MINING, BUSINESS AND STOCKS.

SHARP ADVANCE IN BOSS TWEED.

May Day and Ajax Were Also Strong This Morning.

UNCLE SAM MUCH WEAKER.

Sold Down to $2.26—Ben Butler Not So Strong—Con. Mercur Slumping—Tetro Firm.

With the exception of May Day, Ajax and Boss Tweed, prices were generally weaker on the mining exchange this morning. The sales amounted to $30,810.85, which represented the sale of 48,283 shares. Ajax, the first stock traded in, opened to a rather meak market. Sales were made as low as $1.63½, though the stock moved up to $1.66¾ at the close. May Day dropped 100 at $1.85 at the outset; but this was followed by another 100 at $1.82½. Boss Tweed sold up to 42. Con. Mercur continues to sag. Sales were made today as low as $2.70. Lower Mammoth was a little weaker today. The sale of 600 shares was reported between $3.97 and $3.91. Ben Butler was very active at lower prices. The mystery surrounding the filing of the application for injunction proceedings has failed to strengthen the stock, which opened at 18 this morning and afterwards weakened to 17, and later reacted to 18⅛. Some 30,000 shares changed hands. Uncle Sam was very active at lower prices. From $2.40, the price at which the opening sale was made, the stock sold down to $2.26 and closed around $2.27. Tetro was traded in at 18, while Sunbeam was active at 90. Tesora weakened to $1.04.

Closing quotations were posted as follows:

	Bid.	Asked.
Ajax	1.65¾	1.66
Albion		60
Alice	37½	50
Anchor	2.00	
Black Jack	1.50	
Boss Tweed	40	42½
Bullion-Beck	2.90	4.00
Ben Butler	18	18⅛
Con. Mercur	2.70	2.75
Centennial Eureka	25.00	
Century	3.00	3.40
Daly	2.14	2.22½
Daly-West		41.00
Dexter	70	80
Dalton	5	8
Diamond Con.	6	30
Emerald	11	15
Eagle and Blue Bell	97	1.10
Golden Eagle	1½	
Galena	19	24
Grand Central	4.25	4.90
Horn Silver	1.25	1.75
Ingot	2½	3
Joe Bowers		7¼
Kremlin		9
Lower Mammoth	3.86	3.95
Little Pittsburg	¾	
Little Chief	16	25
Mammoth	2.25	2.30
Manhattan	13-16	15-16
Martha Washington		3⅝
Northern Light	4	5¾
Nevada		5
Ontario	9.00	10.00
Petro	5	12½
Rabbit's Foot	⅛	
Richmond Anaconda	26	35
Rocco Homestake		95
Sacramento	29½	31
Silver Shield	2½	2⅝
Silver King	77.00	83.00
Sunbeam	90½	93
Sunshine		12
Star Con.	46	47
Swansea	2.30	
South Swansea	56½	60
Showers Con.	5	
Tetro	17½	18¾
Tesora	1.04	1.06
Utah	65	80
Uncle Sam	2.26	2.28
Valeo	15	
Victor	21	27
West Morning Glory		7½
Yankee Con.	5.00	5.15

STOCK TRANSACTIONS.

Ajax, 400 at $1.64; 100 at 1.63¾; 200 at 1.63½; 1,100 at .65; 100 at 1.64¾; 100 at 1.64¾; 100 at 1.65½; 1,500 at 1.66; 400 at 1.66¼; 100 at 1.66¾; 100 at 1.66½.

Con. Mercur, 400 at 2.75; 83 at 2.70.

Lower Mammoth, 200 at 3.97; 100 at 3.95½; 200 at 3.95; 100 at 3.91.

May day, 100 at 1.85; 100 at 1.82½.

Sacramento, 500 at 30½; 200 at 3; 500 at 29½.

Tesora, 100 at 1.05; 100 at 1.04.

Uncle Sam, 100 at 2.40; 300 at 2.36; 100 at 2.34; 100 at 2.32; 100 at 2.31; 400 at 2.30; 1,200 at 2.27; 700 at 2.26; 500 at 2.26½; 800 at 2.28; 400 at 2.27½; 500 at 2.29; 200 at 2.28½; 200 at 2.27¼.

Sunbeam, 100 at 90.

