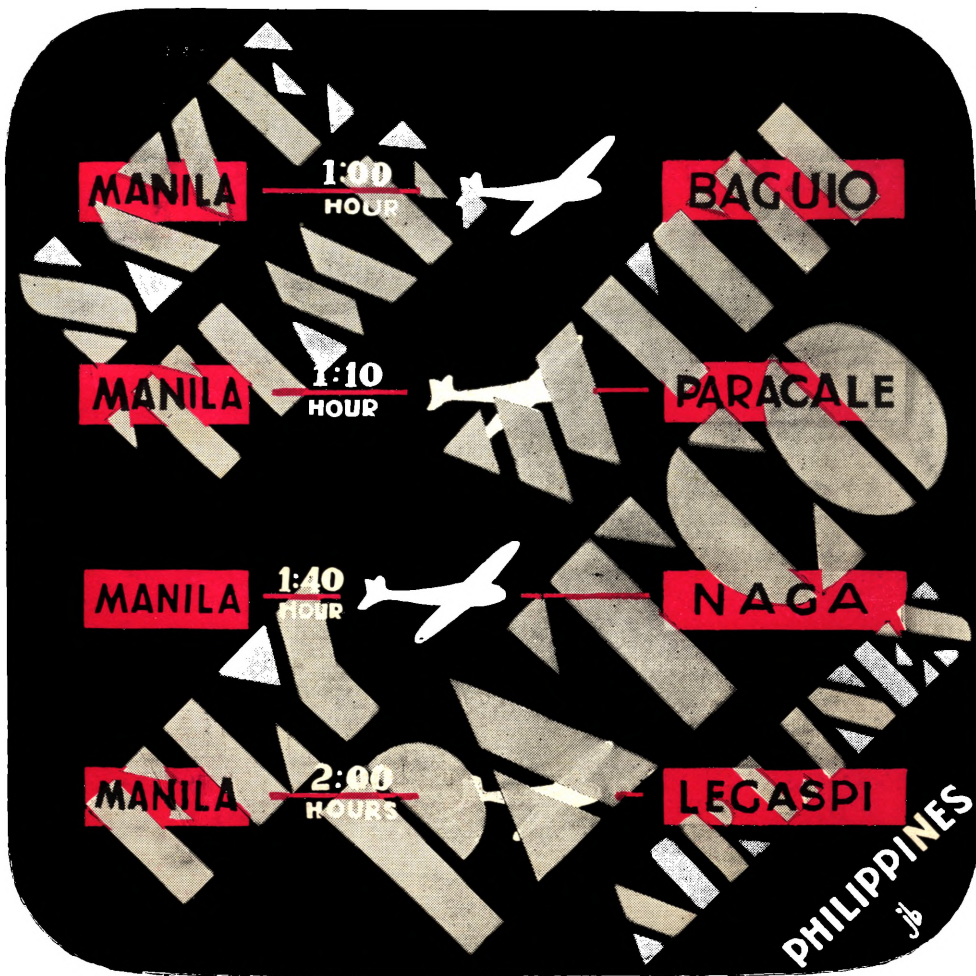




Vol. II
October
1937
No. 4

MANILA, PHILIPPINES

The **MARSMAN**
MAGAZINE



SEE THE PHILIPPINES FROM THE AIR

Baguio	daily service	leave Manila . . 6:30 a.m. arrive Baguio . . 7:30 a.m. leave Baguio . . 7:40 a.m. arrive Manila . . 8:40 a.m.	Manila	Tues.	leave Manila . . 6:45 a.m.
	one way, P25	round trip, P45	Paracale	Thurs.	arrive Paracale 8:00 a.m.
			Legaspi	Sat.	leave Paracale. 8:05 a.m. arrive Naga . . 8:40 a.m. leave Naga . . 8:45 a.m. arrive Legaspi. 9:10 a.m. leave Legaspi . 9:45 a.m. arrive Naga . . 10:10 a.m. leave Naga . . 10:15 a.m. arrive Paracale 10:50 a.m. leave Paracale. 10:55 a.m. arrive Manila . 12 noon
Paracale	Mon. Wed. Fri.	leave Manila . 9:00 a.m. arrive Paracale 10:15 a.m. leave Paracale 10:25 a.m. arrive Manila . 11:30 a.m.			

Manila-Paracale one way P35, round trip P70
 Manila-Naga, one way P50, round trip P100
 Manila-Legaspi, one way P65, round trip P130
 Paracale-Legaspi, one way P30, round trip P60
 Paracale-Naga, one way P15, round trip P30
 Naga-Legaspi, one way P15, round trip P30

RESERVATIONS

Mackay Radio	Tel. 2-43-45
Manila Hotel	.. 2-20-22
Bay View Hotel	.. 2-43-84
Grace Park Airport	.. 2-43-30
Baguio	Royal Garage
Paracale	Marsman & Co.
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J. H. MARSMAN, President

October
1937

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SEPTEMBER PRODUCTION SHOWS INCREASE

Two new all-time monthly production records, a substantial gain in total gold output, the launching of the second new dredger for Coco Grove, and generally good operating results—these were outstanding features of September operations at the Marsman-managed properties.

The four gold producers treated 49,263 tons of ore, from which P774,479.49 was produced, both figures being well over those of August. United Paracale, for the fourth consecutive month, established a new record output; Itogon, now on a 1,000-ton-a-day basis, set a new production figure.

Meanwhile, exploration work is going on in the Netherlands East Indies, with encouraging results in several places. Marsman Hongkong China is making excellent progress in the civil engineering field in China. Application for registration in the United States has been filed by Marsman Investments, Ltd.

CONSTRUCTION PROJECT IN CHINA COMPLETED

An emergency construction project was completed in September in Hongkong by Concrete Products, Ltd., a small subsidiary construction company of Marsman Hongkong China, Ltd. This job was completed in fast time, and is a credit to the efficiency and speed of the China section of the Marsman interests.

Many thousands of tons of cargo had to be unloaded in Hongkong, because of the troubles in Shanghai. All of the available godown space in Hongkong was fully booked, and the Wharf & Godown Company required more storage space urgently.

