MINING, BUSINESS AND STOCKS.

TESORA WAS STRONGER TODAY.

The Stock Advanced to 77 on the Exchange This Morning.

DALY ALSO MUCH HIGHER.

Ajax Declining—Carisa a Heavy Trader—May Day Weaker—Tetro Lower.

The mining stock exchange exhibited one or two important features today, the balance of the stocks showing declines similar to those of the past week. Tesora was in good demand this morning and prices jumped from 67½ at the opening as high as 77. They weakened to 75½ however at the close. Daly was much stronger, selling up to $3.05, as was Ben Butler, which was traded in as high as 16⅞. West Morning Glory advanced to 6½ with the sale of 1,500 shares. Carisa released over 5,000 shares at prices varying between 1.52½ and $1.51¼. Ajax was much weaker, selling from $1.43 to $1.37½. It closed slightly stronger at $1.39¾, while Star Con let go 100 at 35. Uncle Sam dropped 300 around $1.77¾. Little Chief was traded in at 20, while Boss Tweed sold at 47. Victor weakened to 27½. Tetro opened at 36 and closed at 28.

Closing quotations were posted as follows:

Stocks.	Bid.	Asked.
Ajax	1 39	
Albion		60
Alice	37½	
Anchor	2 50	2 77½
Black Jack	1 50	
Boss Tweed	45	47½
Bullion Beck	2 50	
Ben Butler	16¾	16⅞
Con. Mercur	2 40	2 75
Carisa	1 51¼	1 51½
Century	2 95	3 03
Dalton and Lark		2¼
Daly	3 05	3 15
Daly West	38 05	38 80
Dexter	51	84
Dalton	1	1¾
Diamond Con		25
Emerald	11¼	12½
Eagle and Blue Bell	1 03	1 05
Golden Eagle	1½	2½
Galena	28½	32
Horn Silver	1 85	
Hercules	¼	
Ingot	2¼	2⅝
Joe Bowers	7	7¾
Kremlin		9
Lower Mammoth	2 66	2 80
La Reine	25	35
Little Chief	19½	20
Mammoth	2 00	2 08½
Manhattan	15-16	1
Martha Washington	2⅜	3¼
May Day	1 40¾	1 41
Northern Light	4⅝	5¼
Nevada		10
Ontario	11 00	12 00
Petro	5	20
Richmond Anaconda	25	
Rocco Homestake		80
Sacramento	22¾	23¼
Silver Shield	2½	4½
Sunbeam	60¼	64
Sunshine	4	
Star Con		35
South Swansea	48	51
Showers Con		20
Tetro	33½	34¼
Tesora	74¾	75½
Utah	65	71
Uncle Sam	1 77¾	1 78
Valco	20	30
Victor	27½	28
West Morning Glory	6	6⅜
Yankee Con	4 00	5 00

STOCK TRANSACTIONS.

Ajax—300 at 1.43; 100 at 1.43¼; 200 at 1.42½; 100 at 1.42; 100 at 1.41½; 100 at 1.41; 600 at 1.40½; 900 at 1.40; 1,000 at 1.39½; 500 at 1.39; 500 at 1.38½; 1,000 at 1.38; 100 at 1.37½; 100 at 1.38½; 200 at 1.39¾; 100 at 1.39¼.

Carisa—1,000 at 1.51¼; 1,000 at $1.52½, 400 at 1.52¼; 2,200 at 1.51¾, seller ten days; 100 at 1.52; 1,500 at 1.51½; 500 at 1.51¾, seller ten days.

Daly—300 at 3.05; 100 at 3.04½, seller ten days; 100 at 3.05, seller ten days.

May Day—100 at 1.42¾; 100 at 1.42½; 100 at 1.42; 100 at 1.41⅝; 300 at 1.41½; 500 at 1.41; 300 at 1.40¾.

Star Consolidated—100 at 35.

Tesora—100 at 67½; 100 at 68½; 100 at 69; 100 at 70; 100 at 71; 100 at 72½; 100 at 73; 100 at 74; 400 at 75; 1,100 at 76; 100 at 77; 300 at 76¼; 100 at 76⅛; 100 at 75½.

Uncle Sam—200 at 1.77¾; 100 at [illegible].

Ben Butler—500 at 16½; 500 at 16¼; 1,000 at 16½; 4,000 at 16¾; 500 at 16⅞.