Ben Butler, 10,500 at 18; 5,000 at 17½; 200 at 17¼; 1,000 at 17; 5,000 at 17¾; 500 at 17½; seller ten days; 1,500 at 17¾; 2,000 at 18, buyer ten days; 1,000 at 17¾, seller ten days; 2,000 at 18⅛.

Boss Tweed, 1,000 at .40; 6,00 at 42.

La Reine, 100 at 30.

Martha Washington, 1,500 at 3½.

Tetro, 1,000 at 18.

West Morning Glory, 1,000 at 7.

Shares sold, 48,283.

Selling value, $30,810.85.

E. C. Coffin & Son, Stock Brokers
1 to 5, Jennings Block. Tel. 1007.

A. S. Campbell, Stock Broker.
202-203 D. F. Walker Block. Tel. 536.

Those famous little pills, De Witt's Little Early Risers compel your liver and bowels to do their duty, thus giving you pure, rich blood to recuperate your body. Are easy to take. Never gripe.—F. C. Schramm, Prescription Druggist, McCornick building, corner Main and First South street.

HERBINE clears the complexion, gives buoyancy to the mind, cures headache, regulates the stomach and bowels, stmulates the liver, and is in fact, a perfect guardian of the health. Price 50 cents. Z. C. M. I.

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DIVIDENDS DURING JULY.

Six Utah Mines Distribute Sum of $314,500.

TINTIC M. & D. CO. STARTS UP

Will Prospect Through Sioux—Ajax Tunnel—Yampa Developments—New Amalgamator.

A very good dividend record for July is presented by Utah mines. Six mining companies have declared dividends amounting to $314,500. In addition, the Rocco Homestake, a Nevada company listed on the Salt Lake exchange, has paid the sum of $4,500. Among the mines which handed out "velvet" is the Con. Mercur with its quarterly dividend of $125,000 and the Silver King of Park City with its monthly dividend of $100,000. The Daly-West also paid $52,500, while the old Ontario distributed a dividend of 10 cents a share or $15,000. The Mammoth of Tintic also paid the sum of $20,000. The Utah of Fish Springs also paid $2,000 or 2 cents a share.

These dividends do not include several close corporations such as the Annie Laurie of Gold Mountain, and Quincy of Park City, both of which are making big money. It was said that the Quincy would pay a dividend of from $50,000 to $75,000 this month.

SIOUX-AJAX TUNNEL.

Tintic Mining & Development Company Starts Prospecting Again.

After allowing its vast tract of mineral land in Tintic to lie practicaly idle for nearly 2 years, the Tintic Mining and Development company has started prospecting again. Frank Evans, who came in from Mammoth this morning, stated that the machinery was all in place and the fires were to be lighted today. The latest work consisted in setting in place the new Imperial Rand drill compressor. It has a capacity of 7 drills and it is the intention of the management to run the plant up to its full capacity as soon as the compressor is limbered up. For the present the company expects to start a force of about 12 men prospecting in the tunnel which has been run into the hills of Tintic fully 3,000 feet. The company has a number of places which look very encouraging. Some crossfisures have been cut which yield some very good ore, and it is on these the management will begin work. At the same time it is probable that sinking from the tunnel will soon be in progress. The same company owns the Yampa at Bingham which is showing up so handsomely.

YAMPA DEVELOPMENT.

Large Bodies of Ore Being Exposed in the Upper Tunnel.

Supt. Craig, of the Yampa, at Bingham, came in from that property last night. Mr. Craig has stayed with the mine very close of late, owing to the loose character of the rock in the lower tunnel, which requires a good deal of timbering. The property is said to be looking very well. The lower tunnel is now in about 600 feet, and by means of the fine compressor plant recently installed the development of the mine is being pushed at a lively rate. The lower tunnel will be driven in more than 3,000 feet and in order to facilitate the work, a large fan has been installed at the mouth of the the tunnel which draws off the powder smoke in about 20 minutes. An upraise is being run to the old workings from the upper tunnel, which, when completed, will give about 400 feet of depth from the surface to the lower tunnel. A hoist will also be used at this point to handle the rock taken out in development work. The tunnel is now 60 feet beyond this shaft, and a fine showing of copper ore is reported, similar in size and character to the Highland Boy. The Yampa is looking good and it is confidently expected that it will yet prove to be one of the biggest bonanzas in the camp.