Officials of this company called Mr. G. B. Gifford Hull, managing director of Marsman Hongkong China, by telephone one night to ask if his company could build a godown in a month. His reply was in the affirmative, and he started on the design, on drawings and bills of material that night. By 9 a. m. the next morning the preliminary preparations had been made for the approval of the godown company. An

MARSMAN INVESTMENTS FILES REGISTRATION PAPERS

The Securities and Exchange Commission of the United States announced on September 29 that Marsman Investments, Ltd. had filed for registration 225,000 shares of ordinary stock with a par value of 10 shillings (P5.00). The stock, which will be listed on American securities markets, has a market value of \$1,611,675, the commission's announcement said.

immediate acceptance was made, and work was started at once. Later an order for a second godown of about the same size was placed.

The first godown is 120 feet wide by 200 feet long, 15 feet high to eaves built in 3 bays of 40-foot span. The walls are built of 9-inch concrete blockwork and the columns of 18-inch square blocks. There are 30 steel windows, which were made locally. The floor is concrete 6 inches thick with sunken rail loading tracks. The roof consists of wooden roof trusses with 1-inch matchboarding and 6-ply roofing felt.

(Continued on page 4)

ITOGON MINING COMPANY

A new all-time monthly production and tonnage record was made at Itogon during September, when ₱320,319.10 was produced from 30,438 tons of ore. The month saw the tonnage increased to well over 1,000 tons a day, while the highest amount milled during any day was 1,140 tons. The mill handled the tonnage quite satisfactorily with an extraction of 86.75%.

Capital development totalled 1,828 feet, of which 1,099 feet were in ore and 729 feet in waste. Operating development advance was 1,338 feet, of which 1,187 feet were in ore and 151 feet in waste. Ore mined from stopes amounted to 21,948 tons.

will then be further advanced to connect to the main shaft.

The installation of the Washington Iron Works hoist in the zero level Sesame has been completed, as was the water flue extension. During September one 35-room barrio bunkhouse was finished, while a similar one is about 60% completed.

At the higher tonnage, it is interesting to note that mining and milling costs are expected to decrease considerably; the present cost approximates the estimated cost at the beginning of the year.

J. Wynne and J. A. Icazbalceta have recently joined the staff as mine shift bosses.



Mr. Marsman (center) and Mr. Kerr (left) stopped off in Bandoeng en route to London by air. Here they are shown with Mr. Greenan, who is now stationed in the Netherlands East Indies temporarily, and Mr. Van Steenbergen (standing behind the group). This picture was sent to Manila by Mr. Van Steenbergen, and reached the Philippines a few days before the news of his tragic death in an airplane crash near Palembang. He left Bandoeng some time after the Marsman party, planning to join them in Amsterdam.

During the month a four-machine drill carriage and Butler loader was put into operation on the 875 drain tunnel in order to speed up the advance. This crosscut is expected to cut the Sesame vein within several months and

The expansion program at Itogon, started early this year, was completed in September with the doubling of the capacity of the plant to a 1,000-ton-per-day basis, after long and costly

(Continued on page 6)

GELODYN Economy

Back of every blast lies a story—a story that involves the strength of the dynamite and the velocity of detonation. It involves the ease of loading. It is concerned with water and moisture in bore holes. It climaxes in the cost per cubic yard of blasted material—and the cost per round of blasting.

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ATLAS EXPLOSIVES AND BLASTING SUPPLIES

UNITED PARACALE MINING COMPANY

Another new monthly production record was made at United Paracale during September, with a total output of ₱192,755.24 from 6,962 tons milled. This marks the fourth consecutive monthly record for United Paracale.

The No. 2 mill unit, which formerly treated oxide ore from Haliguing Bato, was changed to a sulphide unit as of September 1, and the entire plant now operates as one unit. This change is reflected in a lower tonnage treated, since the tonnage from the Haliguing Bato deposit was high, and the grade low.

Head values averaged ₱28.79 per ton during the month, with a recovered

value of ₱25.10 and an extraction of 87.2%.

Total development footage was 1,744 feet, of which 1,251 feet were in capital and 493 feet in operating development.

The work of assembling Allen Diesel No. 7 was continued during the month. P. O. C. compressor No. 1 was moved from the main power house to Longos, where it was installed and put into operation. After this had been accomplished the No. 1 Bolinder compressor at Longos was completely overhauled.

Of the total production ₱2,750.28 was from 164 tons of ore from the Rocky Mountain fraction of Northern Mining and Development Company.

SUYOC CONSOLIDATED MINING COMPANY

The plant treated 5,474 tons of ore during September, from which ₱124,925.18 was extracted. Capital development amounted to 801 feet, and operating development 775 feet.

Mine operations were quite normal except for interruptions due to breakdown in the mill during the first part of the month. Mill heads were slightly lower than the average. However, during the latter part of the month mill heads increased in value so that the total production for the month approximated past averages.

Development work progressed very satisfactorily. The 2000 level counter-drive advance was very creditable. It is expected that the vein formation on this level at the 22 crosscut will be cut within several months. Development on the 1800 level continues to be encouraging. In the 1842 crosscut the downward projection of the 102 vein

system has been cut. In this exposure the 102 vein system is approximately 5 feet wide and of good grade.

During the month several development objectives were reached with encouraging results. On the 1700 level, the 17148 raise has proved the downward extension of the 1648 stope. On the 1600 level the 1654 raise has proved the downward extension of the 15154 stope section. On the 1400 level, the 14364 north is showing good values on a mining width of about 2 feet.

Raise development in the 364 south is exceedingly encouraging, and indicates that considerable ore of a good grade may be expected from this area.

Milling operations were quite normal with the exception of a breakdown in the No. 1 ball mill which resulted in low tonnage for four days. This mill has been repaired and is now operating satisfactorily.

CONSTRUCTION *(Continued from page 1)*

When the building was finished except for the roofing of half of the 3rd bay, the typhoon of late August struck the Colony with a wind of 164 miles an hour. Damage to the godown was nil, Mr. Hull reported, and the building was in use by the wharf company on the 17th

working day after the order had been placed.

The second godown is 150 by 170 feet in area, and of the same type of construction, and was built and put into use in 16 days.

SAN MAURICIO MINING COMPANY

San Mauricio treated 6,389 tons of ore in September, from which ₱136,479.97 were recovered. Extraction was 92%. Tonnage, production, and extraction all represented a substantial gain over the August results.

Development work at the San Mauricio, Santa Monica, and Santa Ana mines totalled 1,776 feet, of which 1088 feet were in ore and 688 feet in waste.

The main shaft at San Mauricio has reached a total depth of 504 feet, and is in very hard granite gneiss. Work has been started on cutting the 500 level station. The Santa Ana shaft has reached a depth of 211 feet, and is in

hard granite gneiss. During September 85 feet of sinking was done.