Boss Tweed—200 at 47.

Little Chief—500 at 20.

Tetro—500 at 36; 50 0at 36; 2,000 at 34½; 500 at 34¼.

Victor—800 at 27½; 1,500 at 28.

West Morning Glory—1,000 at 6¼; 500 at 6½.

Shares sold, 31,800.

Selling value, $26,837.00.

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HUMBUG VEIN CUT IN TUNNEL.

Yankee Con. Has a Fine Face of Ore in Big Tunnel.

BLACK JACK DEVELOPMENT.

Shaft Has Reached 900 Level—Ajax Ore Body Much Smaller—Sale of Exchange Seat.

The Yankee Con. tunnel has broken into the Humbug vein and a fine body of shipping ore is now disclosed, from which the management expects to shortly begin a heavy extraction. The big vein, which is reported to be as much as 25 feet in width, has been tapped at a distance of more than 1,400 feet from the mouth of the tunnel, which thus affords an ideal outlet for the ores of t he big ore body. Some timbering is yet to bedone in the tunnel, after which the management expects to market from 75 to 100 tons per day. The company marketed seven cars of ore last month from the Yankee Con. Two cars have also been marketed this month from the same ore body, which is said to be looking good. It is from the Humbug vein, however, that the company expects to market its heaviest shipments, and the news that the ore body has been tapped will be good news to Tintic people, as this ore body, according to Dr. Franklin, will go a long way towards making up the loss in the weekly output of Tintic, caused by the Centennial Eureka's temporary shut down.

BLACK JACK LOOKS WELL.

Shaft is Now Down 900 Feet in Very Promising Vein Matter.

Development work is progressing very satisfactorily at the Black Jack of Tintic, which is practically owned by David Evans and Jesse Knight. Mr. Evans received a letter from the superintendent this morning, which stated that the shaft had reached the 900 level, and the character of the rock was all the most sanguine could expect. Mr. Evans feels much encouraged with the way the Black Jack is appearing. He says the force of 20 men employed there will be kept constantly at sinking until the shaft reaches a depth of 1,100 or 1,200 feet, when drifting and cross-cutting will be started.

NEW PARK CITY COMPANY.

Wabash Company Organizes on a Promising Group of Seven Claims.

The Wabash Mining company filed articles of incorporation yesterday afternoon. The capital stock is placed at $300,000, divided into shares of the par value of $1. The officers of the new company are Nicholas Treweek, president; William H. Clark, vice president; H. S. Joseph, secretary, and W. Mont Ferry, treasurer. Thomas Cupit is the other director.

The territory owned by the company consists of seven patented claims or about 40 acres, located in one of the likeliest parts of Park City. The names of the claims are the Clara No. 2, Stormout, Helen Jessy, Wizard, Wizard No. 2, Frederick and Superior. The group is located less than half a mile from the Ontario and its position with respect to the other bonanzas of the camp make it very probable that a mine will be developed in a very short time. The management is confident that one or more of the big veins of the camp enter the Wabash territory, and preparations have been made to develop the group in a miner-like way. With a snug sum of money in the treasury the company will sink a double compartment shaft a depth of 600 feet before any cross-cutting is done. An eighty-horse power hoist and a four-drill compressor plant are to be installed immediately. The money to make this start was derived from the sale of some 75,000 shares of treasury stock, and it is expected that the amount realized will come pretty near discovering an ore body and thus enabling the company to avoid assessments.

Exchange Seat Sold for $850.

The highest price ever paid for a seat on the Salt Lake Mining Exchange was given yesterday when E. L. Thompson and E. J. Broberg, of Logan, paid $850 for a place upon the floor. Alex. Campbell sold the seat thus realizing $100 more than the last seat sold for. It is the intention of Messrs. Thompson and Broberg to start a brokerage firm in this city.

Ajax Ore Body Much Smaller.

The latest report from Supt. Nebeker, of the Ajax is to the effect that the ore body on the 1,000 level has pinched considerably in the face. This word was received by the secretary of the company a couple of days ago and as no further report has been made by Mr. Nebeker up to noon today, it is presumed that the ore body is not looking any better than it was when the last report was made. At the time the ore streak was very narrow in the face of the drift.

"Bob" Brighton Makes His Stake.

