MINING, BUSINESS AND STOCKS

MINING STOCKS CONTINUE DULL

Prices Strengthened in a Few Instances, However, During Forenoon Call.

WABASH COES AT \$2.25 SMARE

New Yoak Bonanza Slightly Firmer-A Call for Naildriver-Closing Quotations.

Stagnation prevailed on the mining exchange again today, and while the sales made were an improvement over the record of yesterday, business was decidedly slow.

A few of the traders gave enquiragement, however, and closed in better tone. Among these was Wabash, which closed the regular call with 2.00 bid, and on the open board it sold at 2.25. Daly-Judge was called for, but holders of the stock are not eager to let go of it; they seem to be holding on for better prices. Developments made in the nane recently are said t be of a very encouraging nature, and everything goes to indicate that Manager Daly is going to see his theory as to the location of important ore bodies completely vindicated; 5.40 was bid for the stock today and the lowest figure at which it was offered was 6.071/2. New York Bonanga made some gains, and sold up to 471/2 cents. Natldriver came out at advance and elicited considerable inquiry. Tetro held its own, and Star Con, closed a shade stronger. The closing quotations and sales

Stocks.	Bid.	Asked.
Alice	.33	arrest to
Ajax	10	.11%
Bullion-Beck	, 65	1.50
Carlsa ***************************	.09	.10%
Con. Mercur	. 33	.351g
Creole		.40
Daly viv or vices	2.50	2.65
Daly-Judge	5.40	6,07%
Daly-West	******	15.25
Galena	.0736	N. 11 (1.18)
Grand Central	3,10	3.40
Horn Silver.,	1.25	******
Ingot is	.01	
Little Bell.	MARKET PA	.80
Lower-Mammoth		.16
May-Day	.091/4	.10
Mammoth		1,30
Ontario	3.80	4.50
Petro Rocco-Homestaake	.07	.10
Hocco. Homestaake	1121141	.55
Sacramento		.11
Silver King		61.00
Silver Shield	.06	- 08%
Star Con	.13m	.15
Sunshine Swansea	.25	.05
The state of the s	.56	. 39
Utah Con., Con.		100
U. S. Mining Co	23.00	XX 15 X 1-1.0
Victoria	1.91	2.05
Boston Con	6.00	3330333
Butler-Liberal	. 1316	. 13%
Century	.06	.16
Little Chief	.0214	.0235
Beck-Tunnel	.08	.10
New York	44	.45
Tetro	1986	.19%
Victor Con	.02	.04
Wabash	2.00	2.25
Yankee	.8516	.8814
TONOPAH STOCKS.	** **	200.000
Tonopah	11.25	12.50
Tonopah Belmont	.62	.80
Tonopah Midway	.33	. 37
Tonopah Extension	3.25	(Alexanda
Montana Tonopah Jim Butler Tonopah	1.95	100.00
The state of the s	Secondary and a second	, 50

REGULAR CALL SALES.

Butler-Liberal, 500 at 1314. New York, 100 at 43, seller 30; 500 at 43*, seller 30; 100 at 44½; 100 at 45; 100 at 46. Tetro, 500 at 19%.

OPEN BOARD SALES.

Naildriver, 100 at 33; 100 at 35. New York, 100 at 44½; 200 at 40, 1,000 at 46½; 100 at 46¾; 300 47; 200 at 47½, Star Con., 500 at 14; 500 at 14¼. Tetro, 1,500 at 1914, seller 30; 500 at 19%. Wabash, 200 at 2.25,

RECAPITUALATION.

Shares, Value, 1,900 \$ 460.38 Open board5,300 1.983.75

A. S. CAMPBELL. Stock Broker, 216 D. F. Walker Block.

THE UTAH GOLDFIELD.

Assessment Work for Last Year is Completed.

Broker William H. Tibbals is in receipt of a letter from Supt. John Cleg-horn of the Utah-Goldfield Mining company, which owns a very likely group of claims at Goldfield. Mr. Cleghorn stated that the assessment work for last

year had been completed. U. S. DIVIDEND.

