

Silica Sand Is Valuable Asset

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goes through a crusher and to a storage bin. Transportation to the washing plant is by trucks owned and operated by the company. A new storage bin at the deposit with a capacity of 400 tons is being built. It is of 2x6 planks laid flat, and is 40 feet high. It is now nearly completed at a cost of \$3,000. All material at the deposit is handled cheaply by means of drag-line operation.

The sand as it comes out of the pit is about 98 per cent pure silica. By the screening and washing process at the mill it is raised to 99.5 per cent. The mill is powered by a Western Gas Engine company engine and requires 500 gallons of water per minute, which explains why the plant is not located at the deposit instead of in the valley.

The mill has a capacity of 300 tons per day, but is now running only one eight hour shift per day. Manager Harold Stocker states that the company expects to put on another shift in the near future.

The mill is a more complicated and interesting concern than one would imagine before seeing it in operation. The material first is passed through a trammel screen; then a Dorr classifier; a rotary, cylindrical scrubber; five drag washers and then a borne on a dewatering belt to the concrete stock pile bin. From there it is loaded into cars on the railroad track for shipment.

The finished product must be so closely classified that less than ten percent of the sand will pass through a screen of 100 mesh to the inch, which accounts for the many different machines required.

An investment of about \$80,000 has been made in mill and mining equipment and machinery, railroad tracks, truck roads, trucks and other things needed for the efficient operation of the property. A good house in which Mr. and Mrs. Harold Stocker live, and cottages for some of the employees are provided.

The distance of the plant from Las Vegas is a little over 61 miles and the driving time, most of the way over paved highways, is from 60 to 70 minutes.

MAGAZINE PLANS SOUTHERN NEVADA PICTURE FEATURES

Colored photographs of scenic attractions of southern Nevada, including Boulder dam, Grand Canyon, the Valley of Fire and Las Vegas, will be published in a national weekly magazine within the near future.

James King Steele, managing director of Nevada Unlimited, said that Ivan Dimitri, photographer, would be sent out here to match the series of pictures of the Reno district recently published in the magazine.

FIELD REPRESENTATIVE HERE

Wilfrid Murphy, newly assigned to the Las Vegas district as field representative of the state unemployment and compensation division, arrived here last Monday and is now busy surveying the work here.

Two Nevadans Honored By American Agriculture



Here is Cecil W. Creel, director of the University of Nevada Agricultural Extension Service and President of the Association of Land-Grant Colleges and Universities being congratulated upon receiving the 1937 distinguished service award for meritorious service to American Agriculture by Mrs. Florence Bovett, secretary of the Nevada State Farm Bureau and herself a winner of the award in 1934.

The Ghost City Is Coming Back

By DEATH VALLEY RAMBLER

The Rambler rambled about a bit again last week and in his rounds stopped at Wes Moreland's recently rejuvenated resort at Rhyolite.

The opening of this place injects a tiny spark of new life into the old ghost town. Just thirty years ago—i. e., in 1907—after the whole district had been booming for several years, it was struck with the rest of the country that year by the so-called Teddy Roosevelt or money panic.

Following that panic mining activity began to quiet down, and with it the railroad business also. The Moreland resort occupies what was once said to have been the finest railway depot in the state of Nevada, and now there is no railroad within several miles of it.

This concrete, well-preserved building, was constructed by the former senator, William A. Clark interests, during the boom days, to serve the Las Vegas and Tonopah railway, and is said to have cost around \$20,000. With the slump in mining and business generally, the railroad business gradually slowed up until train service was abolished in 1918.

Later the rails and ties were taken up between Rhyolite and Beatty, a distance of 4 or 5 miles, and now the highway occupies the

old roadbed.

During Rhyolite's palmy days the most famous mine in operation was the old Montgomery-Shoshone property controlled by Charles Schwab. It is said to have been a prolific producer of gold. While in camp we heard it reported that the old Boccocina had been leased and would soon be operating.

ONLY A SHORT TIME

It must seem to Mr. Roosevelt as though it was much longer ago, but actually it has been only a few months since he was worrying about what drastic action he could take "to keep this uncontrollable boom from running away with itself."—Garden City, Kan., Telegram.

Christmas Greetings

From Ed Baggett

TO MY FRIENDS AND MANY CUSTOMERS:

I wish for you a contented and Merry Christmas and prosperity for all the New Year.

Let contentment lighten your burdens. Forget the troubles of the past and look hopefully to the future.

I thank you all for your friendship and patronage.

ED. BAGGETT.