ACTIVITY IN THE RAND.

Development Work Resumed in Several Mines—Mills Soon be Started.

New York, July 31.—Like the news with respect to the conduct of military operations in South Africa, intelligence of the doings of the Rand mining companies comes to hand in driblets, says the Tribune's London representative. It is evident, however, that daily progress is being made with the preliminary details essential to the actual resumption of crushing. According to the latest announcement, development is proceeding at the Princess mine. The main shaft at the Roodepoort Central Deep is being actively continued and pumping is going on at the Geldenhuis, Lancaster, and Lancaster West mines. Measures are meanwhile being taken by the administration at Pretoria to ameliorate the lot of the native laborers.

INCREASES THE EXTRACTION.

New Seligsohn Amalgamator Gives 18 per cent More Gold on $10 Ore.

The latest number of the Engineering and Mining Journal contains a description of the Seligsohn Amalgamator, invented by Morris Seligsohn of Denver. The object of the process is to increase the percentage of extraction of gold by amalgamation, and it claims to do this by passing ammoniated air, mixed with either chlorine or bromine into wet ore pulp. The gases are introduced into the wet ore pulp as it issues from a stamp battery, Huntington mill or other crushing machinery. The chemistry of this process is somewhat obscure, but the results obtained by introducing this gas, have in nearly all cases affected a marked increase in the percentage of gold extracted by amalgamation. The effect of this introduction of the gas is at once apparent in the appearance of the plates. The mercury is kept brighter, and if these jets be directed upon a portion of the plate that has become fouled, the discoloration of the plate disappears and it becomes bright again.

A number of tests are said to have been made with very satisfactory results. In those conducted by Mr. R. F. Hill of New York, samples were taken of the pulp after passing over the amalgamating plates at regular intervals and samples were also taken of the pulp issuing from the stamp battery. The average value of the ore was $10 in gold. The result of the test was as follows: Pulp after passing over the amalgamating plates, apparatus attached, gold value $2.20; silver, trace. Pulp after passing over the amalgamating plates, without apparatus, value of tailings $4 gold; silver, trace. Increased saving on the plate with apparatus attached, $1.80. The superintendent of the mill, commenting on the process, says that the apparatus has been tried during six different runs, and has proved a success upon this class of ore. He also says: It keeps the plates in the best condition all the time, prevents flouring of the mercury and increases the amalgamation from 10 to 25 per cent.

California Ore Body.

Manager W. I. Snyder of the California and Park City reports the mine to be looking very good. He says a drift has been run 400 feet in a southwesterly direction between the upper and lower tunnels. He says an ore body has been followed all the way which runs from 5 to 22 feet in thickness. A crosscut is being run from the lower tunnel to tap the ore body, which affords a good milling ore. Owing to the delay in securing a Huntington mill ordered some time ago the company is not milling very much ore, but Mr. Snyder says it is paying its way. About 18 months' ore is said to be in sight in the drift above referred to.

MINING NOTES.

The Utah dividend of 2 cents a share was being paid today.

Manager Jacobs of the Ben Butler was out of town today.

The Ophir Hill had nineteen cars of concentrates on the market today.

The Lower Mammoth of Tintic reached the market today with seven cars of ore.

Nine cars of copper bullion were sent east this month from the Highland Boy smelter.

Manager H. F. Poland of the Highland Boy is expected back from San Francisco on Friday.

The Taylor-Brunton sampler reported nineteen cars of ore from Stockton and seven from Tintic today.

Pat. Donnelly, et al., have located gulch Nos. 6 and 7, mining claims in the north Tintic mining district.

Capt. McVichie returned today from the examination of a mining property of which he could not speak just now.

W. Richau et al., have filed notice in Provo, of location of the May Flower mining claim in Silver Lake mining district.

In spite of the advance in Boss Tweed those on the inside say there is no deal on. The property was lately examined by P. J. Donohue, however.

Ex-Senator Bennion of Vernal says some samples of copper ore from the Jesse Ewing canyon in Uintah county recently showed 57 per cent copper and $12 gold per ton.

All of the Planet Mining company's treasury stock has been sold at 25 cents a share, which, when paid up will give the company $12,500 to open up the mine.

CAMBRIA II LAUNCHED.