Directors WIII Post One for Fifty Cent A Share This Month.

Boston advices received late yester-day afternoon indicate that the direc-tors of the United States Mining com-pany will meet during the present month for the purpose of declaring a dividend of 50 cents a share, making a total of \$1 income from 1904 carnings. These earnings amount to \$750,000, and the dividend will leave \$300,000 surplus. Net earnings are showing considerable improvement and the company now has \$500,000 cash on hand, with \$150,000 in copper ores and buillon in transit.

From the same source the statement has come that the Bingham Consolidated directors will meet about April 1 to post that company's dividend of 50 cents a share, which is to be paid quarterly thereafter.

COMES TO THE CITY.

Today's Metal Quotations:

Local settling prices as reported by the American Smelting and Reaning company: SILVER. . . 601/4 COPPER, CASTING " ELECTRO 14 11 16 LEAD, \$3 50@\$4 60

New York Quotations

LEAD, quiet, \$4.60@\$4.70 COPPER, firm, 15 3/8 (0) 151/2

-

down for the winter, and in the meantime additional equipment is to be pro-vided preparatory to increasing the mine's output in the spring. The development of the mine is pro-gressing steadily with a good force of

OPINION ON COPPER.

A Well Known Expert Gives His Views On Market Situation.

John Stanton, a well known copper Commercial, takes an optomistic view of the future and says the outlook for have been a good round sum. the copper market is very promising for

"The past year," he states, "has witnessed a return of higher prices for the metal to the great satisfaction of producer. There was nothing ficti-us in the advance which was caused the withdrawal of surplus stocks to

the foreign demand. American market was not put to any test to supply the export move-ment as domestic consumption in the early part of the year was below the normal demand. Hall the ordinary con-ditions prevailed at home we could not have spared the enormous shipments that went abroad and the result would have shown some lively bidding. Copper between 15 and 15 cents a pound is a fair price for both producer and consumer, enabling the former to secure a fair profit on the metal and giving the latter a rate that is not prohibitive to his purchasing that commodity. There is nothing in 15 or 16-cent copper to cause a diminution of orders and I do

cause a diminution of orders and I do not expect any.

"The attitude of consumers to the present market is shown by the fact that I was recently bid 15% cents per pound for deliveries to continue for the next six months. The temporary slump witnessed in the early part of December was due solely to the slackening of orders during the holidays.

"The prospects for 1905 were never brighter than they are at present, the

"The prospects for 1995 were never brighter than they are at present, the surplus stocks are eliminated from the statistics and the domestic demand is increasitate every week. The consumer is willing to pay the present price for the metal and the difference between consumption and production at the present time represents a very small magning of pain either way.

margin of gain either way.

"While I do not predict 16-cent copper, I can say that I would not be surpruised 'o see such a quotation before the end of January. The increase in the metal output for 1905 will not vary much from the usual 10 per cent increase."

CONCENTRATES.

Eight cars of Tonopah ores reached the samplers today. Henry M. Crowther, manager of the ontinental Alta mine, is in camp to

A car of ore from the Utah mine at Fish Springs arrived at the Samplers today.

The working force at the Wabash mine at Park City has been increased to 20 men.

Considerable prospecting is being done in the Indian Peak country, north Manager S. M. Levy of the Buckhorn

Ophir is on an inspection trip to that property. Lee Hanchett, financial manager of the Newhouse mines, departed for Bea-ver county last night.

L. A. Jeffs has returned from a trip east, where he has been on mining bus-

iness for several weeks. The Black Diamond Mining company is preparing to run some ore through the Honerine mill at Stockton.

The annual meeting of the stockholders of the South Columbus Mining company has been called for the lift inst. The annual meeting of the Silver King Mining company is scheduled to tage place in Park City on next Mon-

The annual meeting of the share-holders of the Columbus Con. Mining company is scheduled to occur on

The suit to quiet title to the Snow-flake mine at Fay, Nev., is scheduled to come up for hearing at Pioche week after next.

