BIG TUNNEL FOR LA SAL REGION

Denver Operators Will Run Long Tunnel Into Mineral Mountain

BONDING GROUND ALONG LINE

PROSPECTORS HAVE TRYING TIME IN DEATH VALLEY.

With arrangements all but completed for the running of a long tunnel through Mineral mountain, in La Sal district, the mining population has been stirred as never before in the history of that region, for it is realized that the enterprise, it is believed, cannot fail to attract attention of capital and result in an influx of people and the beginning of mining on a sound and legitimate basis.

The Herald's correspondent writes that the news from camp is to the effect that a combination of Denver men and Denver money has appeared there and convinced everybody that it means business. The men at the head of the undertaking are Thomas B. Crawford and A. E. Akerman, who are heavily interested in the Balbic Mining company of Clear Creek county, Colorado.

Recently Mr. Akerman visited Basin, in the La Sal mountains, and made an exhaustive expert examination of the mining properties in that camp. Conditional agreements with a number of mine owners were made for options on properties surrounding the High Ore, which they, Messrs. Akerman and Crawford, already held under bond from O. D. Lautzenheimer, once the owner of the famed Old Lout mine at Ouray, Colo. In the contract under which the High Ore was acquired it was agreed to run a 2,000-foot tunnel into Mineral mountain through the High Ore ground.

To warrant them in doing this it will be necessary to own or at least control all adjoining properties, including the Skylark group of three claims, the Double Standard, Copper Glance, Sunrise, M. I. F., Annie Laurie and the Florence mining claims. Negotiations are now reported as being under way and the opinion is expressed that there is no doubt of their being successfully terminated.

MARYSVALE MINING NOTES.

Golden Treasure, Bradburn and Other Properties Looking Well.

(Special to The Herald.)

Marysvale, Oct. 1.—J. T. Breckon of the Golden Treasure Mining & Milling company was in camp this evening, after several days spent at his property on Gold mountain, about one mile south of the Annie Laurie. The company has a force of three men employed in pushing the tunnel to the first vein. The ledge is forty feet wide on the surface and is 4,500 feet long. The property of this company altogether has six parallel veins crossing its group of claims. The filling in all the veins consists of quartz, and the matter carries a gold value of $8 per ton. The development work will be prosecuted vigorously throughout the winter, as the company has ample money in the treasury to keep the present force of men at work for twelve months.

A shipment of miners' supplies arrived today at this camp is evidence that Gans Gotfredson, one of the owners of the Gold Mountain Mining & Milling company's group of claims in Deep Creek, means to begin active development work in an aggressive manner. This property is located ten miles northwest of Marysvale, and adjoins the property of the Richfield Mining & Milling company. The shipment received today contains a large ore car, rails, and a good supply of powder, caps, candles, etc.

H. Bradborn, manager of the Bradborn Mining company, is down from the head of the South Fork of Cottonwood. Mr. Bradborn reports that his force of men is working on a shoot of ore in the upper tunnel, which gives excellent promise of a fine showing in gold. Recently a survey was made of this property to determine the exact whereabouts of the shoot of ore in the lower tunnel. It was found that it will require about twenty-five feet of crosscutting to intersect the shoot, unless it deviates from its present known course. As soon as the work now going on is prosecuted to the required point crosscutting will begin.

W. J. Heki and John Jacobs have discovered a vein of gold bearing ore in Sevier canyon, near the Sevier river, at a point six miles north of Marysvale. This section of the canyon has been thoroughly gone over by prospectors heretofore. The vein is in quartz-porphyry and trakite. Assays show a value of $60 per ton.

D. B. Staley was down from Beaver canyon this week. He and a force of men are doing development work on the Beaver group of mines owned by E. H. Thornton, former vice president of the Sevier Consolidated of Gold Mountain. They are extending the tunnel on a vein which shows twenty-five feet of croppings, carrying values in both gold and silver. No cross-cutting has yet been done, so it is not possible to give the width of the vein.

The owners of the Mountain Star group report that the weather there is so severe that they have begun work on permanent cabins for occupation in the winter. This is taken as an indication that work in that group will be steadily pushed during the cold season. The tunnel is now being sent in to the vein and drifting will follow. The group is located in the south fork of Bullion canyon near the divide.

ADMISSION TO MINES.

No Better Prevention of Chicanery Than Publicity.

(Engineering and Mining Journal.)

