

STOCKTON MINE HAS BIG STRIKE

Made in Stockton Gold M. & M. Company's Ground.

MYNE'S FUTURE IS ASSURED

PARK CITY EXCURSION—NOTES AND PERSONALS.

A STRIKE of unusual dimensions, with its full extent yet undetermined after a week's exploration of the newly found ore body, has rewarded a protracted and expensive campaign of development in the grounds of the Stockton Gold Mining & Milling company at Stockton. The find is situated nearly 400 feet east from the bottom of the 500-foot vertical double compartment shaft at the intersection of blue lime and the Katherine vein, which was encountered some three weeks ago. The ore has been followed twenty feet on the hanging wall, and a cross-cut has been run thirty feet, all in ore, and the farther end of the chute nor the foot-wall has yet been reached. While the exploration has progressed a considerable amount of work has been placed in the bins, and shipments are promised to commence at an early date.

The average value of the find will not be known until a few carloads have been sampled, but that the greater part of the find carries satisfactory shipping values seems assured from numerous assays which have yielded from 25 per cent lead and eleven ounces silver to 54 per cent lead and twenty-six ounces of silver to the ton.

The ore is very soft, carrying a mixture of galena lead carbonates, crystallized lead and black iron, so that conditions favor easy extraction and the milling of the ore.

This property, under the management of J. J. Trenam, includes the old Lion Consolidated grounds and adjacent holdings, amounting to nearly 300 acres, and is traversed by numerous well defined veins. The property has been subjected to systematic and extensive exploration for nearly ten years, during which time from fifteen to forty men have been employed, so that the underground workings rank in extent in this camp next to the Honerine and Galena King.

The shaft is situated down the slope 150 feet vertically from the old workings, and connecting with the same between the two at every 100 feet, save the last, and a system of winzes furnishes ventilation and a second means of egress from the mine. The ore body recently found was encountered on the upper levels.

It has been determined to commence the erection of a mill in the early spring that will cost in the neighborhood of \$20,000. Failing to get water at the lower level, negotiations were begun some months ago which ended Saturday night in the purchase of the spring, for which \$2,500 was paid. This spring is situated three and a quarter miles away, in Soldier canyon. It is located 70 feet above the mine, and next spring the Gold Ridge will be a heavy producer of bullion.

THE GOLD RIDGE.

Preparations to Add That Property to Dividend List.

Ernest Bamberger, who recently assumed the management of the Gold Ridge property, owned by his father, J. E. Bamberger, and David Keith, and the Burnt River district, Oregon, has gone to the camp to see how work is progressing at the property. Of the Gold Ridge and its operation, the Baker City Herald gives the following interesting account:

"Ernest Bamberger, who two weeks ago assumed control of the Gold Ridge mine, on Burnt river, at the expiration of Nicholas & Co's purchase, will develop that property to a dividend paying basis. Messrs. Bamberger and Keith have set aside a development fund of \$50,000 for this purpose, and next spring the Gold Ridge will be a heavy producer of bullion.

"The new management announces extensive plans. The present 147-foot crosscut from the bottom of a 250-foot shaft will be extended to an intersection with three known veins, which will be tapped at a depth of 400, 500 and 600 feet, respectively. Where the crosscut taps No. 1 vein, an upraise will be made to connect with an eighty-foot winze in an upper tunnel and all ore from the lower workings will be handled through this hoist. A gasoline hoist has been installed at the winze, capable of handling ore in sufficient quantity. A new boiler will be placed in the shaft house and a big 1,000-gal. ton pump will be stationed at the 250-foot level. The ten-stamp mill will also be enlarged by the addition of two more batteries of five stamps each, and six new concentrators will be installed, the tailings to be treated by a cyanide plant of requisite capacity.