Very good results have been obtained on the 500 level at San Mauricio. Values of ₱25 per ton with an average width of 5 feet have been found in the 232 feet of drifting on the vein completed so far. Commercial values are extending much farther to the south than on the upper levels.

With the arrival of the alternator panel for Allen Diesel No. 4 and the completion of the cooling tower at the power plant, all construction work for 1937 will be completed, according to schedule.

M. H. WALSER

On Friday morning October 1st, Maurice Hauser Walser, died following an operation in the Notre Dame Hospital in Baguio. He is survived by his widow who was in Baguio at the time of his death, and his father in Little Rock, Arkansas.

Mr. Walser was born in Prattsville, Arkansas, thirty years ago. After

many years of tunnel work in the United States, one of his last assignments being with the Metropolitan Waterworks in Los Angeles, California, he came to the Philippines in January 1937 to join the staff of Palidan-Suyoc Deep Level Tunnel Company.

The body has been cremated and will be taken to the United States.

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Trapping A Tiger

The strip on the left, sent to the Marsman Magazine by V. V. Clark, of the geological and field engineering staff, shows graphically the execution of a tiger in a deserted military camp 14 kilometers from Taloek, in the Netherlands East Indies.

The execution of the tiger in the trap might at first thought seem hardly sporting, Mr. Clark wrote, but this particular cat was becoming bolder and bolder around the residences. Stealing pet monkeys was his forte, and those in charge were somewhat of the idea that he might have tried a man for a change of diet.

The animal was a beautiful specimen, as the snapshots show—and might well have been a dangerous one! The life of a mining engineer has its hazards, wouldn't you say?

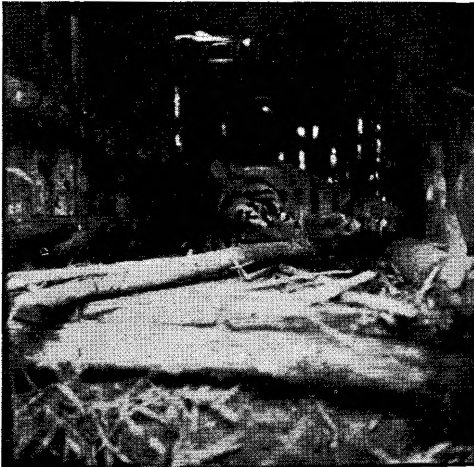


Wide Mining . . .

(Continued from page 14)

State School of Mining, University of Arizona, South Dakota State School of Mines, Virginia City School of Mines, University of Minnesota, University of Wyoming, Cambridge University, England; Wisconsin Mining School, University of Illinois, Royal Naval Academy of Norway, and University of Wisconsin have all contributed one.

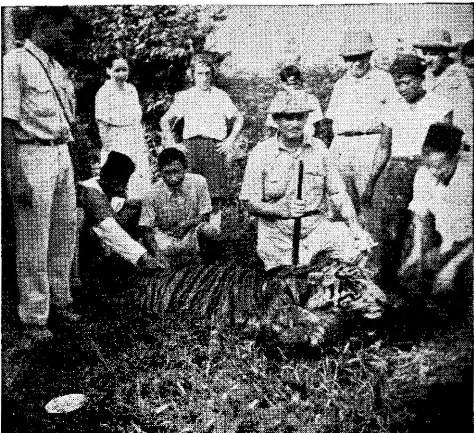
Almost half of these men have had experience in the United States; approximately one-eighth in Mexico and one sixteenth in South America. The work of the rest took them to areas divided between Canada, Alaska, China, Australia, Scotland, Korea, Manchuria and Africa.



Itogon Mining

(Continued from page 2)

delays due to labor and shipping strikes in the United States. The large expenditures involved consequently could not be met from production as had been anticipated. The directors having under consideration the proposed payment of an interim dividend at this time have concluded that sound business prudence should deter an outlay of cash for dividends when expenses for these capital investments have not been liquidated. Accordingly, the matter was deferred.



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RICHARD HAYTER

News of the death of Richard Hayter, former secretary of Marsman and Company, in Barbados, West Indies, on Friday, October 1st, was received in Manila recently. Mr. Hayter left the Philippines early in 1936 because of failing health, and spent some time in New York before going south to a more agreeable climate.

Mr. Hayter was a close personal friend of Mr. Marsman, and helped considerably in the early organization of the Marsman interests.

He came to the Philippines in 1929 on a leisurely trip around the world, presumably interrupted only temporarily. He stayed on, however, and became established in the mining industry.

In 1930 he was sent to Baguio by the Manila Daily Bulletin to make a survey as to the possibilities of establishing a weekly supplement for Baguio and for the mining industry. As a result of his survey, the Baguio Bulletin was started in November, 1930, to serve the mining industry, at that time confined almost entirely to the Mountain Province.

He became acquainted with Mr. Marsman while in Baguio, and with him conceived the idea of a widespread comprehensive mining organization serving the Philippines. He worked with Mr. Marsman in the building of Marsman and Company, and in the expansion of its activities to Camarines Norte, Manakayan, and elsewhere over the Islands. He was elected secretary of the company in January, 1933 and served in that capacity until July 30, 1936.

Mr. Hayter organized the Gold Mining Association of the Philippines, in August, 1932, and served as its secretary until it was reorganized into the Chamber of Mines early in 1936.

A native of New England, Mr. Hayter was a graduate of Harvard University. After his return to the States last year he attended the 50th reunion of his class.

He engaged in newspaper work, early in his career, on the Pacific Coast, and was at one time city editor of a leading west coast paper. He later engaged in business and in research work, and was listed in "Who's Who."

MANILA BUSINESSMEN DIE

The Philippines lost two of its most prominent businessmen in the deaths of E. M. Bachrach, on September 28, and of J. J. Elizalde, on October 1.

Mr. Bachrach was president and founder of the Bachrach Motor Company. He came to the Philippines soon after American occupation, and immediately established himself in business in Manila. After a trip to the United States in 1907 he brought back the first automobile seen in Manila. For the next 30 years he was outstanding in his pioneering efforts to provide the Philippines with economical transportation. Mr. Bachrach had extensive mining interests, and at the time of his death was president of the Big Wedge Mining Company and had extensive interests in other mining concerns.