Joseph 8, Free, well known to the aring fraternity, expects to invade the fullfreg. Nev., mining district in the

near future. The patent surveys for the Goldfield Vindicator group at Goldfield, Nev., in which Sait Lake parties are interested, are being made.

are being made. Ine ore and bullion settlements re-

ported laid vesterday were as follows: Crude ore and concentrates, \$36,800; base bullion, \$47,300.

The Homestake Mining company of Deadwood, S. D., has declared its reg-ular monthly dividend of 25 cents a share, payable on the 25th inst. C. P. Brooks, the surveyor, has re-

turned from a trip to the Da'y-Judge ergaged in doing professional work. M. J. McGill, president of the New

York Bonanga Mining company, is down from Park City in attendance at court, being a witness in a case in h the Daly-Judge Mining company

Landlord G. S. Holmes hears promising news from his gold mining claim, the Big Lie, at Goldfield. Nev. His representative there has sent him samples of orr averaging \$75 to the ton in values, with the information that a suitable location for a shaft has been discovered and work on the same will discovered, and work on the same will begin at once,

Manager Adkinson, of New England
Mine, Opens an Office Here.

Henry M. Adkinson, manager of the New England Gold & Copper company's raine at Bingham, and wife, have taken up their residence in the city for the winter, and Mr. Adkinson has secured office room in the Dooly block. The New England's mill has been closed

SAVANIC MINE HAS BEEN SOLD.

Col. H. L. Pickett Has Realized a Spug Fortune out of Arizona Copper Property.

VENDOR IS WELL KNOWN HERE.

Property Has Produced Much High Grade Ore, Fourteen Cars Sent Here Averaging 39 Per Cent.

Col. H. L. Pickett, the well known mining lawyer of Tombstone, Ariz., but for a long time a resident of this city, has sold his Savanic copper mine, located in the extreme northern part of Arizona and not for from St. George, to a strong syndicate of Michigan peoauthority, in writing to the New York ple. The consideration could not be ascertained by the "News," but is said to

The Savanic mine has a very enviable bullion record and while Col. Pickett was a resident of this city he shipped 14 car loads to the smelters which averaged 39 per cent copper, while several of them ran better than 50 per cent in the bronze metal. It was a matter of necessity to ship only the high grade ore because of the great cost of transportation. At that time Modena was the nearest railroad shipping point, a distance of 140 miles; from Modena to Sait Lake the distance is 300 miles and the expense of moving the ore from the mine to reduction works footed up to sas a ton. Nevertheless, the properfy made money for its owner, but of course, it was out of the question to at-tempt to move the lower grade ore, of which the mine contains large bodies.

The new owners of the Savanic have

already begun an extensive campaign of development and, during the present year, it is the intention to erect smelter at a point about 10 miles from the mine where an abundant supply of water can be had. It will probably be well on towards the close of the year before the construction of the plant will before the construction of the plant will be undertaken as there is to be a great deal of work done in making a new wagon road from the mine out to Moapa, which will be the nearest sta-tion on the Salt Lake Route, and which will become the regular shipping point for the new company. The distance for the new company. The distance from the mine to Mospa is 65 miles. It is said of the Savanic that it has produced more high grade copper ore, con-sidering the amount of development work done, than any other mine in Ari-

The many Salt Lake friends of Col. Pickett will be glad to know that he has realized a comfortable fortune out of his property and that he has found himself safely located on "easy street" for the balance of his years. While a resident of this city Col. Pickett took a resident of this city Col. Pickett took a prominent part in politics, belonging to the Democratic party. He figured con-spicuously a few years ago in the trial of the noted case between the Mam-moth and Grand Central Mining companies, as counsel for the Mammoth, and won for his client.

JOSEPH'S MINING BILL.

Some Favorable and Some Unfavorable Comment Heard.