The adage "everything comes to him who waits," is well borne out in the experience of R. A. Brighton this week. "Bob," as he is familiarly known, sold out his interest in the Mountain Lake Mining company the other day for $10,000 cash after having held on and worked the claim for years.

"Bob" is the son of the original W. S. Brighton, after whom the famous resort was named. His father and his brothers indulged in various pursuits, but for over twenty years "Bob" has clung to his miner's pick. He worked in almost all the big mines of the Park in early days, but of late years has confined his operations to his own claims in and around Brighton. Winter and summer alike found him working in the tunels he was driving, and when the deep snows fell he was as completely locked up in the embrace of winter as any arctic explorer might have been. Once in a long while he put on his snow shoes, trudged down the canyon to Argenta or over the hills to Park City and came to Salt Lake to visit his family.

He used to speak of these dreary tramps in the snow with much the same nonchalance that Doc. Faust used to mention "sending" sixty miles over to the next settlement to borrow a cross-cut saw," in pioneer days.

Many were wont to laugh at "Bob" Brighton for the way he stuck to his work in the hills around Brighton, but the same people will take off their hats to him today. He is deputy sheriff at Brighton resort, and has a little home there and though he could now easily lay back on his oars and enjoy the fruits of his industry and perseverance, it is altogether likely that the habit of working in the hills has become such a second nature to him that he will still remain the familiar figure at Brighton, which he has been for so many years.

Comments on Con. Mercur Report

The report of the Consolidated Mercur company, though somewhat lacking in detail, shows that the Utah low grade deposit continues to be worked at a fair profit by the processes of crushing, roasting and cyaniding, says the Engineering and Mining Journal in its editorial comments on the report. The big Golden Gate mill is used to work the ores, the old Mercur Mill being now only in use experimentally in re-working the Mercur tailings. This has not gone far enough to satisfy the company as to results; should they prove satisfactory, the work may be continued for some time.

The treatment of the ores net the company $2 per ton, which must be considered very satisfactory under Mercur conditions. Some itemizing of costs would have added to the value of the report; at least enough to distinguish the costs of mining and milling. The directors have added for the benefit of the stockholders the report of an expert examination of the property made in February last. According to this, the development work already done shows over 1,100,000 tons of ore in sight, or over six years' supply for the mill. On these statements stockholders are at least given a fair opportunity of estimating the value of their property.

Filing on Mining Claims.

Special Correspondence.

Provo, Sept. 11.—A deed has been filed from Jesse Knight and Amanda M. Knight to David Evans, conveying for the consideration of $1 all that portion of the Salvator lode mining claim lying east and north of the Goodman mining claim and the Nevada mining claim in Tintic mining district.

A mining deed is recorded from John H. Wootton and Ad Wootton of American Fork to B. W. Goodsell, of Chicago, conveying one-eighth of the Hot Stuff mining claim, situated in the American Fork mining district. The consideration named is $200.

Otto M. Nielsen and Kate Nielsen convey a one-eighth interest, and Lew M. Nielsen and Kate Nielsen convey a one-eighth interest in the Hot Stuff claim to the same granter for the consideration of $175 for each one-eighth.

J. F. Johnson et al, have filed notices of location of American Nos. 1, 2, 3 and 4 petroleum claims, situated one and one-half miles southwest of Crane's ranch, and two miles northwest of Davidson's shearing corrall in Spanish Fork canyon.

Truman Schenck et al, have filed notice of location of New Maine Nos. 1 to 32, both inclusive, petroleum claims, situated about two and a half miles westerly from Colton, and in the neighborhood of Davidson's shearing corral.

Dr. H. B. Boynton et al, have filed notices of location of the Blaine Nos. 1 to 16, both inclusive, and Tabor Nos. 1 to 24, both inclusive, petroleum claims situated in Dry Valley and Pleasant Valley, Spanish Fork canyon.

E. S. Leaver et al, have filed notices of location of the following asphalt and oil claims, situated near Soldier Summit: Pharon, Pharon No. 2, Fortune, Mormon, Dixie, Dipper, Cracker, Darkey and Orion.

Wm. Hanson et al, have filed notice of location of the following mineral wax claims, situated about two miles north of the Kyune stone quarry in Spanish Fork canyon: Boyack, No. 1, Boyack No. 2, and Gold Eagle.

A. P. Smith et al, have filed notices of location of the Daisy Nos. 1, 3 and 4, petroleum claims, situated in sections 16 and 17, township 10, south, range 4 east, Salt Lake meridian.