"Gold Ridge ore averages \$18 for its three veins, about 60 per cent of which is susceptible of amalgamation. Concentration saves 15 per cent, and cyanide applied to the tailings brings the total saving close to 54 per cent. With the stopping ground provided by the above development plans, the Gold Ridge is expected to easily mine and mill forty tons of ore per day, which would yield \$30,000 per month."

PARK CITY EXCURSION.

Nearly 100 Mining Men and Others Make the Trip.

"The last excursion of the season" to Park City over the Rio Grande Western yesterday was patronized by not far from 100 sightseers and men interested in the mining districts surrounding the camp. The day was a delightful one, and about all the rigs and saddle horses in the town were utilized in conveying the crowd to the various mines and prospects, in which numbers of the visitors were more directly or indirectly interested. It was a glorious day, and the canyon roads were in perfect condition for delightful sleighing.

Among the visitors to the mines were O. J. Salisbury of the Daly-Judge company, Colonel Nicholas Treweek of the Washoe, Morris Dussell of the Constock, Messrs. White, Wilkinson and Hughes of the J. I. C. and Bonanza Consolidated, Manager Sonnedecker and Superintendent of the Rio Grande Western Bell, Manager Ernest Bamberger of the Keystone and many others.

It has not been officially proclaimed, but there is reason to believe that the Rio Grande will run more "fast excursions of the season" if the weather man stands in on the proposition, and there seems to be no doubt that he will, at least for the balance of the year.

NEW GOLD-SAVING MACHINE.

New York Crowd to Treat Snake River Sands.

Another machine calculated to save the fine gold in the Snake river sands is to be given a trial by a New York crowd that recently acquired selling rights for the patent. The New York Leader quotes a resident of that town on the subject as follows:

"These men are certain that they have a perfect gold saving dredge, and have been fortunate enough to inter-

est them in Snake river with its quantities of fine gold. A large number of claims have been secured near here, and by next spring I expect to see the new machine in operation in this vicinity and considerable capital invested by these New York parties.

"Nampa, on account of its splendid boat and shipping facilities, will naturally be the headquarters and operating center. I am going east in a few days to perfect arrangements and can give you fuller details on my return."

"The gentleman giving the above information has asked that his name be withheld for the present. He is a reliable man and the Leader trusts that the matter in which he is interested will be successful, as it would mean much to our town and to its people."

NEWSY TONOPAH NOTES.

New York-Tonopah Makes a Fine Strike—Other Doings.

M. McNamara, accompanied by Thomas J. Lynch, is in Salt Lake. They have acquired ownership of the McNamara group at Palmetto, where a sampling of the ore bodies discloses no less than 20,000 tons that afford, according to a statement made by M. O'Meara, \$25 per cent lead and 40 ounces silver and \$5.50 gold per ton. The purchasers have decided to equip the property with a concentrator, which will soon be in operation. The Ohio-Tonopah company works are moving along smoothly, the machinery doing most excellent service at a low cost. The shaft is now sunk to a depth of 200 feet, and the bottom shows a marked and favorable change, the management believing that the lode porphyry will soon be encountered. As the strike of the principal vein system of the camp are through this company's ground, developments here will be watched with the greatest interest.

The plans of the Ohio-Tonopah company has issued an order effecting a general change in the working system, and has decided to employ but one shift of men during each twenty-four hours, the day men working nine hours, while the night shift will labor but eight, as heretofore. This arrangement is already provided for by a rule of the miners' union, which the great mine is now well ventilated, but some of the long drifts are not yet connected with the shafts. In running these especially the men will be saved from rushing into the smoke. It is understood that the number of miners employed will not be reduced.

The main shaft of the Tonopah City company will soon be equipped with one of the finest hoisting plants in the district, when the gasoline hoist now in use will be replaced with a steam hoist of fifty horsepower capacity. The plant will be capable of sinking to a depth of 1,500 feet. The shaft at present has reached a depth of 245 feet, and every effort is being made to push the work ahead so that cross-cutting can be commenced. Owing to the excellent properties of the mine and the healthy condition of the men, the directors of the company have stopped the sale of the stock, and although many applications have been made for it of late they have been refused.