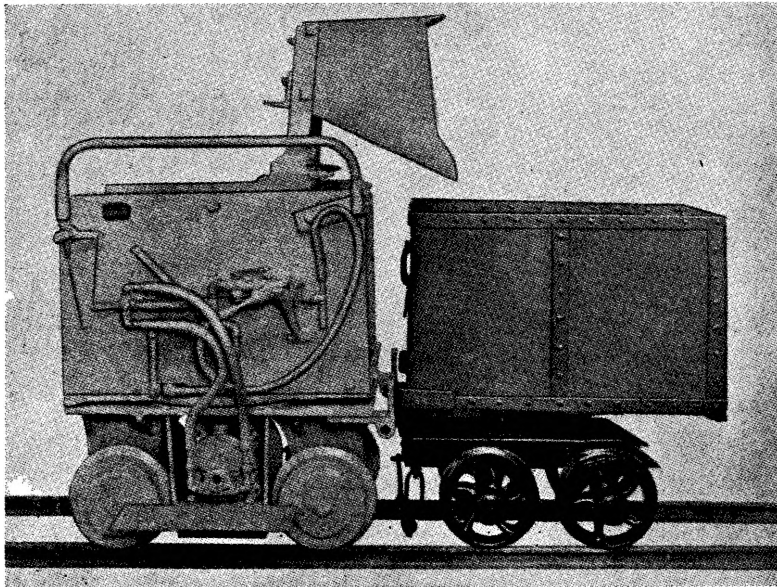
Don Joaquin Elizalde a native of Spain, came to the Islands in 1891, to become affiliated with the founder of Elizalde & Company, Joaquin M. Elizalde, his uncle. As head of the Elizalde interests for many years, Don Joaquin pioneered in many industries now flourishing in the Philippines. The Elizalde interests now embrace shipping, sugar, hemp, lumber, paints, oil and varnishes, insurance, mining, cattle raising, general import and export business, financing, and banking.

On behalf of Mr. and Mrs. Marsman, and of the Marsman organization as a whole, the Marsman Magazine offers sincere condolences to the bereaved families of Mr. Bachrach and of Don Joaquin.

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The Perfected Self-Propelled Mechanical Shovel

The "Eimco-Finlay" Loader was developed and designed by a mine operator whose wide experience in handling ore and muck in underground mines qualified him in creating a machine that eliminates all the faults and disadvantages common to other machines. There is no penalty for continuous service. The "Eimco-Finlay" Loader will operate on a 24-hour schedule without large repair bills or maintenance charges



EIMCO-FINLAY LOADERS

showing operator's side of machine and bucket in dumping position

The Model 12 here illustrated operates efficiently in drifts as small as 4½ by 6 ft., loads a 20 cu. ft. car in 30 to 45 seconds and uses less air than a rock drill.

Manufactured by The Eimco Corporation, Salt Lake City, Utah, U. S. A.

MARSMAN TRADING COMPANY

Philippine Agents

During September 2773 metric tons of chrome ore were delivered to the pier. Operations progressed well, and better weather conditions enabled more tonnage of ore to be hauled to the pier. This hauling is being performed by company trucks and also by independent contractors.

From September 19 to 21, 1,190 tons of chromite were shipped to the United States. This tonnage was loaded in 36 hours, an average loading speed of about 795 tons per 24 hours. The maximum loading speed for any one hour during the period was 1,140 tons per 24 hours.

The main ore bin and chute gates operated very satisfactorily. Some alterations are still to be made at the pier head with respect to the bucket loading chute and the ore buckets. It is believed that these alterations will increase loading speed considerably.

Mining operations are being conducted on the No. 1 and No. 2 lenses. The No. 2 lens indicated considerable milling ore on the margin of shipping ore. The mining of the No. 1 lens is resulting in the production of considerable milling ore which is being stored below the lens.

**PALIDAN-SUYOC DEEP LEVEL
TUNNEL COMPANY.**

The advance during September was 1148 feet, and the face was 5,925 feet from the portal at the end of the month.

Work during the month was hampered considerably by soft ground which required timbering. In view of this soft ground, the advance made was very creditable.

The tunnel has now passed into what is believed to be the influence of the Palidan Slide area. The country passed through during the month showed considerable faulting and in places rather intense movement. No vein formations were cut during the month.

Haulage has been greatly improved by the arrival of the 5-ton storage battery locomotive. During the latter half of September the Diesel locomotive was given a complete overhaul.

During September 346 1/2 feet of development work were advanced, and 450 feet of assessment work. The average number of men employed during the month was 139.

The shaft headframe is practically completed, and will soon be in service.

Tunnel No. 3, crosscut west from main drift south, was driven 14 feet, and no veins were encountered. The main drift south was advanced 125 1/2 feet along the vein which showed exceptionally good values over a narrow width.

Tunnel No. 4 crosscut east was advanced 86 1/2 feet through granite, and one stringer 6 inches wide was cut.

The shaft was sunk 46 feet during the month, and the total depth is now 61 feet. Of the total to date, 40 feet are timbered with Oregon pine. An electric pump has been installed to take care of the water.

Diamond drill hole No. 11 was completed at a depth of 656 feet; this hole is in the La Independencia claim, and nothing of importance was discovered in it.

Diamond drill hole No. 12 was started in Guinobacan to cut the mineralized area in the Guinobacan claim. The hole is down 376 feet, and several stringers have been cut.

UNION MINES, INC.

Total trail footage completed for the month was 23,825 feet. Four outcrops were discovered, and samples of these have been taken for assay. Two grass bunkhouses for laborers were completed. A horse trail has been started from the northeast corner of the property towards the southwest corner, and 1,000 feet have been completed. A trail has also been started towards Mount Alimungan where there is a Government triangulation station. The purpose of this trail is to facilitate survey work on the claims.

Labor conditions and camp health were satisfactory during the month.

PARACALE NATIONAL GOLD MINING COMPANY

The two-compartment shaft on the Venecia claim has reached a depth of 50 feet. Sinking has been carried on by hand so far. A concrete collar has been completed, and the shaft is timbered with Oregon pine. Very little water has been encountered to date, and the shaft is now in andesite country rock. A four-post headframe is being erected, 41 feet high.

Two Gardner-Denver 230-cubic-foot compressors have been installed, driven by two Caterpillar Diesel engines. These units will be operating as soon as pipe connections are completed.

The barrio houses are completed and occupied, while the staff house will be ready for occupancy by October 10.