C. B. Frost et al., of Boston, have filed notices of location of the Viola Nos. 1 to 44, both inclusive, petroleum claims, situated in Dry Valley, Spanish Fork canyon.

MINING NOTES.

J. H. Clive has just returned from Cassia county, Idaho.

The May Day, of Tintic, has 3 cars of ore at the sampler.

Senator Clarks' Ophir Hill marketed 8 cars of concentrates today.

The Cygnet of Stockton reached the market today with two cars of ore.

A car of concentrates was on the market today from the Queen Mill in Butterfield canyon.

Dr. White expects to leave shortly for Park Valley to witness the starting up of the new Century mill.

Leasers on the United States property at Bingham reported on today's market with two cars of ore.

The Uncle Sam, of Tintic, had 4 cars of ore on the market today, with another car reported at the sampler.

The Taylor Brunton sampler reported 4 cars of ore from Tintic, 10 from Stockton and 3 from Bingham today.

A. Hanauer, Jr., has bonded the Beaver Lake company's property consisting of six claims in Beaver county.

Joe Dederichs, the well known mill builder, is inspecting the Ophir mill at Stateline, now in course of construction.

The Skylark property in Beaver county, in which an important strike was made a few days ago, has been bonded to Walter James for $100,000.

Tomorrow sealed bids will be opened for the purchase of the seat on the mining exchange belonging to the late R. C. Chambers.

J. S. Larkin, who is well known because of his conection with the Sacramento and Dexter-Tuscarora properties, has reached the city from his home at Polo Alto, California.

An assessment of ½ cent a share has been levied by the Mountain Lake Mining company, the control of which passed a few days ago into the hands of David Evans and Jesse Knight. Robert Brighton is said to have taken down $10,000 out of the deal. Senator Rawlins has been made president and manager of the company.

Manager Simon Bamberger will leave for the Lower Mammoth mine tomorrow to examine the condition of the property. He says he knows of no reason for the decline in the price of the stock. The shaft is almost down to the 1,000 level and the mine never looked so well as it does today.

BUTTER AND EGGS.

Chicago, Sept. 10.—On the produce exchange today the butter market was steady. Creams, 14@19½; dairy, 13@17.

Cheese—Steady, 9¾@10¾.

Eggs—Steady. Fresh, 14¼@15.

New York, Sept. 10.—Butter—Receipts 10,918 packages, Steady. State dairy, 14@18½; do. factory, 18¼@29¼; June packed factory, 14@15½.

Eggs—Receipts, 10,905 packages. Steady. State and Pennsylvania, 18@20; western candled, 17@18; western uncandled, 14@17.

MARKET WAS YIELDING.

News from Buffalo, Crop Report and Strike Situation Had a Depressing Effect.

Large Inroads Made in Many Leading Stocks—Some Advanced, Some Receded.

New York, Sept. 11.—Wall street: Declines reached a point or over for the leading stocks was shown by the opening quotations. The news from Buffalo was regarded as less re-assuring and the unfavorable crop report and the failure of confirmation of yesterday's report of the steel strike settlement were depressing factors. Business was not on a large scale.

Rock Island lost 2 points and there were large inroads made in prices of other leaders before supporting orders appeared. St. Paul was then carried a point over yesterday's close. Other stocks hardened, but they failed to recover all of their opening losses, except the United States Steel issues which recovered about a point each. The market yielded again in spots, and became irregular. Cleveland, C. C. & St. Louis rose 2⅝ and Chicago, Indianapolis and Louisville, New York, Chicago and St. Louis and the second preferred advanced 1 to 1½.

The tone of the market became firmer owing to the strength of the Vanderbilt stocks. The group moved strongly upward, Canada Southern leading with a gain of 4½. Not many fluctuations of importance occurred elsewhere, but there was consistent support of the grangers, Pacifics, Southwesterns and United States Steel stocks. Republic steel common fell 1½ and the preferred 3 on the poor showing of the annual report. Realizing depressed some of the leading stocks toward noon. St. Paul reacted 1½. American Smelting recovered 1½ and when the annual report was published.

Prices sagged to about the opening low level, except where special strength been shown. Business was on an exceedingly small scale.

Bonds were irregular.

MONEY AND BONDS.