The Bonanza articles of last week relative to the New York-Tonopah and the Philadelphia-Tonopah properties, as intended, were timely. The emphasis placed on the fact that the strike in the bottom of the 300-foot New York shaft, which was made on Wednesday last and results in a buoyancy affecting the rest of the mine. The appearances the ore is of precisely the same character as that of the Fraction bonanza. Future developments all along that westerly trend of the southern system of the mine, which are being made with the utmost confidence and expectancy of wealth for the far-sighted owners. The due sequence of these recurring discoveries is quickly knocking out the skeptics as well as creating the most efforts to penetrate and explore the underlying mineral-bearing zone in and surrounding Tonopah.

PARK MINING NOTES.

Shipments From Various Properties of the Camp.

(Park Record.)

The Daly-Judge shaft house and shaft are now equipped with the very latest in electric hoisting. E. Walker of the Salt Lake Electric Supply company has just completed installing the latest system, and those who know say it is simply perfect.

A deal of considerable magnitude is on concerning a prominent property on the east side, and will doubtless be consummated within the next four weeks; and if so, it will mean the systematic development of one of the most promising regions in Blue Ledge district.

The Martin Gold & Silver Mining company is in the act of purchasing an established claim on the incline which is being sunk for the development of its claims and will considerably expedite the work in sinking. The depth of the incline is about 160 feet, and is mostly in lime, some quartzite showing near the bottom. The property bids fair to be a producer when the main contact of lime and quartzite is reached.

Following are the shipments of ore from the Mackintosh sampler for the past week:

Daly-West	3,445,600
Ontario	719,000
Daly-Judge	251,000
California	23,000
Gerard	39,000
Total number of pounds	4,477,000
Silver King	1,409,280
Grand total	5,886,280

DENIES CARRYING SILVER.

Smelter Trust Official Says Property Is All Sold.

(Wall Street Journal.)

Vice President Sewell of the American Smelting & Refining company, says:

"There is absolutely no truth in the report that we are carrying a stock of silver. Our silver is sold every day irrespective of market conditions. Of course, we have some silver in ore, but this is all sold as soon as refined."

"We have never attempted to manipulate the silver market by holding silver. Ours is purely a mercantile business into which no speculation enters. Our business never was so prosperous as now and the month of October broke all records."

"OLD RELIABLE" BINGHAM.

News Items Picked Up About the Big Camp.

(Bingham Bulletin.)

Pending settlement of its controversy with the Liberal, which will probably come up for hearing next month, the Ben Bunker Hunt stock number of men who were doing dead work.

W. S. Hall, superintendent of the Copper Belt, says the road is now hauling about 500 tons of ore daily—300 from the Commercial (Bingham Co.) and 200 from the Columbia and other mines.

Manager W. C. Orem, accompanied by A. J. Orem and several interested parties, was yesterday inspecting the York and Dana Consolidated group, property of the Utah Apex Mining company.

Up to Wednesday night the ore delivered at the depot by the United States tramway and run down to the mill, was estimated to be about fifty tons each. The tramway is work-

ing steadily and gradually increasing delivery.

It is authoritatively stated that the American Smelting & Refining company has, by strict economy and attention to business, succeeded in paying off every obligation, albeit a year ago it had an indebtedness of several millions of dollars, incurred in the process of absorbing the Bonanza. Few ore sellers will have to be laboring with to induce them to accept the statement.

Mining Notes.

President Treweek brought down some mighty interesting samples of ore from the Washoe last night.

F. L. Kimberley will be here today, and during his stay many matters of importance to the mining industry of this state will be considered.

Manager John Rhodin of the American Flag company's property came down from the Park last evening for a conference with President T. F. Singler.

The Silver Bell Mining company has posted notice of its intention to patent the remainder of its claims at Park City, and publication of the notices in the newspaper will begin during the next few weeks.