Representative H. S. Joseph's bill, introduced in the Legislature yesterday, introduced in the Legislature yesterday, abolishing the office of state coal mine inspector and creating the office of general mine inspector, was the subject of considerable soment in mining and brokerage circles during the day. While some favored the bill, others took the view that owing to the vast difference between coal and partitions. between coal and metalliferous mines it would be false economy to trust the im-portant duties which the office would

involve, upon one officer.

Mining men quite generally concede that state inspection of mines, both coal and metalliferous, would be a benefit. As a usual thing, it is pointed out, efit. As a usual thing, it is pointed out, the miner of ore, thoroughly familiar with the workings of metalliferous mines in every detail, is not very well posted on what would be required in coal mines and vice versa. The coal miner is just as much of a specialist in his work as the metal miner, and what would apply in one case would not in the other. The inspector of metal mines, it is contended, should be a man experienced in the practical operation of such properties and should also have a good understanding of metallurgy. On the other hand the coal miner should know all about the practical as well as the scientific working of properties of

know all about the practical as well as the scientific working of properties of his class. Both should understand what is necessary to safeguard the lives of men working in the underground. If Mr. Joseph's bill becomes stranded on a rock and it fails to become a law, it will be due, no doubt, to the contention raised as to the propriety of placing the inspection of all mines under one head.

MINERAL DEEDS FILED.

Judge Buskin Secures Title to Property In American Fork.

Special Correspondence. Provo, Jan. 13.—A mining deed from August W. Schmidt et al to the Yan-kee Consolidated Mining company, conveying for a consideration of \$200, all the right of the grantors to that part of the contact lode in Tintle mining district, which is in conflict with the Sparrow and the Letta mining claims owned by the grantors.

owned by the grantors.

A quit claim deed from Ellen F. Palmer of Salt Lake City to R. N. Baskin, conveying the interest of the grantor in the Homestake and the Louise mining claims in American Fork mining district, for a consideration of \$33, has been filed with the county recorder

TODAY'S REALTY TRANSFERS

Agnes M. Coaler to Mrs. J. W. Poterson, 3½x10 rods southeast from 4 rods south of northwest corner of lot 4, bleck 18, pat A. \$2,550 P. H. Candand to Utah National Bank, lots 1 to 12, block 2, etc., Fair View addition.

J. R. Winder to Matilda W. Hamilton, lot 12, block 32, ten-acre plat A. etc.

Abron Keyser to Bingham & Now Haven Copper and Gold Mining company. Washington mine, West Mountain.

J. Van Valkenberg to J. A. Williams, 2½xx rods southwest from 4½ rods south of northeast corner of lot 6, block 116, plat A.

2,500

Salt Lake County to J. P Lind-strom, lot 15, block 2, Thomp-son's subdivision

APATHY CONTROLS STOCK MARKET,

Today's Opening Showed Little Branch Road in the Vicinity of Change from the Closing Last Evening.

Generally Things Were at a Standstill With Movement in a few Specialties.

New York, Jan. 13 .- Only a few stocks today showed opening changes form last night's level that were of any importance. General Electric advanced 2%. Metropoli tan Street Railway 1%. Manhattan % and Westinghouse Electric %. Colorado Fuel fell %. Railroad stocks showed little sympathy with the rise in various specialties and when profit taking began in the tractions the entire market weakened. Amalgamated Copper, Consolidated Gas and Westinghouse Electric had risen 1 and Pullman 2 points before the reaction commenced. Some of the important east ern and western leaders declined a frac tion under yesterday's closing and New York Central 1%. In the specialties the local tractions were driven below las night, Metropolitan Securities losing 14 Pacific Mult and Realty also lost a point

Prices were working upwards again at 11 oclock, notably United States Steel preferred, which touched 92%. The general market was almost at The general market was almost at a standstill but there were movements in some specialties. Amalgamated Copper, the Metropolitan tractions and Manhattan showed strength and New York Central, Realty and Pacific Mail pra-tically recovered. Pullman gained 3½, Chicago Union Traction preferred 2½ and Saut Ste Marie 1½, St. Paul preferred lost 2½. Bonds were steady at noon.