The road has been in use since September 14.

Work was delayed somewhat by the closing of the road which hindered the arrival of materials. At present work is being concentrated upon the erection of the headframe and the starting of the power units. The shaft work is being carried on as rapidly as possible so that the Manila vein may be crosscut at an early date. An air line will soon be connected to allow the use of compressed air to drive a tunnel on the Pennsylvania claim. High assays have been secured from a flat-dipping vein on this claim.

Rapid progress is now being made, and no further delays are anticipated.

C. H. HIRST

(Continued from page 16)

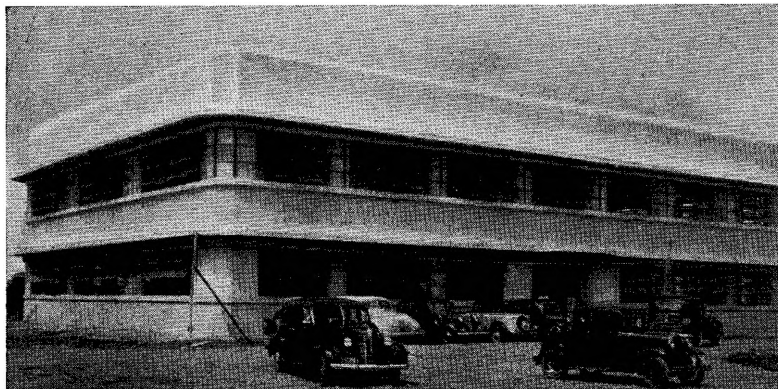
in Phillipsburg, New Jersey, for 15 months' training. On completing this course he was assigned to the San Francisco branch of the company, handling sales and service for the bay region industrial plants, quarries, and for the state highway commission.

He was transferred to Manila to represent the company with their agents Catton Neill and Company, in 1926. This company was taken over by Earn-

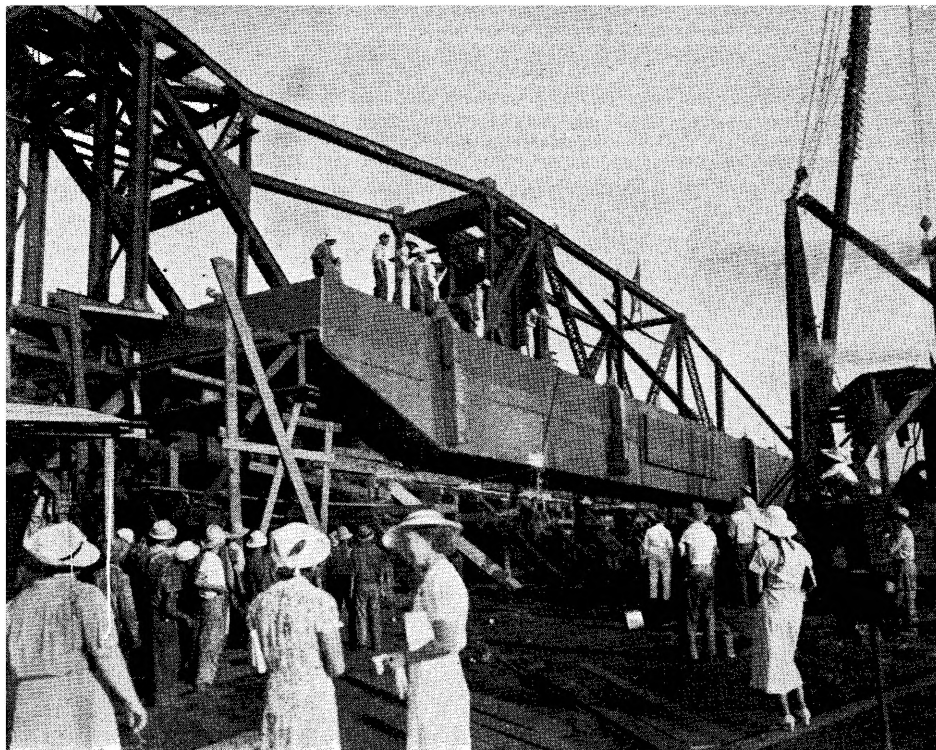
shaw Docks & Honolulu Iron Works, in 1927. At that time mining in the Philippines was confined to three operating mines. He continued to be Ingersoll-Rand representative in the Philippines until August 1935 when he resigned to join Marsman and Company. He is now manager and a director of Marsman Trading Company.

Mr. Hirst is married, and has one daughter. He is prominent in the activities of the Manila Polo Club.