"Tintle Miner" the "strike" at the May Day lode, which was chronicled in a local publication last week, has not yet been laid, and did not in the least affect the work of reconstruction. The mill will soon be ready for an experimental run.

At Park City yesterday Martin L. Kilfinger of the Wolverine exhibited some of the finest looking material from the face of one of the drifts following a cross fissure in connection with the contact that ever came from any mine not a shipper. The other properties on the south side of the Erie road will be hurriedly started up as soon as the strike of the Wolverine is not above its first big strike.

The Blue Ledge Copper company's property, known as Dutchman's Park City, is being developed through a tunnel which is now in a distance of 250 feet. The vein in the mine is a good ground line in a lime-porphry contact, and the latest report from the superintendent shows the ledge to be tapped. Interesting news from the property is expected within a short time.

Marysvalde Free Lance (Albath) is in town from Salt Lake. Mr. Colbath is always courteous but not communicative as to his business affairs. However, there is some reason to believe that Mr. Colbath is doing some figuring that will result in a big strike. In which there are magnificent bodies of lead-silver-ore. The mine is the property of L. U. Colbath, sr., of Salt Lake.

Marysvalde Free Lance Harry L. Mills and others whose names are publicly known in the deal, have obtained a working bond and lease on the Wedge. Mr. Mills will give the property his personal attention during the winter, and left for Salt Lake last Monday to perfect the property. The mine is a fine showing of high-grade ore in the district. Some eight men will be employed in the shaft and tunnel. The mine has a fine showing of high-grade ore in the district. Some eight men will be employed in the shaft and tunnel. The mine has a fine showing of high-grade ore in the district. Some eight men will be employed in the shaft and tunnel.

J. Oberdorfer, Stock Broker,
161 South Main, Tel. 288, Home, 1064-Y.

H. B. Cole Co., Stock Brokers,
No. 16 West Second St. Tel. 325.

CHICAGO EXCURSION.

Via Union Pacific.
Nov. 25 to 30 inclusive, round trip only \$44.50. For particulars call at city ticket office, 201 Main street.

THANKSGIVING EXCURSION.

To Ogden and Return \$1.00.
Train leaves Rio Grande Western depot at 9:50 a. m., and returns at 7:15 p. m., and 1 a. m., Nov. 23.

EAST-BOUND EXCURSION.

Via the Burlington Route.
On Nov. 30 and Dec. 1 and 2 the Burlington Route will sell tickets from Salt Lake to Chicago and return at rate of \$48.50 for the round trip.

Through Pullman sleeping car to Chicago without change.
For further information call on or write to R. E. Nielsen, general agent, 79 West Second South street, Salt Lake City, Utah.

THANKSGIVING EXCURSION TOOELE COUNTY.

Via Oregon Short Line, Thanksgiving Day, Round Trip Only \$1.00.
Train leaves at 7:45 a. m. and returns at 5 p. m.

CHICAGO AND RETURN \$44.50.

Via Rio Grande Lines.
Selling dates Nov. 30, Dec. 1 and 2.

Rubars.

Our stock is positively all new. Moore Shoe Co., 258 South Main.

ANNUAL RABBIT HUNT.

Erda, Tooele County.
Via Oregon Short Line, Thursday next. Train leaves at 7:45 a. m., returning at 5 p. m. Round trip only \$1.

Shetland Wool Shawls will be order. 247 South Second West.

MADE GOOD THEIR ESCAPE.

No Trace of the Bandits Who Held Up the Rock Island Train.

Davenport, Ia., Nov. 22.—It looks tonight as though the Rock Island train robbers, who successfully blew open the safe of the train held up just outside the city Saturday morning, had made good their escape. A special train, which today by the report that the bandits had been surrounded in a corn field near Buchanan, a special train was sent to the scene. A special train was sent to the scene. A special train was sent to the scene.