Capt. D. L. Davis Now Has the Finest Craft on Salt Lake.

After months of untiring labor upon a neat little yacht Captain D. L. Davis is now flying his house flag out at Saltair on board one of the neatest and tightest little craft that ever bobbed its bow-sprit to the heaving waves of the Great Salt Lake. Cambria II, as the latest yacht has been named, was successfully introduced to the salt water yesterday and acquitted herself admirably much to the delight of her proud owner and the perspiring crew who attended to the ceremonies of the launching. There was no smashing a bottle of wine o'er her bows or a band present to play "A Life on the Ocean Wave," but the launching was none the less exciting for all that. The way the crew groaned under their burden as they carried the craft over a mile and a quarter of sand and mud is said to have been very pathetic. Finally she was floated and once aboard the lugger the world was at their feet. Those who assisted on this auspicious occasion and ruined their linen and habiliments generally were: D. L. Davis, R. G. Lambert, "Commodore" John R. Howard, D. J. Davis, Fred Solomon, Joseph Haynes, Harvey Hardy, James Pierce and Hyrum Haynes.

The boat, which, like Cambria I, is built on two keels, is without doubt the most perfect of its size that has been launched on Salt Lake. Her breadth of beam is 14 feet, length 42 feet, and she draws eighteen inches of water. The accommodations consist of a cabin with six berths, galley, lavatory and store room, all under cover.

In addition to a main and mizzen mast with their accompanying big spread of canvas, the vessel is furnished with a six-horse-power naphtha engine and a propeller for use in calm weather. The craft, which is yawl-rigged, is built of oak and Oregon fir. Every nail in the hull is galvanized, while the propeller shaft and blades are of bronze, consequently the action of the brine will have very little effect on the metal work of the boat.

The boat was launched on a cradle and ultimately reached the water without receiving a scratch. The patent shankless anchor was then lowered on its galvanized cable attached to the windlass in the bows and all present gave a rousing cheer as the pretty yacht rose and fell on the heaving bosom of the lake.

WILSON NOT IN SALT LAKE

Young Man Implicated in Grave Crime Cannot be Found.

A despatch has reached the city from Salida, Colorado to the effect that there has died at that place a Miss Etta Flowler whose death was due to poisonous drugs that she took to accomplish a criminal result, and that the medicine was given to her by Orville Wilson who was said to be in Salt Lake City.

Inquiries have been made of the police officers here but they say they have been unable to find the slightest trace of Wilson in this city. His name does not appear in the directory and there is nothing about him that the officers have been able to find out.

It is said that a doctor is implicated in the crime also. The father of the young woman vows that he will pursue Wilson to the end.

It is easier to keep well than get cured. De Witt's Little Early Risers taken now and then, will always keep your bowels in perfect order. They never gripe but promote an easy gentle action.—F. C. Schramm, Prescription Druggist, McCornick building, corner Main and First South street.

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Turned out on short notice at the Deseret News. A big shipment of new types and supplies just in. Our facilities for letter heads, bill heads, tags, envelopes, pads, etc., etc., are unexcelled

STEEL SHOWED WEAKNESS

The Stock Faced the Market Without Proper Force Behind It.

Moderate Movements in Cattle and Produce in all the Trading Centers of the Country.

New York, July 31.—U. S. Steel stocks showed rather accute weakness at the opening on the failure of the Amalgamated association yesterday to agree to the terms of settlement. The opening quotations of the common stock varied a point, 8,000 shares selling from 44 to 43, compared with 44⅞ last night. The preferred dipped 1⅝. The railroad list was weak in sympathy, declines reaching a point in St. Paul, Atchison, and Pennsylvania. Second quotations were practically better as a result of supporting orders. The movement of prices was wavering and irregular. Some new points of weakness developed and other stocks recovered. Rock Island fell a point. There were recoveries of a point in steel, St. Paul, Southern Pacific, Union Pacific and Atchison and Rock Island rallied 2 and Tennessee Coal 1½. Just before noon there was a spurt in the U. S. Steel stocks. St. Paul rose above 161 and Norfolk & Western and Canadian Pacific gained a point or more.

The bond market was very dull and irregular.

U. S. Steel stocks fell back before fully recovering to last night's level, and prices yielded all around again.

Norfolk & Western was in demand and lifted 2¾ over yesterday, Chesapeake & Ohio advancing a point and Pennsylvania 1¾ from the lowest in sympathy.