Buying orders for the transcontinental stocks increased considerably, especially in those interested in the Jutome of the Northern Securities merger. Great North ern preferred rose 6 points and St. Paul and Union Pacific 1. United States Reduction and Refining yielded 6½.

LIVESTOCK.

CHICAGO.

Chicago, Jan. 13.—Cattle—Receipts, 4,-600; market steady. Good to prime steers, 5,0076,35; poor to medium, 3,7075,40; stockers and feeders, 2,2504,20; cows, 1,250,449; helfers, 2,0004,50; canners, 1,2502,50; bulls, 2,0004,25; calves, 3,000; fr.00. Hogs-Receipts today, 33,000; tomorrow, 17,000; market weak; 5 cents lower. Mixed and butchers, 4,5504,80; good to choice heavy, 4,7504,85; rough heavy, 4,50,04,85; lights, 4,4504,65; bulk of sales, 4,65,04,75.

G4.75.
Sheep-Receipts, 6.000; market steady; lambs, steady. Good to choice wethers, 4.9075.60; fair to choice mixed. 3.974.85; western sheep. 4.22675.69; native lambs, 5.7567.65; western lambs, 5.7567.50 OMAHA.

Hogs—Receipts, 3,200; market steady, Heavy, 4,654,634,674; mlxed, 4,6004.65; lights, 4,5504.65; pigs, 3,5064.40; bulk of sales, 4,6064.65.

Sheep—Reccipts, 4,500; market steady Western yearlings, 5,2566.25; wethers, 4,77 65.60; ewes, 4,0065.00; lambs, 6,5067.35.

KANSAS CITY. Kansas City, Jan. 13.—Cattle—Receipts. 2,000; market steady. Native steers, 2,50% 5,50; native cows and heifers, 1,75%,4,50; stockers and feeders, 2,75%,4,25; bulls, 2,50%,4,00; calves, 3,50%,6,50; western fed steers, 3,50%,5,00; western fed cows, 2,00%,500; western fed cows,

3.50.
Hogs—Receipts, 8,000; market strong and active. Bulk of sales, 4.0024.80; heavy, 4.7544.82½; packers, 4.6024.75; pigs and lights, 3.0074.80.
Sheep—Receipts, 1.000; market strong. Muttons, 4.7545.75; lambs, 6.0027.25; range wethers, 5.5026.50; fed ewes, 4.2575.00.

PRODUCE.

CHICAGO. Chicago, Jan. 13.—May wheat opened % \$\text{01}_2\$ to \$\text{04}\%\$ lower at 1.15\%\$ to 1.16\%\$. On fair support by the leader of the bull crowd May advanced to 1.16\%\$. Close: Wheat—Jan., 1.14\%; May, 1.16\%\$\%\$1.46\%\$; June, 1.12\%; July, 98\%\$98\%; Sept., 91\%\$ Corn-Jan. 41%; May, 44%@44%; July, 3; Sept. 45%. Oats-Jan., 30%; May, 31%@31%; July,

Oats-Jan., 30%; May, 31%@31½; July, 31%@31½; July, 31%@31½; Pork-Jan., 12.37½; May, 12.70, Lard-Jan., 6.65; May, 6.8.½@6.90; July, 7.00; Sept., 7.10.

Ribs-Jan., 6.45; May, 6.71½; July, 6.87½. Rye-Jan., 75
Flax-Cash, northwest, 1.23.
Timothy-Jan., 2.75.
Clover-Jan., 12.90.
Barley-Cash, 38@30.
The market close drather easy with May down % at 1.10½.41.14½.
Cash: Wheat-No. 2, red., 1.19; No. 3, red., 1.33(1.11; No. 2, hard, 1.14@1.17; No. 3, hard, 1.08@1.14; No. 1, northern, 1.20; No. 2, northern, 1.10@1.16; No. 3, spring, 1.05@1.15.
Oats-No. 2, 30%; No. 3, 30½. Oats-No. 2, 39%; No. 3, 30%; Corn-No. 2, 43; No. 3, 42%643.

NEW YORK PRODUCE.