SEVEN TO ONE.

Sometimes the weight goes up that way when taking Scott's Emulsion. Seven pounds of new, healthy flesh from a one pound bottle of Scott's Emulsion is on record.

Scott's Emulsion brings everything to its aid; good appetite, strong digestion, rich blood, new body strength, and above all the power to get all the good out of ordinary food. For those who are in need of more flesh there is nothing better. Thin folks—try it!

We'll send you a little to try, if like. SCOTT & BOWNE, 409 Pearl street, New York.

WAGE INCREASE OF \$7,000,000

Freight Rates to Go Up to Offset the Advance in Operating Expenses.

The following railroad companies have granted increases of their wages:

- Union Pacific.
- Southern Pacific.
- Nickel Plate.
- Wheeling & Lake Erie.
- Pittsburg & Lake Erie.
- Denver & Rio Grande.
- Rio Grande Western.
- Lake Shore.
- Delaware, Lackawanna & Western.
- Northern Railway.
- Philadelphia & Reading.

Approximate number of employees affected..... 550,000
Total amount of additional wages they will receive yearly about \$7,000,000

(New York World.)

WITHIN the next few weeks increases of the wages of their employees will be announced by various railroad companies that will, in round figures, swell the yearly income of the 650,000 men affected by at least \$15,000,000, and probably by more than \$20,000,000. A conservative estimate of the sum is \$17,000,000.

The example set by the Pennsylvania will be given only daily by railroad promptly by the New York Central in advancing wages 10 per cent will be duplicated by practically every railroad in the country.

Yesterday announcements of various increases were made by several roads. Other roads will make similar announcements today. News of the same kind is expected from the Pennsylvania, Erie, and Lake Erie roads.

The present movement on the part of the railroads is a most favorable one. Wages has no parallel in the history of the nation because of the immensity of the extra sums involved and the great number of workers affected.

Stupendous Railroad Army.

In 1900 the railroads of the country paid to their employees a total of \$557,264,841. The total number of employees in that year was 1,017,653, or about one-twelfth of the total voting population of the country. In 1902 the total number of employees was 928,924. The railroad business of the country has grown more in the years 1901 and 1902 than in the 1899-1900 period, and the total number of employees today in round figures, about 1,300,000. Official figures have not been compiled for 1901 or the present year.

The total payroll of the railroads of the country at the present time is about \$700,000,000. All of the increases made have been in the wages of the employees. The increases in no instance have affected every class of employee, the high salaried officials and clerks being excepted. The firm but a small portion, however, of the army of men employed by each of the large railroads. The great army of workers on a railroad is made up of station agents and conductors, trainmen, iron and steel workers, telegraphers, messengers, inspectors, switchmen, flagmen, watchmen, telegraphers, and these classes, that of the trackmen is the most numerous.

The employees not affected by the increase recently made by the Pennsylvania receive only about 8 per cent of the total of the payroll. The other 92 per cent were given a 10 per cent advance. If only one-half of the other employees had received the same advance, the total of the additional sum divided among the workers would be over \$35,000,000 yearly.

Public to Pay the Freight.

That this increase will not be at the expense of the railroads, but at the expense of the public, was indicated yesterday in a statement by executive official of the Pennsylvania road, in which he said:

"We have advanced the wages of our employees 10 per cent, and the public should contribute toward it, and this can be done by increasing the freight rate.

"The wages of the iron and steel workers, upon which the freight rates are enormous. These would readily bear an increase of 40 per cent on freight rates, which under present conditions would mean an increase of 10 per cent, and at that rate of increase the returns from such freight upon the lines of the Pennsylvania railroad east and west would be increased \$1,000,000 annually. Grain and grain products are also among the commodities that would be increased in price.

This statement, which was given board circulation among the offices of the stock brokers by the Wall Street news agencies, was interpreted as the forerunner of a move on the part of all the large railroads to advance freight rates on certain commodities to a point that will fully cover the additional wages paid to the men.