The question of admission to mines has important bearings, which are fully appreciated at this time in London because out of all the important gold mines at Kalgoorlie, in western Australia, the besmirching touch of scandal has lately fallen most heavily, and almost alone, upon these two companies—the Boulder Perseverance and Boulder Deep Levels—which maintained an attitude of secrecy concerning their operations. At most Australian mines there is a regular visitors' day, usually once a fortnight; each person going underground pays a fee, varying from 50 cents to $1.25, which goes to the local hospital or miners' charities. On the stated days the visitors go down in a party under the guidance of a shift-boss. The privilege is intended for shareholders, but, at Kalgoorlie especially, it is not confined to them, simply because it has been proved that market operators will get the information through devious methods, and by admitting them freely to see the workings there is eliminated a good deal of unsavory hanky-panky in share traffic.

There is no better prevention of chicanery in mining than publicity; wrong-doing thrives on mystery. For these reasons it is well for mine managers to acquiesce in an open-door policy, even though it may entail a little trouble and some loss of time on the part of members of their staff. It is quite certain that the bear raids, which have done so much to undermine the confidence of investors in West Australian mines, would have been impossible if the workings had been accessible to intelligent observers, because undue depreciation of the resources of a mine would have been as unconvincing as those too sanguine estimates of ore reserves, which usually afforded the temptation to the attacks made by clever and unscrupulous operators. In such financial raids the investing public and the professional mining engineer usually suffer, the first financially, and the second in reputation—by being caught between the devil of self-interest and the deep sea of loyalty to employers. It is only the chunchuses of the stock market who win. In the best interest of a sound mining business it is desirable that the light of day should be admitted underground, and the recognition of facts be encouraged by those in authority.

NARROWEST AND CROOKEDEST.

Snakelike Railroad in Arizona Used For Transporting Ores.

Between the mining towns of Clifton and Metcalf, Ariz., there runs the steepest, narrowest and most tortuous railroad in the world. Passengers as well as long trains of ore are raced down dizzy grades, dragged up steep inclines, swung around sweeping curves, and carried in safety in a snake-like course over one of the most picturesque bits of mountain land in the country.

The compact and sturdy little engines which draw the precious metal from the mines in one town to the smelters in another or which puff and steam up to the front or back doors of the homes of mine owners and "workers," there to await the mistress of the house as she prepares to take the entire family to market or make an afternoon call, run on a twenty-inch gauge.

It will be readily seen how narrow is this railroad, which winds up to the very peaks of high mountains, hangs suspended over deep canyons and bores its glittering way through miles of solid rock, when the twenty inches are put side by side with the standard 4 feet 8 1-2 inches.

From the mines to the smelting works it is pretty much down grade. The plucky little engine, with its train of eighteen or twenty heavily loaded ore cars, each guarded by a miner in picturesque garb, who takes this opportunity to secure a little fresh air and sunlight, hugs the mountains for miles at a stretch, then suddenly swings into a desolate valley and tears along a river bank until it is forced to climb a slight incline to a bridge which stretches over a yawning canyon. There are three of these bridges from Metcalf mines to Clifton smelting works, and the trestle work ranges from 125 to 135 feet in height.

From mines to smelter is twenty miles, so circuitous is the route: the trains tear down the mountain sides at the rate of sixty miles an hour, with power at the lowest possible gauge. Heavy brakes are used on each ore car, and the locomotive, although a powerful little puller, is seldom called into service on this downward trip, which is made for sixteen of the twenty miles with brakes on full.

Automatic dumping cars are used, and in fifty-four minutes from the time the train starts from a mine with its load it is ready to start on its backward trip empty. Up, up, up the train climbs, the ascent never being less than 20 degrees. It reaches in sections such heights that the brain turns dizzy at the mere thought. From a station in the valley, in the little village of Metcalf, the cars seem to be clawing the mountain sides in a perfectly perpendicular line, and as the lanterns swing out when the train makes a loop the traveler seeing it for the first time would be readily excused for naming it some new mountain terror.

The trip back to the mines consumes nearly four hours, for the little engine, which was literally pushed down the mountains by the weight of its train, is now obliged to pull the empty cars up grades which test its timber to the fullest.

An idea of how winding is the route will be gained when it is known that Clifton is but five miles from Metcalf as the crow flies, but as the railroad is obliged to wind its way it is a trifle over twenty miles. To get the circuit even within this limit whole mountains of solid rock have been tunneled.

For nearly one mile the Morenci railroad carries its trains through inky blackness. Jagged rocks are overhead and on each side. A passageway was literally hewn and hacked through these rock mountains, for it was deemed dangerous to use dynamite in many places, as the nature of the secret gas pockets therein was unknown. Two and a half years it took to complete this tunnel, but when it was finished it cut nearly five miles off the route.—Chicago Chronicle.

GOLD IN DEATH VALLEY.

Prospectors Locate a Rich Ledge Under Trying Circumstances.

