MINING, BUSINESS AND STOCKS

ORDERS SCARCE ON THE EXCHANGE

Business Dull But Market Maintained a Good Degree of Firmness.

NEW YORK THE MOST ACTIVE.

Other Sellers Were Lower Mammoth, Daly-Judge, Uncle Sam and Daly-West.

The volume of business on the exchange today was rather narrow, the sales of the morning call amounting to but 6,715 shares, which changed hands for the sum of $2,541.25. As on yesterday New York took the lead in the trading, the stock responding with shares at 24 and 25, with 30-day sellers as low as 23½. Lower Mammoth maintained its position of the day before with sales at 35½ to 36, while Daly-Judge dropped a board lot at 6.12½ and Uncle Sam did business at 29½. On the open board the only stock to respond was Daly-West, which parted with five shares at $14. On the whole the market remained firm, but orders were not so numerous as on previous calls.

The closing figures were as follows:

TODAY'S QUOTATIONS.

NEVADA STOCKS.	Bid.	Asked.
Alpha	.60	.....
Ajax	.13¾	.15½
Bullion-Beck	.....	1.50
Carisa	.....	.70
Con. Mercur	.48	.55
Daly	.75	1.80
Daly-Judge	6.00	6.50
Daly-West	12.00	14.50
Eagle & Blue Bell	1.00	1.50
Grand Central	3.20	3.50
Little Bell	.....	1.45
Lower Mammoth	.35½	.36
Mammoth	1.15	1.27½
Ontario	.....	2.50
Rocco Homestake	.46	.75
Silver King	.....	60.00
Sacramento	.09	.10
Silver Shield	.19	.20¾
Star Con	.19½	.19¾
Swansea	.25	.35
South Swansea	.....	.05
United States	35.00	36.50
Utah	.35	.45
Uncle Sam	.....	.30
Victoria	1.80	.....
Boston Con	7.00	8.50
Butler-Liberal	.08	.07¾
Ingot	.01¾	.02¾
Little Chief	.01½	.01¾
New York	.23	.24
Petro	.05¼	.10
Victor Con	.03¾	.03¾
Wabash	1.35	1.60
Yankee	.31	.34
Montana-Ton	2.80	3.05
Tonopah Con	13.00	.....
Tonopah Exten	5.00	.....

REGULAR CALL SALES.

Daly-Judge, 100 at 6.12½, 10 at 6.00.

Lower Mammoth, 500 at 35¾; 200 at 35½; 500 at 35½, seller 30; 100 at 36.

Uncle Sam, 500 at 29½, seller 30; 400 at 29¾.

New York, 1,000 at 24; 1,200 at 24, seller 30; 900 at 24½; 500 at 25, seller 30; 600 at 24; 200 at 23½, seller 30.

OPEN BOARD SALES.

Daly-West, 5 at 14.00.

RECAPITULATION.

	Shares.	Value.
Regular call	6,710	$2,471.25
Open board	5	70.00
Forenoon totals	6,715	$2,541.25

A. S. CAMP BELL,
Stock Broker, 216 D. F. Walker Block.

J. OBERNDORFER
Stock Broker,
Tel. Bell 792. 161 S. Main St.

UTAH MINING EXHIBIT.

Dividend List More Than Overcomes List of Assessments.

An interesting exhibit is that afforded by the bulletin on the stock exchange. There it is announced that no less than nine Utah companies have levied assessments, the list including one of 5 cents on Lower Mammoth, which is now delinquent; 3 cents on Silver Shield, also delinquent; half a cent on Joe Bowers, delinquent tomorrow; 4 cents on Century, delinquent Sept. 25; 5 cents on Wabash, delinquent Sept. 30; 1 cent on Beck Tunnel, delinquent Oct. 5; and the recent assessment of 25 cents per share on Ontario and Daly. To offset this condition there are such dividend payers as Utah, Daly-West, Silver King, Con. Mercur, Centennial-Eureka and many others, all of which contribute liberally to stockholders from time to time. While at present the assessment list is rather bulky, the amounts distributed by the others still attest the value of Utah mines and point out an avenue for profitable investment.

RICH CYANIDE ORE.

Montana Mine Shows Great Blanket Resembling Rand District.

Helena, Mont., Sept. 19.—A special to the Record from Lewistown, Mont., says the Fergus Gold Mining company in which John A. Drake, a Chicago millionaire, is a heavy stockholder, today made the first payment to the heirs of the late James Fergus on a mining deal involving about $1,000,000 for a Fergus tract of undeveloped cyanide property near the mining camp of Kendall. Drake has had men prospecting the property with the Diamond drill and the result has been the discovery of a great blanket of rich cyanide ore resembling the Rand district of South Africa.

RAILROAD PREDICTED.

Chicago Capitalist Looks for One Into Iron County Ore Fields.

That there is every prospect for a railroad in the southern county, is the belief of I. L. Shafer, the Chicago capitalist, who, with others, is developing a large body of semi-anthracite coal on the border line between Iron and Washington counties.