MONEY AND BONDS.

New York, July 31.—Noon. Money on call nominally 2@2½ per cent.

Prime mercantile paper, 4½@5 per cent.

Sterling exchange steady with actual business in bankers' bills at 4.87@¾ for demand and at 4.85@¼ for sixty days; posted rates, 4.86 and 4.88½; commercial bills, 4.84¼@¾.

Mexican dollars, 46.

Government bonds steady; refunding 2s reg. and coup., 107¾; 3s reg., 108¼; do. coup., 109; new 4s reg., 137; do. coup., 138; old 4s reg. and coup., 113; 5s reg., 107¾; do coup., 109.

Bar silver, 58⅜.

CHICAGO LIVE STOCK.

Chicago, July 31.—Cattle—Receipts, 13,000. 15c higher. Good to prime steers, 5.50@6.30; poor to medium, 4.30@4.45; stockers and feeders, 2.40@4.45; cows and heifers, 2.35@5.00; canners, 1.40@2.30; bulls, 2.25@4.50; calves, 2.50@4.75; Texas steeers, 3.00@4.50.

Hogs—Receipts today, 30,000; tomorrow, 27,000; left over 6,200. 5 to 10c higher. Mixed and butchers, 5.45@5.80; light, 5.60@5.80; bulk of sales, 5.70@5.90.

Sheep—Receipts, 1,500. Dull, lower, good to choice wethers, 3.75@4.20; fair to choice mixed, 3.25@3.75; western sheep, 3.25@3.90; yearlings, 3.75@4.50; native lambs, 2.00@5.25; western lambs, 4.30@5.25.

CHICAGO PRODUCE.

Chicago, July 31.—September wheat at 68¾ to 69, declined to 68⅛, rallied to 68½.

Close: Wheat—July, 67⅝; August, 67⅝; September, 68⅝; October, 69.

Corn—July, 54½; August, 54⅝; September, 55½@55¾.

Oats—July, 34; August, 33⅞; September, 34@34⅛.

Pork—July, 13.90; September, 14.07½.

Lard—July, 8.67½; September, 8.70.

Ribs—July, 7.77½; September, 7.87½@7.90.

Flax—Cash, northwest, 1.83.

Rye—53½.

Barley—50@65.

Timothy—5.20.

San Francisco, July 31.—Wheat—No sales.

Barley—Firm; December, 70¾@71.

CHICAGO CASH GRAIN.

Chicago, July 31.—Cash: Wheat—No. 2 red, 68¾; No. 3 red, 67¾@68; No. 2 hard winter, 67¾; No. 3, do., 67¼; No. 1 northern spring, 68¾; No. 2 do., 67¾; No. 3 spring, 65@67.

Corn—No. 2, 54¼@¾; No. 3, 53¾@54¼.

Oats—No. 2, 34@¼; No. 3, 33@34.

KANSAS CITY LIVE STOCK.

Kansas City, Mo., July 31.—Cattle—Receipts, 13,000; strong to higher. Native beef steers, 4.90@5.90; Texas and Indian steers, 3.25@4.25; Texas cows, 2.70@3.25; native cows and heifers, 2.75@5.00; stockers and feeders, 3.00@4.25; bulls, 2.25@4.25; calves, 2.50@4.50.

Hogs—Receipts, 17,000; steady; best strong. Bulk of sales, 5.50@5.90; heavy, 5.90@6.00; packers, 5.65@5.90; mixed, 5.60@5.90; light, 5.35@5.75; yorkers, 5.30@5.65; pigs, 3.50@5.25.

Sheep—Receipts, 3,000; market steady. Muttons, 3.00@4.00; lambs, 4.00@4.90; range sheep, 3.00@3.80; stockers, 1.50@2.60.

OMAHA LIVE STOCK.

Omaha, Neb., July 31.—Cattle—Receipts, 2,00; strong to 5c. higher. Native beef steers, 4.25@5.80; western steers, 3.75@4.75; Texas steers, 3.50@4.40; cows and heifers, 2.60@4.00; canners 1.50@2.50; stockers and feeders, 2.50@4.00; calves, 3.00@5.00; bulls, stags, etc., 2.00@4.00.