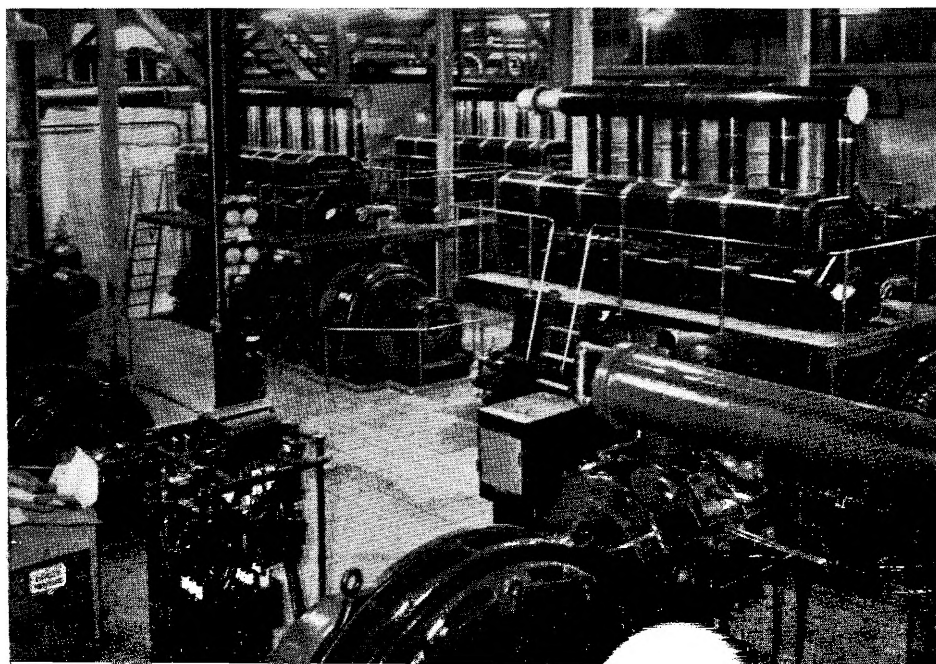
New Home of the Marsman Interests

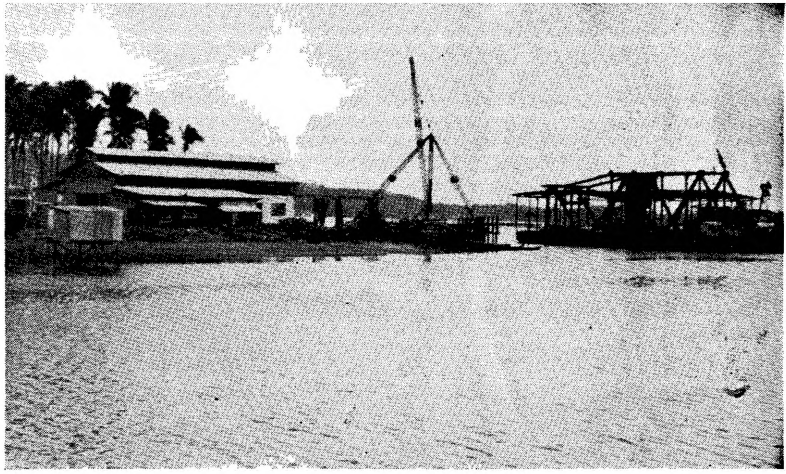


This new building is the temporary home of the Marsman interests. Located in the Port Area, it is across from Pier 7 in one of the most pleasant business spots in Manila. Now an office building, it will become the bodega for Marsman Trading Company upon the completion of the proposed new building on a site just in front of it, directly facing the water front.



While dredge construction has been going on in Manila and in Paracale, equally important work has been completed in the Mountain Province. This picture shows three 500-horsepower Allen Diesel engines, two of which were just installed at the Itogon Mining Company, to furnish power for the enlarged capacity of 1,000 tons a day of the Marsman interests' oldest milling plant.



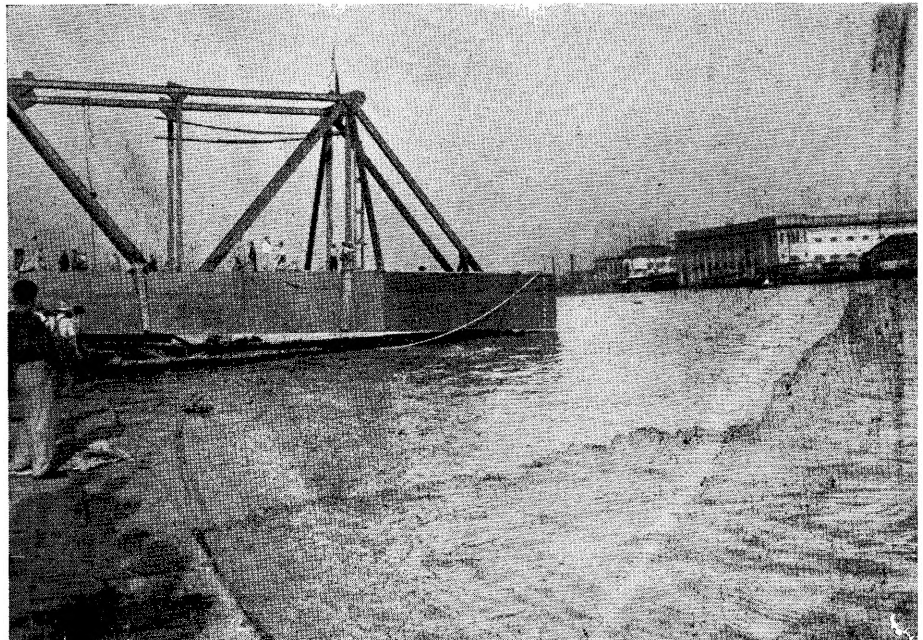


And in the meantime, the "Mary Angus", launched September 2, is being outfitted for its work of gold recovery from the sands of Paracale Bay. This view shows it tied up at the Coco Grove compound, with part of the machinery already installed.

Another Dredge Takes To The Water

The second dredger built for Coco Grove was successfully launched on October 1 in Manila. The picture in the lower right shows the big boat at the very second of impact with the smooth waters of the Pasig. The upper left picture shows the christening ceremonies.

The new dredge was christened "Anne Petronella", in honor of the young daughter of Mr. and Mrs. Marsman, and Mrs. W. H. Brown was the sponsor. A buffet breakfast was served to the crowd of several hundred stockholders and officials who attended the affair.



WIDE MINING EXPERIENCE IS REPRESENTED BY THE MARSMAN ENGINEERS

Mining experience from camps the world over is represented by the two hundred engineers who compose the staff of the various companies under Marsman management. Many of the men who are in charge of technical operations have university degrees, while the others are men who have gained their knowledge of mining through actual experience in the field over many years.

A survey of the personnel of the various companies shows that the Itogon Mining Company has the largest staff with 30 men. United Paracale and San Mauricio, with 27 and 26 engineers respectively, are not far behind. Suyoc Consolidated has 20; the next in line is Coco Grove, Inc. where there are 8 at the present time. Dutch East Indies and Palidan-Suyoc Deep Level Tunnel Company have 7 each, Mindanao Mining and Philippine Smelting have 6, Dayaka, Homestake, Elizabeth Anaconda, M. P. Tranco, Gumaos Goldfieds, and Acoje, have approximately two each. Two engineers are prospecting Catanduanes Island, and two more are investigating the possibilities afforded by Borneo. Marsman and Company it-

self has a total of 40 engineers, 35 working out of the Manila office, 3 in Baguio and 2 in Paracale.

Forty-six of the men have Bachelor of Science degrees, one, a Master; five are Metallurgical Engineers, and four Geological Engineers.