Interviewed a day or two ago by a representative of the Iron County Record, Mr. Shafer expressed himself as confident that the Salt Lake Route would soon enter that field, as their passenger traffic was not in itself sufficient to make business profitable. However, in the event that the San Pedro did not see it that way, the gentleman intimated that a private road would be built, as the company had a fine body of coal which was developing into one of the largest and best mines in the state.

As to the alleged lack of water in that locality, Mr. Shafer said that such a charge was all humbug, that it was talk indulged in for a purpose and absolutely without foundation, in fact. He said the country in and about the iron fields was full of water, and that wells could be dug which would furnish all the water required. Besides, the ore was there and in his opinion it would only be a matter of a short time until some large syndicate would take advantage of conditions and equip the field with everything necessary to make it great.

Today's Metal Quotations:

Local settling prices as reported by the American Smelting and Refining company:

SILVER	61⅞
COPPER, CASTING	15½
" ELECTRO	15¾
LEAD	$3.50@$4.85

New York Quotations

LEAD, quiet	$4.30@$4.90
COPPER, dull	16@16¼

SECRET OF SURVEY.

Believed Iron County Will Soon Have a Large Reduction Works.

The first definite information that we have been able to obtain concerning the party of surveyors that have been engaged for several weeks in preparing a map of the iron deposits of this county, says the Iron County Record, is furnished by Dan E. Matheson, a former newspaper man, who has for a long time been cooking for the party, taking the place of Julius Rosenberg, who has the contract.

Mr. Matheson says that the gentlemen entrusted with the survey, and who are sent out by the U. S. department of geology, are E. C. Harder and F. J. Katz. The survey is being made, it is said, at the suggestion of Dr. C. K. Leath, professor of geology of the state university of Wisconsin, though this may merely be given out as a blind.

The probable interpretation is that the survey is being paid for by one of the wealthy syndicates that is figuring on establishing works here, and the government agents are employed in order to not excite suspicion on the part of rival companies, who might attempt to head them off. The work is being done in a most thorough manner, and when the task is completed, as it will be about the 1st of October an accurate map of the iron deposits of iron county will have been prepared, base dupon all the workings and developments thus far prosecuted.

The Colorado Fuel & Iron company, which has secured probably half of the iron of the region, is evidently interested in holding back developments and shutting out competition until such times as it sees fit to commence shipping the ores to its own plant at Pueblo, or to smelters it may decide to erect at Green River; but there is handwriting upon the wall which plainly says that the C. F. & I. will not much longer have the field all to itself, and that if it is not going to establish reduction works here, there are others in the field who will.

In the meantime the short life of the options recently taken on a large number of claims in the iron belt is fast sliding by, and less than two weeks remain until they will either be taken up and paid for in cash or entirely abandoned. Should the options be allowed to lapse, it is not probable that as good prices could again be obtained on the majority of the claims. The company asked for only 20 adys' options, which is pretty good evidence that their minds were made up in advance. Should the options be taken up something is going to occur, and that in the immediate future.

The situation will be watched with the keenest interest by the people of southern Utah.

STRIKE IN THE JUMBO.

Goldfield Mine Has Ore Assaying $8,000 To the Ton.

One of the biggest strikes ever made in the district, says the Goldfield Review, was made in the Jumbo mine some two weeks ago, but has been kept very secret by the management for some reason, and only a few days ago did it leak out.

The strike is reported to have been made in one of the crosscuts from the 350 foot level, and the ledge which has been cut is fully four feet in width. The ore is of a sulphide character and samples taken from the entire width of the ledge yielded assay returns near the $5,000 mark.

RICHES OF SUNNYBROOK.

Values Ranging from $200 to $3,600 Per Ton in Oregon Mine.

Quartz literally alive with free gold was shown by City Treasurer Allen this week from the Sunnybrook, adjoining the Gold Nugget, and work is now being prosecuted to more thoroughly determine the extent of the rich streak, says the Blue Mountain American. The property was located by Mr. Allen and Harry Reilly shortly after the news of the rich strike in the Gold Nugget was announced by the American, and since then prospecting had been in progress. The new find was made at a point 600 feet north of the "glory-hole" on the Nugget, and to date development shows a vein three feet wide with average values of $200 per ton while almost in the center is a streak varying from six to 16 inches that assays as high as $3,600 per ton.

WHO OWNS THE PHOENIX?

Certain Portions Thereof Now Claimed By the Bingham-Mary.

The ownership of the Phoenix mine at Bingham, or certain portions thereof which have become profitable, is called into question by the management of the Bingham-Mary, which has served notice on Andrew Gebhardt to cease the extraction of ore from certain stopes which the contestants allege rightfully belong to them. The Bingham-Mary, which adjoins the Phoenix, was organized some time ago by Simon Bamberger and associates and is now being thoroughly developed under the superintendency of Sydney Bamberger, the well known mining engineer. While no action has yet been taken in the courts, it is presumed that failure on the part of the Pheonix to desist from the alleged unlawful extraction of ores, will result in something of this kind, hence Mr. Gebhardt is in a quandary to know exactly how to proceed. The Phoenix has been opened up by dint of hard work, and it is to be hoped that at this stage of the game Mr. Gebhardt will not be deprived of that for which he has labored for so long a time.