Money on call steady at 4½ per cent. Prime mercantile paper 5@5½ per cent; sterling exchange fairly steady, with actual business in bankers' bills at 4.85¼@4.85½ for demand, and at 4.82¾@4.83 for sixty days; posted rates 4.83½@4.84 and 4.86@4.86½; commercial bills, 4.82½.

Bar silver, 58¼.

Mexican dollars, 45½.

Silver certificates unquoted.

Government bonds strong: refunding 2s registered 108; do. coupon, 108½; 3s, registered and coupon, 108½; new 4s, registered and coupon, 138; old 4s, registered, 112; do. coupon, 113; 5s, registered and coupon, 108.

SUGAR.

Sugar—Raw, quiet, fair refining 3¼; centrifugal 96 test, 3¾; molasses sugar, 3. Refined, steady; crushed, 5.75; powdered, 5.35; granulated, 5.25.

LIVE STOCK.

CHICAGO.

Chicago, Sept. 11.—Cattle—Receipts, 25,000, including 1,000 Texans and 3,500 westerns. Steady to easy. Good to prime steers, 6.15@6.50; por to medium,, 4.00@5.80; stockers and feeders, 2.25@4.25; cows and heifers, 1.50@4.90; canners, $1.50@2.40; bulls, 2.25@4.75; calves, 3.00@6.25; Texas steers, 3.50@4.50; western steers, 3.75@5.25.

Hogs—Receipts today 28,000; tomorrow, 23,000; left over, 2,608. Steady to 5 cents lower. Mixed and butchers, 6.10@6.80; god to choice heavy, 6.50@6.92½; rough heavy, 6.00@6.40; light, 6.10@6.70; bulk of sales, 6.00@6.50.

Sheep—Receipts, 2,500. Steady to strong. Good to choice wethers, 3.75@4.00; fair to choice mixed, 3.50@3.65; western sheep, 3.10@3.85; native lambs, 3.00@5.00; western lambs, 4.00@4.90.

KANSAS CITY.

Kansas City, Mo., Sept. 11.— Cattle—Receipts, 15,000, including 2,000 Texans. Feeders strong; other cattle steady. Native beef steers, 4.70@5.80; fair to good, 2.70@3.75; Texas cows, 2.50@3.80; native cows and heifers, $2.50@5.00; stockers anr feeders, 2.75@4.00; bulls, 2.25@4.25; calves, 3.50@5.00.

Hogs—Receipts, 10,000. Market steady to 5 cents lower. Bulk of sales, 6.25@6.50; heavy, 6.45@6.55; packers, 6.30@6.50; mixed, 6.25@6.50; light, 6.00@6.40; yorkers, 5.90@6.30; pigs, 4.50@5.75.

Sheep—Receipts, 2,500. Market steady. Muttons, 2.75@3.65; lambs, 3.50@4.50; range wethers, 3.15@3.50; ewes, 2.50@3.15; stockers and feeders, 2.00@3.25.

OMAHA.

Omaha, Sept. 11.—Cattle—Receipts, 4,000. Market steady for best, common dull and lower. Native beef steers, 4.40@6.00; western steers, strong, 3.50@4.75; Texas steers, 3.30@4.25; cows and heifers, 10c higher, 2.80@4.00; canners, 1.25@2.60; stockers and feeders, 10c higher, 2.75@4.10; calves, 3.00@5.00, higher, 2.75@4.10; calves, 3.00@5.00; Bulls, stags etc., 2.25@4.00.

Hogs—Receipts, 4,800. Market 5@7½c lower; heavy, 6.40@6.60; mixed, 6.37½@6.40; light, 6.25@6.40; pigs, 5.75@6.25; bulk of sales, 6.37½@6.40.

Sheep—Receipts, 4,000. Market steady; wethers, 3.20@3.50; ewes, 2.50@3.00; common and stock sheep, 2.40@3.10; lambs, 3.75@4.50.

SAN FRANCISCO.

San Francisco, Sept. 10.—Wool: Nevada, 10@12; eastern Oregon, 10@13; valley Oregon, 13@14; mountain lambs, 7@8; San Joaquin plains, 6@8; Humboldt and Mendocino, 10@12.

PRODUCE.

CHICAGO.