University of California has contributed 11 men, while Colorado School of Mines runs a close second with 9. There are seven from the University of Texas College of Mines, four from New Mexico School of Mines, three from University of Nevada School of Mines and three from Missouri School of Mines, two from Michigan College of Mines and Technology, and two from the University of Oregon. University of Missouri, California Institute of Technology, Washington State College, LeHigh University, U. S. Naval Academy, Oregon State College, University of Washington, Purdue University, Massachusetts Institute of Technology, Polytechnic College of Engineering, California, Stanford University, Kansas State Agricultural College, University of No. Dakota, University of Utah, Montana

(Continued to page 6)

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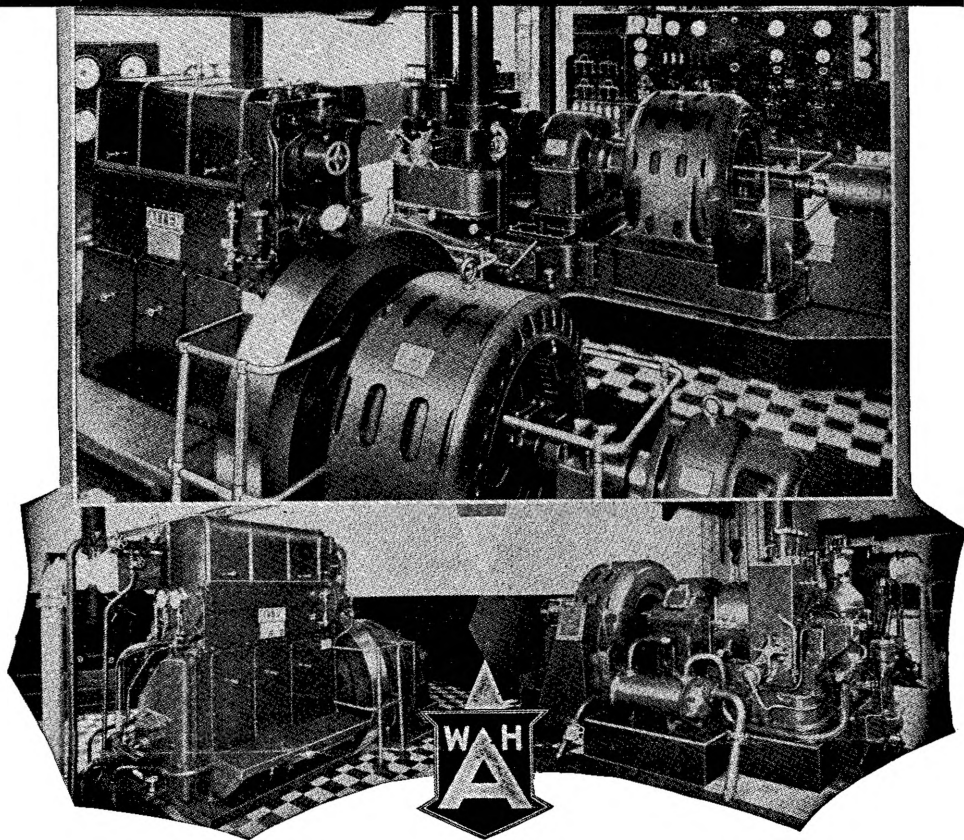
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LET'S GET ACQUAINTED



CHARLES H. HIRST

The rapid growth of the mining industry of the Philippines caused a correspondingly greater demand for mining and milling machinery and supplies. To satisfy this demand Marsman and Company organized its machinery and supply department. When, in 1935, it became evident that the new venture was being received enthusiastically by the industry, Charles H. Hirst was engaged to become manager of the department.

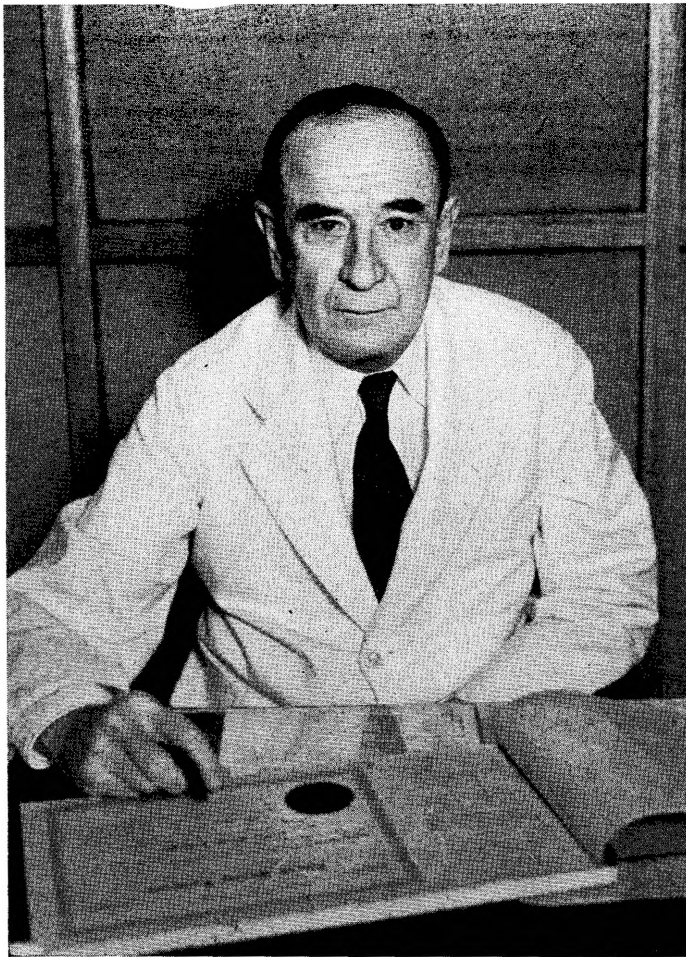
Under his supervision the machinery and supply business of Marsman and Company has grown steadily, so much so that a separate entity, the Trading Company, has just been organized.

Mr. Hirst knows the mechanical side of mining in a practical way. Born in Pine Bluff, Arkansas, he moved to Douglas, Arizona, a new smelter town at the time, in 1901. He received his primary and high school education in Douglas schools, and worked in the smelters during his vacations.

He entered Leland Stanford University in 1916 and received a degree in mechanical engineering in 1920. During his summer vacations he worked in shipyards in the San Francisco bay district, and in surveying jobs.

After graduation he entered the shop course of the Ingersoll-Rand Company,

(Continued on page 11)



M. H. O'MALLEY

The successful management of an organization as large as Marsman and Company and its many affiliated concerns demands the highest efficiency in every detail. In such a grouping of mining interests the work of the general secretary is of great importance.

The training, ability, and wide experience of M. H. O'Malley fits him unusually well for such a post. Under his supervision as secretary of the whole organization falls the stock transfer department which keeps stock records, issues certificates, handles dividend payments, and in general is the connecting link between the various companies and their stockholders.