New York, Jan. 13.—Sugar, raw, strong, air refining, 45-15; centrifugal, 96 test, 1-16; molasses sugar, 45-16. Refined—Firm. Crushed, 6.65; powdered, 65; granulated, 5-55. 6.65; granulated, 5.45. Coffee—Steady, No. 7 Rio, 8%, Butter—Firm. Held creamerwy, common to extra, 200379; Cheese and Eggs—Unchanged.

Liverpool Grain. Liverpool, Jan. 13.-Close: Wheat-March, 7s, 16d; May, 6s, 11%d; July, 6s 11%d.

WOOL.

ST. LOUIS. St. Louis, Jan. 13.—Wool, nominal. Ter-ritory and western mediums, 21@22; fine medium, 17@18; fine, 16@17.

Good Foundations 8 Are necessary to substantial struc-

tures. Lay the foundation of your business structure well by advertising in

The "News."

NEW FEEDER FOR THE RIO GRANDE

Durango, Colo., to be Built.

LEADERS MAKE SOME DECLINES UTAH MAN COES TO DENVER.

Representative of the Utah Construction Company Asked to Bid On the Work.

The Denver & Rio Grande, in addition to the proposed rectification of the grades and curves between Springville and Helper in contemplation for this year, is about to build another feeder. This new line is to be built from the main line and to run in the vicinity of Durango. It is to be 55 miles in length and is to be rushed to completion.

In response from advices received from General Manager Schlacks, a representative of the Utah Construction company has gone to Denver to figure on the contract. on the contract.

RAILWAYS IN STATES. Interesting Report by British Official

Who Visited Utah Last Year. Who Visited Utah Last Year.

Neville Priestley, under secretary to the government of India, railway department, who passed, through Salt Lake about 18 months ago, when he was studying the railroads of America, has issued his report. This morning a copy, under the title of "Organization and Working of Railways in America, was received by the "News." To Americans it is a very interesting document, as it goes thoroughly into detail, and also demonstrates how far ahead the United States is in the matter of scientific transportation facilities. In conclusion Mr. Priestley sums up the situation as follows:

the situation as follows:
"The railways of America are com "The railways of America are commercial undertakings on a gigantic scale, and are operated under conditions which are to be found nowhere else in the world, since they receive no protection from the state, and have had to fight their way to the front by sheer ability of management. If I have appeared enthusiastic at times, it is because I was greatly impressed by the peared enthusiastic at times, it is because I was greatly impressed by the courage with which the railroad officers have faced their difficulties and the pluck with which they have overcome them. It is impossible to associate with the great men who have made their mark on American railways, I may may say American national history, without being infested with some of the enthusiasm they show for their business; and no man can travel over

business; and no man can travel over their railways without becoming possessed of a great deal more knowledge than he previously had, or without get-ting many valuable hints. Many of their methods are different, often start-lingly different, from those one has been lingly different, from those one has been brought up to believe the only correct method; and it is not till one realizes that the one idea in the mind of American railway men is to "get there," and that they do "get there" by the shortest and quickest way, and do not allow themselves to be turned aside either by well that the probabilities to be turned aside either by the standard of the control of the standard red tape, old-time prejudices, tradition, or any other of the bogeys by which older countries are assailed, that one understands how the results have been obtained which one sees there. American rallway men are quick to see a new idea; they are quicker still to try it; they take a great pride in their profession, and are all striving to get at

fession, and are all striving to get at the science of it. That their methods are not always perfect is what might have been expected; but they have managed to do what no other country in the world has done, and, that is, corry their goods traffic profitably at extraordinarily low rates, notwithstanding the fact that they pay more for their labor than any other country. It is in the study of how they do this that much benefit can be derived by other countries; and I have, in some degree, succeeded in throwing light on their methods. I shall feel that I have benefited others as well as myself by

the courtesy of the people is only ex-ceeded by their hospitality."