Not Altogether Voluntary.

It was also learned yesterday that the decision to raise the rates to offset advance wages has not been altogether as voluntary as the statements of some of the railroad officials would make it appear.

In August last there were signs of unrest among the trainmen on one of the systems which has recently granted an increase. Had the coal strike ended in victory for the operators, the restlessness of the railroad employees would probably have received less attention. As the matter now stands, roads which during the summer took a decided stand against granting any increase in wages have joined the list of those which will give more pay.

A case of this kind is that of the Union Pacific road, which yesterday it announced an increase in the pay of its switchmen to the level of the schedule recently fixed in Chicago. This increase amounts practically to a 10 per cent advance.

"Since May last" the machinists of the Union Pacific have been on strike for more wages, and the strike has been fought with much vigor by the company.

A new schedule of wages is now being arranged, it is said, by the officers of the company that will affect about 90 per cent of the employees.

The Southern Pacific road, which is controlled by the Union Pacific, signed a new agreement yesterday by which all of the telegraphers, train dispatchers and agents on its entire system will get a 10 per cent increase.

Goild Railroads in Line.

The president of one of the Goild roads made the important statement yesterday that schedules are now being drawn by which a majority of the employees on all of the Goild roads will get a wage increase approximating 10 per cent. More than 150,000 men will be affected by this increase, which will involve the expenditure of several additional millions yearly.

The Goild roads which will be affected by the increase are the following:

- Missouri Pacific.
- Texas Pacific.
- Denver & Rio Grande.
- St. Louis & Southwestern.
- Rio Grande Western.

Wabash.

The president of one of the Goild roads said:

"In the policy of the Goild roads to pay its men as much as any of the other roads.

"The increase we will make will not affect the earnings of the different companies. The increase in traffic is growing so rapidly that the additional revenue will fully offset the extra sums given for wages."

An official of the Erie road, Lackawanna & Western, when asked if his company had taken any steps to increase wages, said:

"When the same question was put to an official of the Erie road, he said: 'I think that an investigation will show that even after the 10 per cent advance made by the Pennsylvania the Erie road is in a favorable position. Still, the railroads of the country will have to increase wages somewhat. The cost of living has been increased, for one thing.'

Roads Must Protect Themselves.

"Another matter to be considered is that the men will have to accept a company which is paying less than the average wages. The Philadelphia & Reading road, which employs 18,000 men, will within a day or two make formal announcement of a 10 per cent increase in wages.

Samuel Spencer, president of the Southern Railway, said yesterday that certain classes of employees have already been given an increase and that the wages of others would be advanced within a short time.

Ten per cent increases are now being considered by officials of the Nickel Plate, Wheeling & Lake Erie, Pittsburg and Lake Erie, and Lake Shore. The latter road announced yesterday a 10 per cent increase to all switchmen employed on its lines.

When President Robert M. Olyphant of the Delaware & Hudson was asked if his company intended making an increase in the wages of its men, he said that his road was always up with the others when wages were concerned.

"We increased the wages of many of our men some time ago, and I do not know of any other increase to be made," he said.

New N. Y. C. Schedule.

The New York Central, which recently announced an increase in the wages of conductors, trainmen and brakemen on passenger, freight and mail trains, is now drawing up schedules of increases for other classes of employees which will involve a total additional expenditure of nearly \$5,000,000 a year. Superintendent Smith of the Central said yesterday:

ROYAL BREAD

Eat the Royal Maltine-Pepsine Bread.

Wholesome and Sweet. Ask your grocer for it.

For Weak Men!



WITH FREE SUSPENSORY.

IF YOUR MAINLY STRENGTH HAS BEEN WEAKENED BY THE DISRUPTION OF YOUR SYSTEM, OVERWEIGHT, WORRY OR SICKNESS, I can promise if you will wear my Belt, that you will regain the vigor and pleasure of perfect strength.