Hogs—Receipts, 10,400; shade to 5c. higher. Heavy, 5.62½@5.80; mixed, 5.60@5.62½; light, 5.45@5.60; pigs, 4.50@5.40; bulk of sales, 5.60@5.65.

Sheep—Receipts, 5,000; best steady, others dull. Withers, 3.25@3.60; ewes, 2.50@3.00; common and stock sheep, 2.50@3.00; lambs, 4.00@5.00.

ST. LOUIS WOOL.

St. Louis, July 31.—Wool—Firm, unchanged.

1901 LAWS

Now Ready

PRICE:

Leather, - $2.00
Paper, - - 1.50

DESERET NEWS.

U. P. SURVEYORS WORKING IN UTAH

Company of Engineers Approaching Weber Canyon.

CONTRACTORS ARE JUBILANT

Officials State That the Overland Will Undoubtedly Come to Salt Lake in the Near Future.

Considerable disappointment was manifested by Kilpatrick Bros. & Collins and other firms of railroad construction contractors when it was quietly announced some months ago that the Union Pacific had for the time being abandoned the idea of reducing the grade and curvatures on the famous Athol hill and the stretch of scenic track between Evanston, Wyo., and Ogden. It is now said, however, that work on the main line will be resumed at an early date and that bids on the reconstruction of part of the track west of Evanston will be in order at an early date. In confirmation of this rumor there has been a force of Union Pacific surveyors at work in Morgon and Summit counties for the past two weeks striking a new line for the Union Pacific. They can be seen from the main line at this time.

While the Union Pacific has a force of engineers in the field almost all the time, it is said that this company is working upon the new cut-offs in Utah. As they work down Weber canyon it will remain to be seen whether a line will be struck across the mouth of the canyon in the vicinity of Uintah and carried through to Salt Lake.

Last week the Union Pacific officials on board of the press special in answer to questions on the part of the "News" representative, were unanimous in the opinion that the Union Pacific would be brought into Salt Lake in the near future. While this statement was not given out as being official, at the same time it showed which way the wind is blowing.

CLASH ON THE GRADE.

Further Details of the Exciting Incident at Calientes on Sunday.

Hugh McBride, an Oregon Short Line bridge builder who has returned from Calientes, has some additional light to throw on the clash between the Short Line tracklaying forces and the men who were guarding the Clark grade which happened on Sunday afternoon. According to the bridge carpenter the Clark forces were caught napping, as they did not expect the Short Line gangs to reach the boundary line at the time they did. When Engineer Ashton jumped over the fence and called on his men to tear down the barrier three Clark men, he said, appeared on the scenes armed with rifles and threatened to shoot if the Short Line men did not keep off the property. The bluff was called and a shot was fired from a blank cartridge. At this juncture the invading force with one accord promised that if anyone got shot that the entire Clark guard would be strung up at short order without the chance of an appeal from Judge Lynch's court. As the Short Line men on the ground numbered over one hundred and there were three San Pedro men, the latter very discreetly allowed the invaders to enter upon their territory, after a very strong protest to the proceeding had been entered.

Today up to a late hour this afternoon the situation down at Calientes is said to be quiet. The Short Line forces under Engineer Ashton are now actively engaged in putting in a Y. Attorney Whittemore of the San Pedro this morning stated that all was quiet at the front and no further trouble was anticipated right at present. Just what steps he was going to take in the matter of the alleged trespass of Sunday, he was not prepared to state, but at the same time he intimated that there would be some surprises in store.

The real trouble it is anticipated will occur when the Short Line gangs arrive at Meadow Valley wash and attempt to lay their tracks over the grade and through the cuts that have been constructed by the San Pedro contractors, who are actively at work below the scene of last Sunday's clash.

As was stated by Attorney Parley L. Williams in last night's "News," the Short Line proposes to go right through the Meadow Valley wash over a portion of the work of the Clark enterprise. The San Pedro officials say that they will do no such thing and there the matter rests. The next physical clash promises to develop some exciting incidents.

SPIKE AND RAIL.

The Oregon Short Line excursions from the north and south today brought in 1,000 people.

The Salt Lake & Los Angeles road is today doing a heavy business on account of Pacific Islanders' day at Saltair.

The first train through the Calientes will leave the Short Line depot at 7 o'clock this evening with mails and passengers.