ROAD IN RESERVATION. Force of Men at Work to Connect With The Uintah Railroad.

benefited others as well as myself by my visit to that great country where

A large force of men is employed by the Uintah Raliway company in the making of a wagon road from its ter-minus at Dragon, Utah, to Fort Du-chesne and Vernal. This road will pass through the town of Moffat, at the edge of the Uintah reservation, recently of the Uintah reservation, recently laid out by Maj. H. P. Myton, United States Marshal B. B. Heywood and

It is thought that the wagon road, as also the railroad, will be in good run-ning order by March 10, which is the time set for the opening of the reser-vation and that they will be largely made use of by those contemplating the location of lauds in those parts.

Want Better Service.

The residents of Logan and Cache valley are circulating a petition which wil be sent to General Manager Bancroft of the Oregon Short Line, ask-ing that the train service on the Cache valley branch be improved, and changed so that shorter run lig time between Preston and Sait Lake may prevail, and the 8:15 train may arrive in Sait Lake at 11:30 in the morning. returning leave at 4 p. m., and reach Logan at 7:30.

SPIKE AND RAIL.

J. G. Doolittle of the Rock Island reurued from a business trip to Idaho this morning.

The Reno Journal is responsible for the statement that the Milwaukee will parallel the Pacific roads to Winnemuca. Nev.

The ends of the track of the Salt Lake Route are now seven and a half miles apart, according to last advices from

The first carload, 50,000 pounds, of corn to be received in this city from Nebraska under the new 40 cent rating, arrived last night, over the Short Line, consigned to a local dealer. The Los Angeles Times makes a feature illustrated story of the alleged marconing in the desert of laborers by employment agents who take money from the men and ship them to mythi-

cal jobs on the Salt Lake Route. Following the initiative of the Harriman lines, the Northern Pacific railroad has announced a reduced freight rate on movables of colonists coming to Oregon, Washington and Idaho. Between Jan. 15 and June 15 it is announced the rate in carload lots will be 50 cents per hundred weight.

The Phoenix & Eastern Railroad company was successful yesterday in the supreme court of Arizona in its application for a suspension of the decrerendered by the district court of Pinal county, Nov. 21, in favor of the Arizona Eastern Railroad company. The contest was for the possession of the eastern Is miles of the 96 miles so far constructed and now under operation by the Phoenix & Eastern.

TEA

We return every cent we get for unsatisfactory tea.

Your greeer returns your money if you don't like schilling's Best.



Come in and let us show you our elegant line of hot-water bottles and fountain syringes, nothing finer has ever been shown in this city.

You may depend upon it our prices are very reasonable.

WILLES-HORNE

Descret News Building, Both Phones, 374.

NEW PRIVATE WIRE SERVICE.

JAMES A. POLLOCK & CO., BANKER : AND BROKERS.

6 WEST SECOND SOUTH ST ..

SALT LAKE CITY. ORDERS PROMPTLY EXECUTED IN STOCKS, BONDS, COTTON, GRAIN AND PROVISIONS. PRIVATE LEASED WIRES WITH LO-GAN AND BRYAN, CORRES-PONDING-MEMBERS.

New York Stock Exchange, New York Cotton Exchange, Boston Stock Ex-change, Chicago Board of Trade, WE HANDLE ALL PROMINENT UTAH MINING AND COMMERCIAL STOCKS.



Time Table In Effect Dec. 4

From Ogden, Portland, Butte San Francisco, Chicago, St. Louis, Omaha and Denver... 8:40 a.m. From Ogden and intermediate points 9:20 a.m.
From Ogden, Cache Valley, and intermediate points 11:55 p.m.
From Ogden Chicago, St. Louis, Kansas City, Omaha, Denver, and San Francisco 4:45 p.m.
From Ogden, Cache Valley, St. Anthony, Portland and San Francisco 1:40 p.m. 9:20 a.m.

DEPART.