Martin Ryner and N. Standish, two experienced prospectors, recently arrived at Caliente with samples of gold rock from claims which they located in Death valley.

They had a rough trip in that fearful district and almost perished from thirst before getting out of the desert. They were two days absolutely without water under a blazing sun on account of their burros tipping over their water barrel at night, and when they arrived there Ryner was nearly blind from the effects of a sandstorm which overtook them on their last day on the desert.

They claim to have located a five-foot ledge of free gold from which the samples shown were taken, and show chunks of coarse gold as large as a kernel of wheat all through the ore. These samples will go into thousands of dollars and the question of accessibility to water is all that stands between the nervy prospectors and affluence.

They found the skeleton of a man on whose bones the flesh and skin had dried and baked into the semblance of an Egyptian mummy. Three brass buttons, such as are worn by United States soldiers, were all the clues to identification, the clothing having entirely disappeared. They buried the remains near their camp and named their claim Dead Man's mine, after their gruesome find.

CAMP GETS A SMELTER.

Mines of Silver Crown District, Wyoming, Can Now be Operated.

The Hecla Gold & Copper Mining, Milling & Smelting company, which owns a group of fourteen valuable claims in the Silver Crown district, including the rich Louise mine, announces that work has already been commenced on the rehabilitation of the old smelter at Hecla and that a plant of machinery costing not less than $20,000 will be installed at once.

This will be good news for those interested in mining in the Hecla district, as well as to all Cheyenne residents, says the Cheyenne Tribune. The old smelter at Silver Crown was built many years ago, but never operated on an extensive scale. The Hecla company has had an expert visit the plant and the decision has been reached to place the plant in first-class condition and commence operations on a greater scale than ever before.

The machinery has already been ordered and just as soon as it can be installed the smelter will blow in and operations will be continued throughout the winter. Ore from the Louise and other properties in the camp will be smelted and a genuine mining camp, with producing properties, created for the first time.

A new system of ore reduction will be adopted by which everything mined will be saved, including the sulphides, so difficult of extraction. By this means several paying properties will be opened up and operated with large forces of miners.

Work is to be carried on all winter, not only in the Louise group, but by other mining men operating in that district. Sheds are being built, supplies brought in and everything placed in readiness for the winter's work.

DOLLARHIDE BEING OPENED.

Road to Mine Being Built That Ore May be Shipped Here.

C. C. Ruthrauff is reopening the Dollarhide group of mines on the Warm Springs creek, Little Smoky and Big Smoky divide and getting it in shape for outputting ore as rapidly as men and means can do so, says the Wood River Times.

He has the lumber on the ground for the boarding and bunk houses sufficient for twenty men, and has half a dozen at work building the houses, with Carl Gunnard Johnson in charge of the carpentering. Another half-a-dozen men are at work cleaning out and reopening two tunnels through which work will be prosecuted this winter. Al Griffith is in charge of the operations as superintendent.

Tomorrow William Kirtley, the contractor who has hauled the Minnie Moore ore for years, will leave for the Dollarhide with six men, three six-team outfits and a plow and a scraper, to widen the trail from the summit to the lower tunnel on the Dollarhide. This trail is about a mile long, but is only about three feet wide. It will be widened to seven feet to admit loaded wagons and horse sleds traveling over it. This will, it is expected, be completed in about two weeks, after which Mr. Kirtley will begin hauling ore to the railroad at Ketchum, whence it will be shipped to Salt Lake direct. Mr. Kirtley expects to haul a carload of ore every trip, and to make a round trip in two and a half days. He will haul all winter, but expects to have to lay off during the spring thawing.

MINING MOLYBDENUM.

Rare Metal to be Marketed Frm Mojave County, Arizona.

Three men have been put to work on the molybdenum mines near Cedar this week and great results are expected, says the Kingman Miner. The ore is worth $10 per unit in the market and commands a ready sale. One of the veins in which this rare mineral is found is very large and outcrops several hundred feet above the surrounding hills. In the outcrop there is a great deal of copper, but this metal gives out at a superficial depth.

In that vicinity there are many veins carrying the metal molybdenum and several of these will be worked on to ascertain their probable value. The mines are owned by L. J. Lassell, H. W. Kemper, Smith & Sawyer, W. J. Connor and E. S. Osborne.

EXAMINING NEVADA MINES.

Samuel Bennett Representing Easterners at Luning.

Samuel Bennett of Salt Lake City and Owen Owens of Alameda met in this city yesterday afternoon and will leave this morning for Tonopah, where they will inspect some mining properties in which they are interested, says a recent issue of the Reno Journal. Bennett, who represents eastern mining men, will also inspect some copper properties at Luning and if they are what they are represented to be the eastern men will in all probability take charge of the mines and work them to their greatest capacity.