The Rio Grande Western will in all probability run a new line over Altus hill, which will be used while the forces are relining the Altus tunnel.

Work on the Pioche branch will be pushed at once and within a very few weeks the entire disputed grade in Lincoln county, Nev., will be covered with Oregon Short Line steel.

When the proposed change is made in the directorate of the San Pedro, Los Angeles & Salt Lake Railroad company the directors will not have to travel several thousand miles in order to get together.

According to a special to the Omaha Bee from Sidney, Neb., there is a well authentic rumor that the Union Pacific railroad will cut out Cheyenne as a division point and run its passenger crews from North Platte to Laramie and freight crews from Sidney to Laramie.

There have been several conferences during the last three weeks between representatives of the Pennsylvania and Gould interests, which may result in some disposition of the new Wabash line into Pittsburg, and possibly the establishment of a close working agreement between the several systems involved. In this event probably the rival road will not be built.

The Southern Pacific company is about to issue from $10,000,000 to $15,000,000 of new bonds to be used largely for making the change in motive power on the Texas and California lines from coal to oil, for constructing pipe-lines to transfer oil and for oil properties, which the company has acquired, or is about to acquire, in order to guarantee abundant supplies for years to come.

On the Yellowstone Park excursion, over the Oregon Short Line, which leaves Monida, August 15, elegant Concord coaches will be furnished by the stage line and stops will be made at the regular Yellowstone Park hotels. The service will be first class in every respect and the number of the party absolutely limited to forty people, so those wishing to avail themselves of this cheap rate will have to secure their reservations early.

OREGON SHORT LINE RAILROAD

Time Table

In effect June 2, 1901.

LEAVE SALT LAKE.

For Ogden, Cache Valley, Omaha, Chicago, Denver, Kansas City and St. Louis ..... 7:00a m
**For Garfield Beach, Tooele and Terminus ..... 7:45 a m
For Tintic, Mercur, Provo, Nephi and Manti ..... 7:55 a m
For Ogden, Butte, Portland, San Francisco and intermediate points ..... 9:45 a m
For Ogden, Omaha, Chicago, Denver, St. Louis and San Francisco ..... 12:45 p m
For Ogden, Denver, Kansas City, Omaha, St. Louis, Chicago ..... 7:00 p. m
*For Provo, Nephi, Milford and intermediate points ..... 7:05 p m
For Ogden, Butte, Helena, Portland, San Francisco and intermediate points ..... 10:50 p m

ARRIVE SALT LAKE.

From Ogden, Chicago Omaha, St. Louis, Kansas City and Denver 5:32 a m
From Ogden, Portland, Butte, Helena, San Francisco ..... 9:10 a m
*From Milford, Provo and Intermediate points ..... 9:35 a m
From Ogden, Chicago, St. Louis, Omaha, Denver, San Francisco 3:40 p m
**From Garfield Beach, Tooele and Terminus ..... 4:00 p m
From Ogden, Logan, Brigham ..... 6:55 p m
From Tintic, Mercur, Nephi ..... 6:00 p m
From Ogden, Butte, Portland ..... 8:30 p m

*Trains Between Milford and Frisco do not run Sundays.
**Daily except Sunday.

City Ticket Office, 201 Main Street.
D. E. BURLEY, Gen. P. and T. A.
W. H. BANCROFT, Vice-President and Gen'l Manager.

SIX MILLION DOLLARS SPENT BY THE UNION PACIFIC THE OVERLAND ROUTE WORLD'S PICTORIAL LINE

Pullman Palace and Ordinary Sleepers — Dining, Library and Free Chair Cars

in improving what was originally the finest track in the West.

RESULT.

A comparitively straight and level roadbed ballasted with dustless Sherman Granite rendering possible the highest rate of speed together with the greatest degree of safety. The magnitude of the work must be seen to be appreciated.

WHAT DOES IT MEAN?

Solid comfort, security and pleasure to our patrons.

ARE YOU GOING EAST?

If so you cannot afford to go via any other than this ROYAL HIGHWAY. Further information on application personally or by letter to Ticket Office, 201 Main Street, Salt Lake City.

Burlington Route

HABIT!

BURLINGTON TRAINS have a "habit of running on time."

They have a "habit" of being well equipped.

They have a "habit" of giving good service.