DENVER PRID GRANDE RID GRANDE WESTERN

Current Time Table. In effect Oct. 5th, 1904

No. 10-For Heber, Provo and
Marysvale 8:00 a.m
No. 102-For Park City 8:15 a.m
No. 6-For Denver and East 8:50 a.m
No. 5-For Ogden and West 1:45 p.m
No. 2-For Denver and East 3:15 p.m
No. 2-For Denver and East 3:15 p.m
No. 2-For Denver and East 3:15 p.m
No. 112-For Bingham 8:10 a.m
No. 112-For Bingham 8:10 a.m
No. 114-For Bingham 3:00 p.m
No. 114-For Bingham 3:00 p.m
No. 11-For Ogden and Local
Points 6:05 p.m
No. 4-For Denver and East 8:05 p.m
No. 3-For Ogden and West 1:140 p.m
ARRIVE SALT LAKE CITY.
No. 6-From Ogden and the LEAVE SALT LAKE CITY.

6-From Ogden and the West ... 8:40 a.m. No. 12—From Ogden and Local
Points

No. 7—From Eureks and Provo. 10:25 a.m.
No. 5—From Denver and East. 10:36 a.m.
No. 1—From Denver and East. 10:36 a.m.
No. 1—From Denver and East. 1:35 p.m.
No. 2—From Ogden and the
West. 3:05 p.m.
No. 101—From Park City 5:15 p.m.
No. 9—From Heber, Provo and
Marysvale 6:00 p.m.
No. 113—From Bingham 10:56 a.m.
No. 115—From Bingham 5:46 p.m.
No. 4—From Ogden and the
West 7:55 p.m.
No. 4—From Denver and East. 11:30 p.m.
All trains except Nos. 1 and 6 stop at intermediate points.
Ticket Office, Dooly Block. Phone 205.

Gen. Agt. Pass. Dept.

"The Lagoon Road"

Salt Lake and Ogden Railway. Time Table in effect. Sept. 6. 1904.

Leave Salt Lake, 6:30 and 9 a. m., 3:32 And 5:30 p. m.
Leave Farmington and Lagoon, 7:30 and
10 a. m., 4:30 and 6:30 p. m.
Extra trains at 11 a. m. and 1:30 p. m.
on Sundays and Holldays.

J. B. BEAN, Excursion Agt. Office, 161 Main Street.



San Pedro, Los Angeles and Salt Lake DEPART,

*Daily.
Daily Pullman Buffet Sleeping Car service between Salt Lake City and Milford, Modena and Callentes.
Direct stage connections for all mining districts in southern Utab and Nevada. City Ticket Office, 201 Main Street, Telephone 250,

E. W. GILLETT, J. L. MOORE, Gen'l Pass. Agt. Dist. Pass. Agt. COLORADO-UTAH



SHORT LINE.

10 ST. LOUIS. Through car Salt Lake City to St. Louis and Kansas City. Only one change to New York. Buffalo and principal points cast—low rates for summer travel.

Especial attention to ladies and children.
Tourist sleepers through to Chicago,
Roston and other points, without change,

TWO TRAINS DAILY. Inquire at ticket office, 10s Dooly Block, Salt Lake City. Any information cheerfully given.



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CHICAGO & NORTH-WESTERN RAILWAY the double-track line be-

Chicago. Direct connection with all lines to the East. Two trains daily Omaha to St. Paul and Minneapolis; excellent service to Duluth and Superior. The Best of Everything. Pullman drawing-room sleeping cars, buffet smoking and library cars,

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Booklovers library, dining cars, a la carte service, free reclining chair cars and standard coaches. For further information apply to C. A. WALKER, Gen'l Agt. C. & N.-W. Ry. 38 and 40 West Second South St. SALT LAKE CITY, UTAH.

THIS IS OUR NEW YEAR'S RESOLUTION

DURING 1905 THERE SHALL BE NO OTHER SERVICE BEWEEN SALT LAKE CITY AND CHICAGO AND ST. LOUIS QUITE SO SATISFACTORY as BURLINGTON SERVICE.

Keep this in mind, and whenever you are ready to go East, ask me to produce the evidence,



R. F. NESLEN, General Agent, 79 West Second South Street. Salt Lake City.