Chicago, Sept. 11.—Cash: Wheat—No. 2 red, 70@70½; No. 3, 68½@69½; No. 3 hard winter, 68½@69½; No. 3 hard winter, 68@69; No. 1 northern spring, 70½@71½; No. 2 northern spring, 68½@69¼; No. 3 spring, 66@68.

Corn—No. 2, 56¼; No. 3, 56@56¼.

Oats—No. 2, 34½@34¾; No. 3, 34@34¼.

WOOL.

BOSTON.

Boston, Sept. 10.—The wool market here shows a falling off of sales this week, but values show no signs of weakness. The market for territory wool continues strong, and buyers in need of supplies are paying full former rates. The scoured basis of sales on strictly fine wools continues at about 44@45, with fine medium at 42@45. Fleece wools are in quiet demand, and prices are more or less nominal. There is a quiet tone to Australian wools, but some moderate lots are being taken. Quotations:

Territory, scoured basis, Montana, fine, 14@16; scoured, 44@46; fine medium, 14@15; scoured, 42@53; staple, 16@17. Utah, Wyoming and Idaho fine, 13½@15; scoured, 44@45; fine medium, 13@14; scoured, 40@43; staple, 16@17; scoured, 46@47.

Australian, scoured basis, spot prices, combining superfine, 7@75; superfine, 71@72; good, 68@70; average, 65@67.

ST. LOUIS.

St. Louis, Sept. 11.—Wool, steady. Territory and western medium, 14@16½; fine, 11@15*; coarse, 12@15½.

MINING BELOW QUICKSAND.

A Clever Piece of Engineering in Louisiana.

The practicability of mining salt through quicksand has been demonstrated on Weeks Island, in Iberia parish, and the success of the undertaking opens up a great industrial possibility for Louisiana. For more than two years efforts have been made to reach the salt through the quicksand, and now the difficulties have been overcome by the Myles Salt company by sinking a caisson and the application of other methods.

The process by which the caisson for the shaft was sunk and secured is interesting in many way. The caisson is composed of circular steel bands some 18 inches in height, and as one is sunk another is riveted to it, with pitch paper between to make it airtight, the earth being taken out as the caisson sinks down. It took 43 feet of this sinking and mining to reach the quicksand, when the water was forced back by the application of compressed air, the caisson meanwhile having been capped by an airlock. The pressure at the distance below the surface was from 18 to 20 pounds per square inch, so a very powerful pressure was necessary to keep the shaft clear of water, but this was done, and passing through a stratum, of clay overlying the salt stratum, the base of the caisson finally rested on the salt bed and was sunk some feet further into it.

Below that the salt was penetrated, and a wooden caisson, running from the water line 50 feet above, to a present depth of 93 feet below the surface, was put in, and then the process of cementation began. First the rock salt was smoothed off and cut in, when it was heated to an intense heat by the flames from compressed air blowpipes, and the cement, consisting of pitch and asphalt, was poured over, filling up the interstices and sticking to every crack and cranny. Over this was laid a covering of cement, the whole not only securing the caisson, but making it absolutely air and water tight and permitting the uninterrupted work of the miners.

But the mining will not stop at this depth of 93 feet. Instead it will be sunk to a depth of from 300 to 400 feet, while tunnels will be run and mined, and the pure rock salt brought to the surface for distribution all over the United States and Canada. For this purpose the Southern Pacific Railroad company has already begun the construction of a spur some three miles out from its main line.

By the sinking of rods at various points surrounding the shaft it has been ascertained that the salt strata is a mile or more in width, while the bottom has never been reached, affording what is practically an inexhaustible supply of the finest salt in the world.—New Orleans States.

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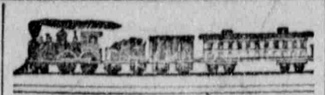
Established 1853.
A General Banking Business Transacted.
SAFETY DEPOSIT BOXES FOR RENT.

WELLS FARGO & CO'S BANK
SALT LAKE CITY, UTAH.
Established 1852.
Transact a General Banking Business.
J. E. DOOLY, Cashier.