Mining Notes.

Superintendent E. J. Raddatz of the Honerine announces the tapping of another big body of galena ore on the 900-foot level of that property. The Honerine is developing into one of the biggest bonanzas of the state.

It is said that there is between 350 and 400 feet of ground between the lowest point ever attained in the Daly mine and the level of the Ontario drain tunnel. The contents of the Daly vein through this plane of its territory is absolutely unknown and there is a feeling in the ranks of the shareholders that when the tunnel is extended to the western limits of the ground Manager C. L. Rood should prospect the main vein from the tunnel level.

Silver City Avalanche—The Belle of Thunder Mountain company has 204 head of horses employed in freighting mining machinery to the Sunnyside. With good weather the company expects to land all its machinery in the camp by the middle of October.

John Downall, president, and Walter Dudley, superintendent, of the El Frieda Mining company, whose properties are twelve miles northwest of Warren, arrived in the city Tuesday afternoon from the mines. The gentlemen came out to purchase necessary supplies, etc., to enable them to push operations all winter long. In conversation with a Welsar Signal reporter, Mr. Downall stated that the mines were showing up well. Developments are progressing very satisfactorily with good results. The company owns a group of eleven claims all told, and operations are confined on what is known as the John D. claim. A 100-foot tunnel has been driven and a well-defined ledge of free milling ore has been opened up which assays 27 per ton all the way through.

Park City Ore Shipments.

The following are the shipments for the past week as reported by the Record:

Daly West	2,792,000
Kearns-Keith	173,000
Ontario	386,000
Silver King	2,283,720
Total	5,634,720

HUDDART FLORAL CO., INC.

You are invited to call and see an up-to-date floral store at 114-116 East Second South, opposite the Grand theatre. Cut flowers fresh every day; a carload of choice palms and house plants to select from. Both 'phones 106. Positively no connection with any other firm. P. T. Huddart, manager.

A. P. HIBBS, OSTEOPATHIST.
News building. 'Phone 1397-X.

STATE FAIR AND CONFERENCE

Reduced Rates.

CONFERENCE VISITORS use the SALT LAKE ROUTE. The usual reduced rates are in effect. Tickets sold at Tintic, Santaquin and intermediate points Oct. 3 to 9, inclusive. Limit for return, Oct. 12, 1904. Tickets sold at all other points Oct. 3 to 8, inclusive. Limit for return, Oct. 15, 1904.

Remember our depot is only three blocks from Temple square. See agents for full particulars.

BAD TENANTS EVICTED

and rent collected. Merchants' Protective Association, Francis G. Luke, General Manager, Top Floor Commercial Block.

CUMMINGS COMMISSION CO.

BROKERS.

Continuous quotations on New York stocks and Chicago grain. We buy and sell stocks and grain on margin or for cash. Our private rooms enable our customers to come in and transact business with the utmost secrecy.

Write or call for our book of information (SYSTEM OF SPECULATION) free upon application.

Rooms 209-210-211-212
D. F. Walker Block.

Members Salt Lake Stock and Mining Exchange. 'Phone 680.

LEGAL.

Notice.

NOTICE IS HEREBY GIVEN BY THE city council of Salt Lake City of the intention of such council to make the following described improvements, to-wit: Extending and laying sewer lateral on all streets not already assessed in the district bounded on the north by South Temple street; on the east by Tenth East street, on the south by the center line of Fifth South street, and on the west by Second East street, in sewer district No. 1, and defray the cost and expense thereof, estimated at sixty-five thousand eight hundred and fifty-five and 73-100 ($65,855.73) dollars, or one and 30-100 ($1.30) dollars per front or linear foot, by a local assessment, for a depth of twenty-five (25) feet, upon the lots or pieces of ground within the following described district, being the district to be affected or benefited by said improvement, namely:

PLAT "A," SALT LAKE CITY SURVEY.

Block 37—Fronting on Fifth South street: All of lot 1; the east 305 feet of lot 2. Fronting on Third East street: The south 140 feet of lot 6, all of lots 7 and 8, the north 140 feet of lot 1.

In Block 54—Fronting on Third South street: The east 140 feet of lot 5; all of lots 6 and 7; the west 140 feet of lot 8. Fronting on Fourth South street: The west 57.5 feet of the east 82.50 feet of lot 1; the west 45 feet of lot 2; the west 49.5 feet of lot 3; the east 32 feet of the west 57 feet of lot 4.

In Block 55—Fronting on Second East street: The north 140 feet of lot 2; all of lots 3 and 4.