DR. McLAUGHLIN'S ELECTRIC BELT

Cures weakness in Men and Women, Weak Backs, Vertigo, Rheumatism, Stomach, Kidney and Liver Troubles, Constipation and all Nervous Diseases.

PRICE BOOK.—If you can't call, I will mail you a beautifully illustrated 80-page book, which tells all. Address:

Dr. M. B. McLAUGHLIN,
931 16th St., Denver, Colo.

BREITENBURGER PORTLAND CEMENT

HERCULES Brand.

STRONGEST AND FINEST CEMENT NOW BEING IMPORTED TO THE U. S.

For Sale by P. J. MORAN,
Board of Trade Building, Salt Lake City, Utah.

Mathis, CIGARS.

The Druggist,
324 S. Main St.

All 5c cigars for 4c.
All 10c cigars for 7c.
All 2 for 3c Domestic cigars at 3 for 2c.

Time Table
In Effect
April 1, 1902

MIRRORS!

Many Kinds.

Never before has such a stock of mirrors come to our store in this town.

Here's a stock that would grace any New York store. Mirrors in a half hundred or more styles.

From small hand mirrors up to the finest Triplicate Mirrors.

All in handsome designs and one thing especially good.

The Mirror Part All the Best Imported Glass.

Prices run from 25c way up to \$25.

F. C. SCHRAMM,
Prescription Druggist,
The Corner Store,
McCormick Bldg.

Santa Claus Loves Jewels

No one knows better than he how much men, women and children appreciate a gift of this kind. He'll find no better place to make his selections at than this store—and no better goods anywhere.

We have many inexpensive but dainty little novelties here which will make excellent gifts.

DIAMONDS.

LYON & CO.,
142 Main St. Tel. 1970-Z.

E. M. FRIEDMAN & CO.
145 Main St., Progress Bldg.

Complete Stock of

MEN'S CLOTHING AND HATS,

FURNISHING GOODS,

BOYS' and CHILDREN'S SUITS

We carry only the most satisfactory, workable, up-to-date, and lasting goods.

Burlington Route

TOURIST CARS TO ST. LOUIS

Via the Burlington Route.
Leave Salt Lake City 8:20 p. m. Friday; arrive Kansas City 8:40 p. m. Sunday, St. Louis 7:19 a. m. Monday. No changes nor delays. Personally conducted by a competent representative of the Burlington Route all the way.

Only \$3 for a berth to Kansas City; \$4 to St. Louis.

Express cars to Omaha and Chicago three times a week.

TICKET OFFICE.
No. 79 W. Second South St., SALT LAKE CITY, UTAH.

R. F. NESLEN,
General Agent.

Bamberger, The Man on Meighan St.

There's one consolation, if that good coal don't suit you it won't soot chimney.

Dr. J. B. KEYSOR DENTAL PARLORS

240 S. Main St. Over Davis' Shoe Store.

Good Set of Teeth for \$8.00

Amalgam or Silver Fillings..... \$1.00
Gold fillings..... \$1.00 and up
Teeth cleaned..... \$1.00
Solid gold crowns..... \$3.00
Bridge work per tooth..... \$5.00

Crown and Bridge Work a Specialty.

THE DENVER & RIO GRANDE AND THE RIO GRANDE WESTERN

Current Time Table.
In Effect Nov. 1, 1902.
LEAVE SALT LAKE CITY.

No. 1—For Grand Junction, Denver and points east.....	8:20 a. m.
No. 2—For Provo, Grand Junction and all points east.....	8:15 p. m.
No. 3—For Provo, Grand Junction and all points east.....	8:20 p. m.
No. 4—For Bingham, Lehi, Provo, ML Pictorial, Mantel, Marysville, and intermediate points.....	8:00 a. m.
No. 5—For Bingham, Lehi, Provo, Mantel, Marysville,	