OREGON SHORT LINE RAILROAD
Time Table
In effect Aug. 1, 1901.
LEAVE SALT LAKE.
For Ogden, Cache Valley, Omaha, Chicago, Denver, Kansas City and St. Louis ..... 7:00a m
*For Garfield Beach, Tooele and Terminus ..... 7:45 a m
For Tintic, Mercur, Provo, Nephi and Manti ..... 7:55 a.m
For Ogden, Butte, Portland, San Francisco and intermediate points ..... 9:45 a m
For Ogden, Omaha, Chicago, Denver, St. Louis and San Francisco ..... 12:45 p m
For Ogden, Denver, Kansas City, Omaha, St. Louis, Chicago ..... 7:00 p. m
*For Provo, Nephi, Milford Callentes and intermediate points ..... 7:05 p m
For Ogden, Butte, Helena, Portland, San Francisco and intermediate points ..... 10:50 p m
ARRIVE SALT LAKE.
From Ogden, Chicago Omaha, St. Louis, Kansas City and Denver ..... 5:30 a m
From Ogden, Portland, Butte, Helena, San Francisco ..... 9:10 a m
*From Callentes, Milford, Provo and intermediate points ..... 9:35 a m
From Ogden, Chicago, St. Louis, Omaha, Denver, San Francisco ..... 3:40 p m
*From Garfield Beach, Tooele and Terminus ..... 4:00 p m
From Ogden, Logan, Brigham ..... 6:55 p m
From Tintic, Mercur, Nephi ..... 6:00 p m
From Ogden, Butte, Portland ..... 8:30 p m
*Trains Between Milford and Frisco do not run Sundays.
*Daily except Sunday.
City Ticket Office, 201 Main Street.
D. E. BURLEY, Gen. P. and T. A.
W. H. BANCROFT, Vice-President and Gen'l Manager.

..THE ONLY DIRECT LINE..
—TO—
UNION PACIFIC OVERLAND WORLD'S PICTORIAL LINE
DENVER
KANSAS CITY
ST. LOUIS
OMAHA
ST. PAUL
CHICAGO
—AND ALL—
PRINCIPAL EASTERN POINTS
THE QUICKEST TIME
BY MANY HOURS.
Union Pacific Trains
ARE PALACES ON WHEELS.
New and Modern Equipment.
Double Drawing Room Palace Sleepers.
Buffet Smoking and Library Cars.
Free Reclining Chair Cars.
Ordinary Sleeping Cars.
Dining Cars, Meals a la Carte.
For time tables, folders, Illustrated Books, Pamphlets descriptive of the territory traversed, call at Ticket Office, 201 Main St., Salt Lake City.

THE DENVER & RIO GRANDE AND THE RIO GRANDE WESTERN
Current Time Table.
LEAVE SALT LAKE CITY
No. 6—For Grand Junction, Denver and points East ..... 8:30 a m
No. 2—For Provo, Grand Junction and all points East ..... 3:15 p m
No. 4—For Provo, Grand Junction and all points East ..... 8:20 p m
No. 10—For Bingham, Lehi, Provo, Heber, Manti, Maryavale and intermediate points ..... 8 00 a m
No. 8—For Eureka, Payson, Heber, Provo and all intermediate points 5 00 p m
No. 5—For Ogden and the West... 9 55 a m
No. 3—For Ogden and the West.. 11 00 p m
No. 1—For Ogden and the West... 1 00 p m
No. 42—For Park City ..... 8 10 a m
ARRIVE SALT LAKE CITY:
No. 5—From Provo, Grand Junction and the East ..... 9 35 a m
No. 1—From Provo, Grand Junction and the East ..... 12 5 p m
No. 3—From Provo, Grand Junction and the East ..... 10 50 p m
No. 9—From Provo, Heber, Bingham Eureka, Marysvale, Manti and intermediate points ..... 6 00 p m
No. 6—From Ogden and the West 8 20 a m
No. 2—From Ogden and the West 3 05 p m
No. 4—From Ogden and the West 8 10 p m
No. 7—From Eureka, Payson, Heber, Provo and intermediate points 10 00 a m
No. 41—From Park City ..... 6 40 p m
PERFECT DINING CAR SERVICE.
Sleeping Cars to Chicago without change.
Ticket office, 103 West Second South. Post-office Corner. Phone 205.

Direct Route to Chicago
CHICAGO-UNION PACIFIC & NORTHWESTERN LINE
FASTER than any other route. "THE OVERLAND LIMITED," equipped with Palace Sleeping Cars, Buffet Smoking and Library Cars (with barber) and Dining Cars, meals "a la carte," LEAVES SALT LAKE CITY AT 12:30 p. m. DAILY. The Limited Fast Mail leaves Salt Lake every evening at 6:30. First class equipment, including Free Reclining Chair Cars. The Chicago Special leaves at 7:00 a. m. For tickets and reservations apply to ticket agents, or address C. A. Walker, Gen'l Agent Chicago & North-Western Ry., 206 S. Main St., Salt Lake City.