In Block 72—Fronting on Second East street: The south 273 feet of the north 298 feet of lot 5. Fronting on Third East street: The south 305 feet of lot 8; the north 305 feet of lot 1.

In Block 73—Fronting on Second East street: The north 140 feet of lot 2; all of lots 3 and 4; the south 140 feet of lot 5.

IN PLAT "B," SALT LAKE CITY SURVEY.

In Block 29—Fronting on Fifth South street: The west 22 feet of lot 1; the east 41.25 feet of lot 2; all of lot 3; the east 50 feet of lot 4. Fronting on Ninth East street: The north 305 feet of lot 4; the south 305 feet of lot 5. Fronting on Fourth South street: All of lots 5, 6, 7 and 8. Fronting on Tenth East street: The south 305 feet of lot 8; the north 305 feet of lot 1.

In Block 30—Fronting on Fifth South street: The east 60.5 feet of lot 1; the east 178.75 feet of the west 229 feet of lot 3; all of lot 2. Fronting on Eighth East street: The north 140 feet of lot 2; all of lots 3 and 4; the south 140 feet of lot 5. Fronting on Fourth South street: All of lots 5, 6, 7 and 8. Fronting on Ninth East street: The south 140 feet of lot 6; all of lots 7 and 8; the north 140 feet of lot 1.

In Block 31—Fronting on Fifth South street: All of lots 1 and 4; the east 115.5 feet of lot 2; the east 125 feet of lot 3. Fronting on Seventh East street: The north 305 feet of lot 4; the south 305 feet of lot 5. Fronting on Fourth South street: All of lots 5, 6, 7 and 8. Fronting on Eighth East street: The south 305 feet of lot 8; the north 305 feet of lot 1.

In Block 32—Fronting on Fifth South street: The east 213 feet and the west 75 feet of lot 1; the east 165 feet and the west 107.25 feet of lot 2. Fronting on Sixth East street: The north 140 feet of lot 2; all of lots 3 and 4; the south 140 feet of lot 5. Fronting on Fourth South street: All of lots 5 and 6. Fronting on Ninth East street: The south 140 feet of lot 6; all of lots 7 and 8; the north 140 feet of lot 1.

In Block 33—Fronting on Fifth South street: The east 125 feet of lot 1; all of lot 2; the east 32 feet and the west 68.5 feet of lot 3; all of lot 4. Fronting on Fifth East street: The north 305 feet of lot 4; the south 305 feet of lot 5. Fronting on Fourth South street: All of lots 5, 6, 7 and 8. Fronting on Sixth East street: The south 305 feet of lot 8; the north 305 feet of lot 1.

In Block 34—Fronting on Fifth South street: The east 272.25 feet and the west 54.75 feet of lot 1; all of lot 2. Fronting on Fourth East street: The north 140 feet of lot 2; all of lots 3 and 4; the south 140 feet of lot 5. Fronting on Fifth East street: The south 140 feet of lot 6; all of lots 7 and 8; the north 140 feet of lot 1.

In Block 35—Fronting on Fifth South street: The east 125.75 feet of lot 2; all of lot 3; the east 82.5 feet and the east 15 feet of the west 40 feet of lot 4. Fronting on Fourth East street: The south 305 feet of lot 8; the north 305 feet of lot 1.

In Block 36—Fronting on Fourth South street: The east 272.25 feet of lot 1; the east 129.5 feet of the west 164.5 feet of lot 2.

In Block 36—Fronting on Fourth East street: The south 140 feet of lot 6; the north 107.25 feet of lot 7; the north 140 feet of lot 1.

In Block 37—Fronting on Fourth East street: The north 90.5 feet of the south 115.5 feet and the south 57.75 feet of the north 156.75 feet of lot 4; the south 305 feet of lot 5. Fronting on Fifth East street: The south 305 feet of lot 8; the north 305 feet of lot 1.

In Block 38—Fronting on Sixth East street: The south 140 feet of lot 6; all of lots 7 and 8; the north 140 feet of lot 1.

In Block 39—Fronting on Fourth South street: All of lots 1, 2, 3 and 4. Fronting on Sixth East street: The north 305 feet of lot 4; the south 305 feet of lot 5. Fronting on Seventh East street: The south 305 feet of lot 8; the north 305 feet of lot 1.

In Block 40—Fronting on Fourth South street: All of lots 1 and 2. In block 40: Fronting on Seventh East street: The north 140 feet of lot 2; all of lots 3 and 4; the south 140 feet of lot 5. Fronting on Eighth East street: The south 140 feet of lot 6; all of lots 7 and 8; the north 140 feet of lot 1.