Mr. O'Malley is a native of Clinton, Mass., and was graduated from Dartmouth College, in New Hampshire, in 1903. For three years, 1903-1906, he was with the Bureau of Education in Manila. In 1906 he returned to New England to join the staff of the Boston Traveller.

He came back to the Islands in 1908 to rejoin the Bureau of Education, and

was with that organization until 1916, his last position being superintendent of private schools and colleges. From 1917 to 1920 he was connected with the Philippine Vegetable Oil Company.

In 1921 he became president of the Philippine Trust Company, in which capacity he remained until 1929. Resigning that year, he spent the next four years in private business. Mr. O'Malley joined Marsman and Company as secretary in 1935, and has since had an active part in the growth of the organization.

Mr. O'Malley was married in 1908, and has six children. Joseph is assistant to his father in the Manila offices of the company. John is Baguio manager of the People's Bank & Trust Company. Philip is in college in the United States. Two daughters are married to mining engineers: Mrs. Wm. Donaldson and Mrs. Wm. de Carbonnel; while the third daughter, Miss Anne, was graduated from high school in Manila this year.

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ORGANIZED SAFETY

Page

The organization of safety work in the Baguio district marks a decided step forward for the Philippine mining industry. While the larger operators have been carrying on this work since their start, many of the smaller companies have not been able to afford as much equipment or to devote as much time to educational work as might be of advantage.

In this connection it is interesting to note that the accident rate in the Philippine mining industry is low in comparison with that of other countries. This fact is even more significant since mining is a new industry in this country.

Until a few years ago there were but a few hundred laborers in Philippine mines. In the countries where mining has been established for generations, there is usually plenty of trained labor. In the mining areas of the Western United States, for example, the young men are familiar with mining terms and with mining operations, as a matter of course. When they are ready to take their place in the industry, they step into a stope or into a milling plant

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THE MARSMAN MAGAZINE

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RALPH KEELER, Editor and Business Manager

with a broad background of general knowledge.

In this country it has been necessary to import trained engineers to act as shift bosses. Much of their work has been the training of labor in the mechanics of mining and of milling. Along with this practical training, they have as a matter of course, taught safety and first aid work.

It is a fine tribute to the adaptability of Filipino labor, and to the skill of the supervising engineers, that mining here has been brought to its present stage of high efficiency, and that ac-

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idents have been kept down as well as they have.

At all Marsman-managed properties, as at all well-regulated mines, safety first has always been a watchword. In this organization of safety work for the benefit of the whole industry, the Marsman organization is cooperating to the utmost.

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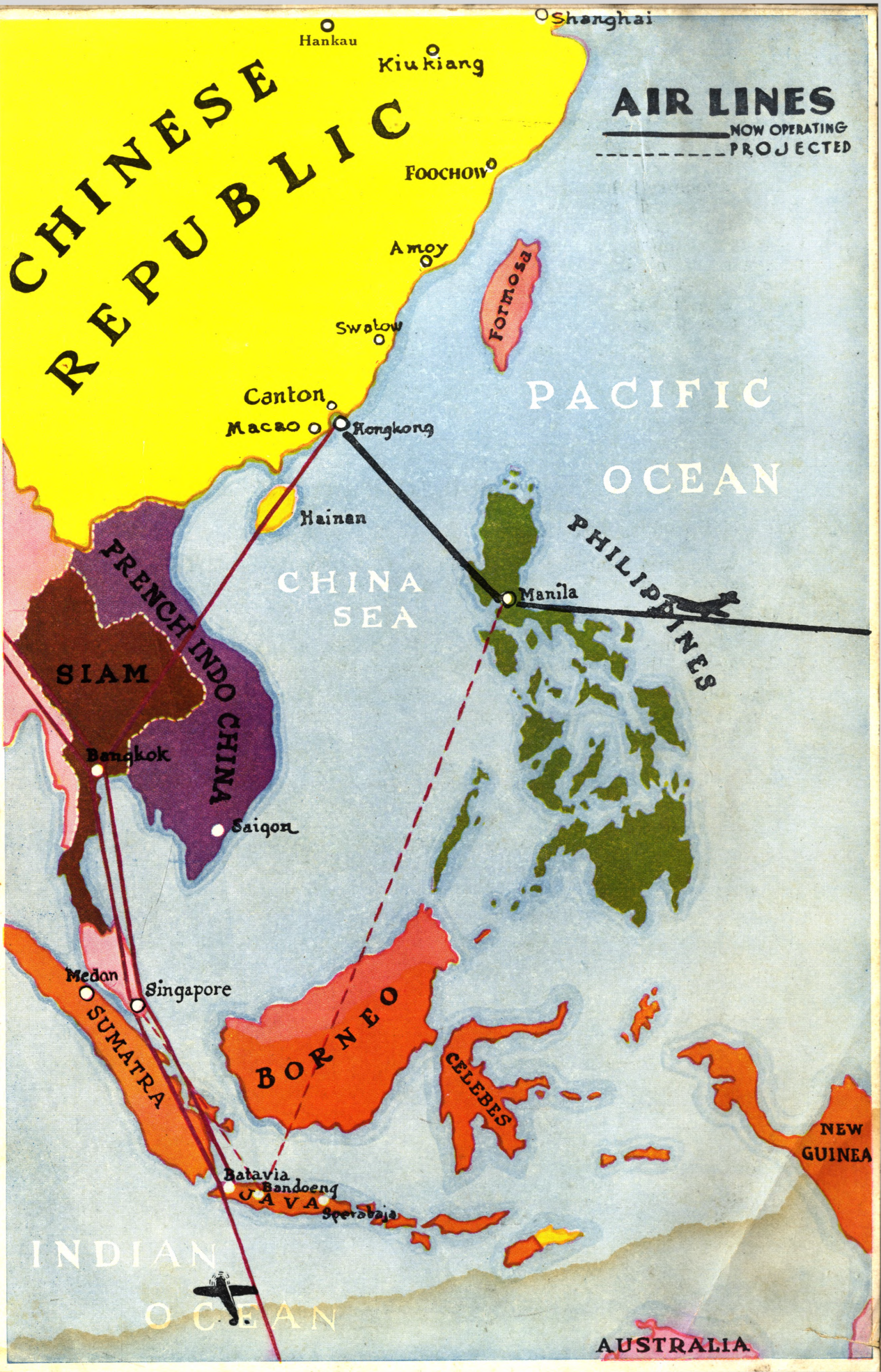
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