Burlington Route
ON THE REAR OF THE
Chicago Special.
The last car of the Chicago Special is a buffet-library-observation car.
It has a lounging-room 20 feet long, handsomely carpeted, brilliantly lighted, and furnished with easy-chairs, a writing-desk, and a well-stocked buffet. In the rear is a broad, brass-railed platform where you can sit and smoke and look at the scenery while the Special hums over the rails at 60 miles an hour.
The Chicago sleeper which leaves the R. G. W. depot at 3:15 p. m. daily, reaches Denver the next afternoon, where it is attached to the Chicago Special.
Drop in and let us give you more information about our service to the east; or, if you prefer, see your local ticket agent.
Ticket Office
79 W. SECOND SOUTH ST.
R. F. NESLEN,
General Agent,
Salt Lake City.

REGULAR TIME CARD,
In Effect Sept. 1st, 1901.
SALTAIR BEACH.
(Salt Lake & Los Angeles Railway.)

Leave Salt Lake City.	Leave Saltair.
10:30 a.m.	1:00 p.m.
2:20 p.m.	4:15 p.m.
4:20 p.m.	6:15 p.m.
6:20 p.m.	8:15 p.m.
7:20 p.m.	10:10 p.m.

Trains leave R. G. W. Depot.
Round Trip, 25c.
W. J. BATEMAN, General Manager. WM. M'MILLAN, Gen. Pass. Agt.

ONE NIGHT OUT.

Rock Island Inaugurates Fast Train Service

COLORADO TO CHICAGO.

On June 18th, the Rock Island will establish "One Night Out" train service, Denver and Colorado Springs to Chicago. Trains will leave Denver daily at 1:15 p. m., Colorado Springs at 1:30 p. m., arriving at Omaha at 6:00 a. m., Des Moines at 10:06 a. m., and Chicago at 7:00 p. m. Connections made at Omaha with connecting lines for Minneapolis and St. Paul. The equipment of this train will be up to date in every way, containing all modern improvements both for comfort and safety, and will consist of composite library car, sleeper, chair car and diner. The high class service of this "One Night Out" Rock Island train together with the exceedingly low rates to the East in effect on that road beginning June 20th, will insure a most liberal patronage.

COLORADO-UTAH
MISSOURI PACIFIC RAILWAY
SHORT LINE.
TO ST. LOUIS.
Through car Salt Lake City to St. Louis and Kansas City. Only one change to New York, Buffalo and principal points east—low rates for summer travel.
Especial attention to ladies and children.
Tourist sleepers through to Chicago, Boston and other points, without change.
TWO TRAINS DAILY.
Inquire at ticket office, 103 Dooly Block, Salt Lake City. Any information cheerfully given.
H. C. TOWNSEND,
G. P. A., Missouri Pacific Ry., St. Louis, Mo.
C. A. TRIPP,
C. P. A., Missouri Pacific Ry., Salt Lake City, Utah.

PAN-AMERICAN EXPOSITION
THE WABASH
IS THE SHORTEST LINE TO BUFFALO FROM KANSAS CITY, ST. LOUIS, CHICAGO AND INTERMEDIATE POINTS.
For Descriptive Matter, Rates, etc., call on nearest Ticket Agent, or address
O. S. CRANE, Gen'l Pass'r and Ticket Agent, ST. LOUIS.

CHICAGO
Great Rock Island Route
BEST DINING CAR SERVICE.
BUFFET LIBRARY SMOKER.
ELEGANT EQUIPMENT.
CHAIR CARS FREE.
City Ticket Office, 100 W. 2nd South, Salt Lake City.

ASHTON, WHYTE & SKILLICORN CO
Successors to Watson Brothers.
CUT STONE Dealers in all kinds of Cut Stone for Buildings, Curbing, Cemetery Coping, Etc.
OFFICE AND YARDS—21 to 31 North Sixth West street, Salt Lake City.

Joseph E. Taylor,
PIONEER UNDERTAKER
Of Utah. Open day and night. Factory and Warerooms No 255 E. First South, 1½ blocks east of Theater.