In Block 41—Fronting on Fourth South street: All of lots 1, 2, 3 and 4. Fronting on Eighth East street: The north 305 feet of lot 4; the south 305 feet of lot 5. Fronting on Third South street: All of lots 5, 6, 7 and 8. Fronting on Ninth East street: The south 305 feet of lot 8; the north 305 feet of lot 1.

In Block 42—Fronting on Fourth South street: All of lots 1 and 2. Fronting on Ninth East street: The north 140 feet of lot 2; all of lots 3 and 4; the south 140 feet of lot 5. Fronting on Third South: All of lots 5 and 6. Fronting on Tenth East street: The south 140 feet of lot 6; all of lots 7 and 8; the north 140 feet of lot 1.

In Block 43—Fronting on Third South street: All of lots 1 and 2. Fronting on Ninth East street: The north 305 feet of lot 4; the south 305 feet of lot 5. Fronting on Second South street: All of lots 5, 6, 7 and 8. Fronting on Eighth East street: The south 305 feet of lot 8; the north 305 feet of lot 1.

In Block 46—Fronting on Seventh East street: The south 140 feet of lot 3; all of lots 7 and 8; the north 140 feet of lot 1.

In Block 47—Fronting on Fifth East street: The north 305 feet of lot 4; the south 305 feet of lot 5. Fronting on Second South street: All of lots 5, 6, 7 and 8. Fronting on Sixth East street: The south 305 feet of lot 8; the north 305 feet of lot 1.

In Block 48—Fronting on Fourth East street: The north 140 feet of lot 2; all of lots 3 and 4; the south 140 feet of lot 5. Fronting on Fifth East street: The south 140 feet of lot 6; all of lots 7 and 8; the north 140 feet of lot 1.

In Block 49—Fronting on Third East street: The north 305 feet of lot 4; the south 305 feet of lot 5. Fronting on Fourth East street: The south 305 feet of lot 8.

In Block 50—Fronting on Third East street: The north 140 feet of lot 2; all of lots 3 and 4; the south 140 feet of lot 5.

In Block 51—Fronting on Fourth East street: The north 305 feet of lot 4; the south 305 feet of lot 5. Fronting on Fifth East street: The south 305 feet of lot 8; the north 305 feet of lot 1.

In Block 52—Fronting on Fifth East street: The north 100 feet of lot 4; the south 140 feet of lot 5. Fronting on Sixth East street: The south 140 feet of lot 6; all of lots 7 and 8; the north 140 feet of lot 1.

In Block 53—Fronting on Sixth East street: The south 140 feet of the north 165 feet of lot 5.

In Block 54—Fronting on Eighth East street: The south 140 feet of lot 6; all of lots 7 and 8; the north 140 feet of lot 1.

In Block 55—Fronting on Eighth East street: The north 305 feet of lot 4; the south 305 feet of lot 5. Fronting on Ninth East street: The south 305 feet of lot 8; the north 305 feet of lot 1.

In Block 56—Fronting on Ninth East street: The north 140 feet of lot 2; all of lots 3 and 4; the south 140 feet of lot 5.

In Block 57—Fronting on Ninth East street: The north 305 feet of lot 4; the south 305 feet of lot 5.

In Block 59—Fronting on Seventh East street: The north 305 feet of lot 4; the south 305 feet of lot 5. Fronting on Eighth East street: The south 305 feet of lot 8; the north 305 feet of lot 1.

In Block 60—Fronting on Seventh East street: The south 140 feet of lot 6; all of lots 7 and 8; the north 140 feet of lot 1.

In Block 63: Fronting on Third East street: The north 305 feet of lot 4; the south 305 feet of lot 5.

All protests and objections to the carrying out of such intention must be presented in writing to the city recorder on or before the 17th day of October, 1904, being the time set by said council when it will hear and consider such protests and objections as may be made thereto.

By order of the city council of Salt Lake City, Utah.

Dated March 14th, 1904.

J. S. CRITCHLOW, City Recorder.

Sewer Extension No. 132 (re-advertised).

Delinquent Notice.

