's land, and secured its title in the following manner:

Shortly before the Vanderzee Oil Company suspended operations, the Lucile Oil Company secured fifty acres adjoining and began operations, acting in good faith, and intending to drill for oil. Shortly after they commenced drilling, the Vanderzee concern shut down, as stated, without having proven the land, but merely having done a certain amount of assessment work in order to hold its claim to the land, and for two years no work whatever has been done. The Lucile Oil Company kept "plugging away," and after several bunches of hard luck found what they were after. The representatives of the Vanderzee had been keeping close watch on the progress of the Lucile well, and when it was found oil had been reached, they showed signs of life. But there were others, who also, had been watching developments, and one dark night a half-dozen hauling outfits might have been seen hauling boiler, engine, tools, rig timbers, etc., to a certain point on the Vanderzee Oil Company's property. They were not seen, however, except by those interested, and in the morning the stuff for a new rig was on the ground and a location notice signed by Thomas McDowell, Al Guberson, S. R. Bowen and others was posted on the land. The Vanderzee Company at once secured an injunction on the new locators, restraining them from further operations, but the "jumpers," as they were called, secured a counter injunction, which was granted on the grounds that the land had never been proven to be oil land, and that the Vanderzee Company had forfeited its title because no assessment work had been done on the property for two years. This secured the new locators in their position, and they began at once the erection of their rig, and later granted a lease for thirty-five acres and turned over the right located thereon, to "Jim" Shreeves, a contractor here, who at once organized the Shreeves Oil Company. The location of this well is about 1000 feet west of the Lucile, and a good producer is certain to result.

It might be stated that in order to secure all titles and avoid any difficulty that might arise in the future, a compromise was effected between the "jumpers" and the Vanderzee people, whereby the 160 acres was equally divided. Thus it was that O'Donnell et al. came into a very handsome piece of property on very easy terms.

The West Coalinga Oil Company has recently secured the north-east quarter of Section 12, about one mile west of the Lucile, and is now building roads and bunk-houses, preparatory to drilling. This concern is composed largely of Coalinga parties.

The Manchester Oil Company has a rig up about two miles south, and drilling has commenced.

It is said the Commercial Petroleum Company, or parties interested in that concern, have secured a tract of land in this vicinity and will begin drilling at once.

The furry in this neck of the woods has infused new life into the Mc Hamilton and Echo Oil Companies, both of which have been drilled in the neighborhood of Alcalde for a long time. The Echo was started about four years ago, and work continued on the well intermittently ever since. A small quantity of oil has been found at various depths but nothing in paying quantities.

It is now believed that the oil belt extends unbroken to the Kreyenhagen district, about twenty-five miles south of here, and where, about six years ago, several wells were drilled by the Black Mountain Petroleum Company and the Kreyenhagen Land and Oil Company, composed of Los Angeles people. Two grades of oil

were found here. One is a high-gravity, green oil, and the other the regular heavy, black fuel oil, so familiar to oil men in this State. There seems to be no doubt but that this spot will be developed into an oil field at some future time, when the more accessible fields begin to wane. And there is no doubt but that this same belt extends on down through the Devil's Den country, where the Spreckels, several years ago, sunk many thousands of dollars drilling for oil, and on to the Temblor district, McKittrick, Midway and Sunset. Concerns of oil have no need to fear that the supply will become exhausted, at least for many years to come. The oil industry in California is yet in its swaddling clothes, so far as development is concerned.

J. F. Goodwin, superintendent, and Messrs. F. O. Teitzen and Sam Fieischer, directors, of the Final and Brookshire Oil Companies, in the Santa Maria field, last week made a visit to Coalinga, with a view of ascertaining conditions here. They report that the Santa Maria field shows no increased activity, owing to the success of the Graciosa Oil Company in securing the 20,000-barrel contract in Japan. The Santa Maria production is amply sufficient to take care of this contract, without increasing it. The Graciosa will have the assistance of the Union Oil Company in making deliveries on the contract, until it can get more wells drilled and be able of itself to furnish the oil.

Skeptical.
"Mary, I've just ordered some artificial ice sent up to the house," called John over the phone.
"Dear me!" called back Mary. "Do you think it'll be as cold as the other kind?"



Both Standard and Tourist run daily on "THE OVERLAND" via Salt Lake Route AND Denver & Rio Grande RAILWAY. Ask Salt Lake Route agents about it.

Back East Excursions




SEP. 8 AND 10

Chicago and back	\$72.50
St. Louis and back	67.50
St. Paul and back	70.00
Kansas City and back	60.00
Omaha and back	60.00
Denver and back	55.00
Memphis and back	67.50
New Orleans and back	67.50

and many other points on same basis. Tickets good for return within ninety days. Communicate at once with nearest Santa Fe Agent.

Excursion Rates to Pacific Coast



Notify your friends in the East that reduced round-trip excursion rates will go in effect June 1, 1906, and tickets will be on sale daily until September 15, 1906. Final return limit October 31, 1906.

Rates from principal Eastern points are as follows:

From Chicago	\$75.00
From Council Bluffs, St. Joseph, Leavenworth and Kansas City	\$60.00
From Sioux City	\$62.00
From Denver, Colorado Springs, Pueblo and Trinidad	\$50.00
From St. Louis	\$60.00
From New Orleans	\$63.00
From Houston	\$60.00

For further information call upon or write nearest Agent, or **D. S. TAGGART, D. F. & P. A., Reno, Nevada.**