Habits are contagious. People who ride on the Burlington acquire a habit of using it in preference to any other line.

Burlington trains leave Denver at 4:00 p. m. and 10:00 p. m. for Omaha, Chicago, Kansas City, St. Louis, EVERYWHERE east.

Train for Black Hills and Montana leaves Denver 11:20 p. m.

Tickets at offices of Connecting Lines.

Salt Lake Office, 79 West, 2nd South St.

R. F. NESLEN, General Agent.

Direct Route to Chicago

CHICAGO-UNION PACIFIC & NORTHWESTERN LINE

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

PAN-AMERICAN EXPOSITION

THE WABASH IS THE SHORTEST LINE TO BUFFALO FROM KANSAS CITY, ST. LOUIS, CHICAGO AND INTERMEDIATE POINTS.

For Descriptive Matter, Rates, etc., call on nearest Ticket Agent, or address G. A. CRANE, Gen'l Pass'r and Ticket Agent, ST. LOUIS.

RECULAR TIME CARD, In effect July 15, 1901.

SALTAIR BEACH. (Salt Lake & Los Angeles Railway.)

Leave Salt Lake City.	Leave Saltair.
10:30 a.m.	1:00 p.m.
2:20 p.m.	3:20 p.m.
4:20 p.m.	5:20 p.m.
6:20 p.m.	7:00 p.m.
7:35 p.m.	8:20 p.m.
8:55 p.m.	9:45 p.m.
	11:00 p.m.

Trains leave R. G. W. Depot.

Round Trip, 25c.

W. J. BATEMAN, General Manager. WM. M'MILLAN, Gen. Pass. Agt.

RIO GRANDE WESTERN —AND— DENVER & RIO GRANDE

Current Time Table.

LEAVE SALT LAKE CITY

No. 6—For Grand Junction, Denver and points East ..... 8:30 a m
No. 2—For Provo, Grand Junction and all points East ..... 3:15 p m
No. 4—For Provo, Grand Junction and all points East ..... 8:20 p m
No. 10—For Bingham, Lehi, Provo, Heber, Manti Marysvale and intermediate points ..... 8 00 a m
No. 8—For Eureka, Payson, Heber, Provo and all intermediate points 5 00 p m
No. 5—For Ogden and the West .. 9 35 a m
No. 3—For Ogden and the West .. 11 00 p m
No. 1—For Ogden and the West .. 1 00 p m
No. 42—For Park City ..... 8 10 a m

ARRIVE SALT LAKE CITY:

No. 5—From Provo, Grand Junction and the East ..... 9 35 a m
No. 1—From Provo, Grand Junction and the East ..... 12 5 p m
No. 3—From Provo, Grand Junction and the East ..... 10 50 p m
No. 9—From Provo, Heber, Bingham Eureka, Marysvale, Manti and intermediate points ..... 6 00 p m
No. 6—From Ogden and the West 8 20 a m
No. 2—From Ogden and the West 3 05 p m
No. 4—From Ogden and the West 8 10 p m
No. 7—From Eureka, Payson, Heber, Provo and intermediate points 10 00 a m
No. 41—From Park City ..... 6 45 p m

PERFECT DINING CAR SERVICE.

Sleeping cars to Chicago without change. Ticket office, 103 West Second South. Post-office Corner. Phone, 205.

ONE NIGHT OUT.

Rock Island Inaugurates Fast Train Service COLORADO TO CHICAGO.

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

KANSAS CITY

Great Rock Island Route

BEST DINING CAR SERVICE.
ELEGANT EQUIPMENT.
CHAIR CARS FREE.
TWO FAST TRAINS DAILY.

City Ticket Office, 100 W. 2nd South, Salt Lake City.

AS AGE INCREASES

It is necessary to have the strength of your glasses increased. Bring your eyes and your glasses to us and we will tell you candidly if they are right for each other, and do it

FREE OF CHARGE.

RUSHMER, Mfg. Optician, 73 W. 1st so

R·I·P·A·N·S

The merit of R.I.P.A.N.S Stated in brief.—In dread constipation, "One gives relief."

10 For 5 Cents At Drug Stores.

Buyers of Royal Bread — ROYAL BREAD — are protected by this label.

Joseph E. Taylor, PIONEER UNDERTAKER

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