COLUMBUS CONSOLIDATED MINING company. Location of principal place of business, rooms 37 and 38, Commercial block, Salt Lake City, Utah. Notice.—There are delinquent upon the following described stock, on account of assessment levied on the 15th day of August, 1904, the several amounts set opposite the names of the respective shareholders as follows:

Names.	No. Cert.	No. Shares.	Amt. Due.
Ashby Snow	2	1,200	240 00
A. J. Hoemer	24	131	$26 20
John H. Wilson	30	100	20 00
D. W. Sutter	37	400	80 00
Alex. S. Richards	1,054	9	1 80
John Hawley	94	1,000	100 00
Fred M. Cole	117	250	50 00
James R. Corgan	283	100	20 00
Charles L. Anderson	286	200	40 00
Samuel Apostle	287	25	5 00
Joseph M. Borlace	294	50	10 00
Hans Fosnes	341	50	10 00
John Holland	324	100	20 00
Richard Mallows	340	25	5 00
Peter F. Manderfield	353	100	20 00
Bertha Nulsen	358	1,000	200 00
Gilbert Nuanno	362	500	100 00
W. C. Riner	372	25	5 00
John Bousu	394	25	5 00
Spencer W. Ely	399	50	10 00
E. B. Hand	401	100	20 00
Anna M. Menhenett	407	100	20 00
John Trebilcock	411	100	20 00
Benjamin W. Wright	414	100	20 00
Bessie E. Wright	415	100	20 00
W. J. Whitford	459	50	10 00
Mary McDonald	464	20	4 00
James Corcoran	470	100	20 00
Dan R. Peters	474	100	20 00
George Edwards	476	100	20 00
M. S. Reed	477	35	7 00
James Glode	484	50	10 00
Irene A. Ely	502	25	5 00
Mrs. Olga Holter	504	10	2 00
Chas. L. Anderson	508	200	40 00
Axel Holter	512	10	2 00
D. W. Sutter	518	500	100 00
D. W. Sutter	519	500	100 00
Arthur L. Carnahan	554	25	5 00
W. Albert Helmo	569	200	40 00
Bessie E. Wright	573	65	13 00
Mrs. Ella Dunn	582	100	20 00
Dan H. Ball	589	300	60 00
George A. Newett	593	25	5 00
Paul D. Swift	599	100	20 00
Henry Hillegass	615	200	40 00
D. W. Sutter	624	25	5 00
D. W. Sutter	625	25	5 00
D. W. Sutter	626	25	5 00
D. W. Sutter	627	25	5 00
D. W. Sutter	628	25	5 00
D. W. Sutter	629	50	10 00
D. W. Sutter	630	50	10 00
John N. Wheeler	665	100	20 00
Francis A. Jeffs	691	400	80 00
Mrs. E. R. Nelson	695	10	2 00
Edward Clark	696	20	4 00
Kate McHugh	701	15	3 00
John Daniels	708	500	100 00
Edmund Anderson	714	10	2 00
John Holland	725	100	20 00
John Koivunen	730	10	2 00
W. C. Riner	740	25	5 00
William Carr	745	200	40 00
R. E. Stephenson	747	25	5 00
William J. Maas	759	225	45 00
Frederick Polglase	761	15	3 00
Mrs. Sophia Ericson	785	50	10 00
John S. Olson	794	15	3 00
John Wahlman	795	10	2 00
G. C. Bishop	798	20	4 00
Alex. S. Richards	801	20	4 00
Alex. S. Richards	816	15	3 00
Alex. S. Richards	872	5	1 00
John S. Olson	911	10	2 00
W. R. Thompson	916	50	10 00
Otto Olson	919	25	5 00
H. L. Roberts	948	200	40 00
Joe Bourlace	996	25	5 00
William P. Mason	997	25	5 00
John A. Lundhall	1,065	100	20 00
Peter W. Scott	1,102	100	20 00
Gust Schaffer	1,108	25	5 00
Sayer S. Shaw	1,118	100	20 00
Carl Tellefsen	1,120	25	5 00
John S. Olson	1,144	50	10 00
Theodore A. Pelch	1,155	5	1 00
A. H. Holter	1,186	100	20 00
John H. Wilson	1,197	50	10 00
John H. Wilson	1,198	50	10 00
John H. Wilson	1,199	50	10 00
John H. Wilson	1,200	50	10 00
John H. Wilson	1,201	50	10 00
John S. Olson	1,220	100	20 00
John Wahlman	1,224	10	2 00
Mrs. Kisten Peterson	1,227	5	1 00
Einar Tellefsen	1,228	5	1 00
Carl Tellefsen	1,229	30	6 00
Carl Tellefsen	1,266	15	3 00
Carl Tellefsen	1,267	15	3 00
Carl Tellefsen	1,268	15	3 00
Chas. D. Atwell	1,286	6	1 20
Chas. D. Atwell	1,301	25	5 00
Arthur L. Carnahan	1,306	25	5 00
Rev. Gilbert Nuanno	1,321	50	10 00
Alex. S. Richards	1,338	10	2 00
A. J. Kipp	1,361	20	4 00
Emma E. Ball	1,362	30	6 00
John Bousu	1,389	200	40 00
John Koivunen	1,393	10	2 00
Joseph Arnovitz	1,395	35	7 00
Carl Tellefsen	1,418	25	5 00
John S. Olson	1,458	100	20 00
Paul D. Swift	1,459	100	20 00
Chas. Mueller	1,464	200	40 00
Chas. M. Owen	1,510	50	10 00
J. L. Hamilton	1,511	100	20 00
Patrick Walsh	1,525	100	20 00
J. L. Hamilton	1,529	100	20 00
F. B. Hand	1,551	100	20 00
F. B. Hand	1,552	100	20 00
F. B. Hand	1,553	100	20 00
H. B. Cole Co.	1,555	300	60 00
H. B. Cole Co.	1,561	100	20 00
Gilbert A. Ritchie	1,253	100	20 00
Ashby Snow	1,467	50	10 00
Ashby Snow	1,531	338	67 60
Ashby Snow	1,532	506	101 20
Ashby Snow	1,533	406	81 20
Francis A. Jeffs	156	250	50 00
Francis A. Jeffs	157	250	50 00

And in accordance with law and an order of the board of directors made on the 13th day of August, 1904, so many shares of each parcel of such stock as may be necessary will be sold at the office of Columbus Consolidated Mining company, rooms 37 and 38, Commercial block, Salt Lake City, Salt Lake county, Utah, on the 30th day of October, A. D. 1904, at the hour of 10 o'clock a. m., to pay delinquent assessment thereon, together with the cost of advertising and expenses of sale.

ARTHUR E. SNOW,
Secretary Columbus Consolidated Mining Company.

Location of office, Rooms 37 and 38 Commercial block, Salt Lake City, Utah.

Union Pacific Railroad Company Annual Meeting.

THE ANNUAL MEETING OF THE stockholders of Union Pacific Railroad company will be held at the office of the company, in Salt Lake City, Utah, on Tuesday, October 11, 1904, at twelve o'clock noon, for the election of fifteen directors of the company, and for the transaction of such other business as may legally come before the meeting.

The books for the transfer of stock (both common and preferred) will be closed for the purposes of the meeting at the close of business on Wednesday, August 31, 1904, and will be reopened at ten o'clock a. m. on Wednesday, October 12, 1904.

ALEX MILLAR, Secretary.
Dated August 22, 1904.

UNION PACIFIC OVERLAND ROUTE

WORLDS FAIR

NO CHANGE OF CARS TO ST. LOUIS AND RETURN VIA UNION PACIFIC AND WABASH RAILROADS

Passengers are landed at main entrance of the Exposition at a convenient hour in the morning, thus saving time and expense on arrival at St. Louis, and avoiding the great crowds at the big Union Station.

MANY HOURS QUICKER THAN ANY OTHER ROUTE

Illustrated Guide to Fair free on application.

City Ticket Office, 201 Main St.

EPIDEMIC

That epidemic of Coughs and Colds that struck this burg some days ago didn't last long around the quarters where a bottle of OUR COMPOUND SYRUP, TAR, HOREHOUND AND WILD CHERRY was in use. Our experience with it before this time warranted us in the belief that it was the most effective preparation ever compounded for COUGHS and COLDS and now after its wonderful success in this epidemic causes us to shout its praises still louder. It makes no difference whether you buy a 25 or 50 cent bottle; it's all guaranteed to do just what we claim for it or your money is refunded.

Prepared only by the Druggists who do not substitute.

F. J. Hill Drug Co.

Corner opp. Postoffice.

Both 'phones 541. Quick delivery.

"Just Why"

Just why the Ludwig Piano is better than any other at the price is too vast a subject to be handled in a small space. Experience proves it—we guarantee it.

You can afford to go blindfolded under those circumstances.

EVERETT DEALERS.

Carstensen & Anson Co.
(Incorporated.)
Temple of Music.
74 MAIN STREET.
Successors to Daynes Music Co.

CAN YOU KEEP A SECRET?

We will have a snowstorm some of these days and a lot of you will wish you had a cellar full of "That Good Coal" to look at.

BAMBERGER

161 MEIGHN ST.,

U. S. A.

BOARD OF DENTAL EXAMINERS.

Examinations will be conducted by the Utah state board of dental examiners, Thursday, Oct. 6, at 9 o'clock a. m., at the Cullen hotel, Salt Lake City.

H. W. DAVIS, Secretary.
511 McCornick Building.

MAJESTIC RANGES

Are famous the world over for their superior baking and cooking qualities. More than that, they are wonderful fuel-savers. When you buy that new range, be sure that it's The Great Majestic.

Imperial Hot Blasts and Peninsular Radiators,

The Sal