Nevada Ore Shipments.

The ore shipments over the Tonopah railroad last week aggregated 1,414 tons, of which 148 tons came from Goldfield. The shipments are divided as follows: From Tonopah—Tonopah company, 630 tons; Tonopah Extension company, 346 tons; Montana Tonopah, 140 tons; Belmont, 65 tons; Midway, 61 tons; North Star, 30 tons. From Goldfield—Columbia Sampling Ore company, 91 tons; Combination, 28 tons; Quartzite, 29 tons.

Nevada Stocks.

James A. Pollock & Co., brokers, reported the following quotations from San Francisco today:

Stocks.	Bid.	Asked.
Montana-Ton	3.00	3.02½
Ton. Midway	1.60	1.65
McNamara	.39	.40
Ton. Belmont	1.47½	1.50
North Star	.57	.58
Rescue	.08	.09
Gold Mountain	.11	.12
Jim Butler	.81	.83
Tonopah Com	.13½	.....
Tonopah Exten	.05¾	.....
Red Top	.51	.52
Goldfield	.55	.58
Sandstorm	.54	.....
Sandstorm Exten	.07	.09
Adams	.05	.06
Mohawk	.14	.15
Dixie	.13	.15
Kendall	.16	.17
Columbia Mt'n	.19	.21
Jumbo	.84	.86
Jumbo Exten	.17	.18
Black Butte	.24	.25
Silver Pick	.08	.10
Golden Anchor	.90	.93
Ray & O'Brien	.06	.....
Ohio-Tonopah	.29	.30
Orig. Bullfrog	.20	.21
Diamondfield	.32	.33
Lone Star	.08	.10
Home-Tonopah	.08	.10
Cash Boy	.19	.20
Bullion	.38	.40
Belcher	.21	.22
Con. Virginia	1.30	1.35
Ophir	.05¾	.05½
Caledonia	.42	.45
Mexican	1.05	1.10
Savage	.59	.60
Potosi	.05	.06
Union	.50	.52
Jacket	.12	.14
Exchequer	.50	.52
Norcross	1.25	1.30
Andes	.21	.22
Scorpion	.12	.13

CONCENTRATES.

The Uncle Sam will pay its dividend tomorrow.

Stockholders in the Utah mine at Fish Springs received their proportion of a $1,000 dividend today.

The winze in the Columbus Con. at Alta is said to be showing some remarkably rich ore.

Lafayette Hanchett, manager of the Newhouse interests, has returned from a trip into Colorado.

Ore showing 33 per cent copper has been opened up in the Jameson and Fletcher claims near Eureka, Nev.

The Taylor-Brunton sampler had on hand today 10 cars of ore from Tintic, four from Bingham and one from Idaho.

Receipts at the Pioneer sampler today amounted to three cars of ore from Alta, two from Bingham and one from Tintic.

Supt. Hoffman of the Carisa at Tintic estimates that the September output at that property will reach in the neighborhood of 1,200 tons.

The Sevier Con., operating on Gold mountain, has let contracts for the erection of a power plant in Clear Creek canyon, near the old Robinson ranch.

The secretary of the Jim Butler Tonopah is advising local shareholders to send in their lithographed stock certificates in order that they might be changed for engraved certificates.

Ore and bullion settlements as reported by McCornick & Co. late yesterday afternoon, amounted to $94,890, divided as follows: Silver, lead, gold and copper ores, $39,900; base bullion, $39,000; gold bars, $15,000.

Spoiled Her Beauty.

Harriet Howard, of 209 W. 34th St., New York, at one time had her beauty spoiled with skin trouble. She writes: "I had Salt Rheum or Eczema for years but nothing would cure it, until I used Bucklen's Arnica Salve." A quick and sure healer for cuts, burns and sores, 25c at Z. C. M. I. Drug department.

WE PRIDE OURSELVES
On giving full lumber satisfaction for every dollar spent with us. We have the stock and facilities for giving you just the lumber you want at the time you want it. Let's figure together.
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Expert Salesmen. Careful and Intelligent Yard Boys. Perfect Office Methods.
WE GIVE YOU THE BEST.
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BEST BUILDING MATERIAL.
The Bld. Cement Blocks made by the UTAH CEMENT PRODUCTS CO.
See the display at Langton Lime & Cement Co., 34 S. State, and Manufacturers' Exhibit, 15 W. Second South.

MARKET WITHOUT ANY FEATURE.

Weakness in London Caused a Sympathetic Decline in New York.

THERE WAS SOME BIDDING UP.

Demand Insufficient to Absorb Offerings—Dullness Accompanied The Pressure.

New York, Sept. 19.—The weakness of the London market caused a sympathetic decline in the opening dealings in the stock market here which ran to 2 points in Canadian Pacific and to large fractions in a number of other prominent stocks. Stocks were bid up after the opening decline but there was not enough of a demand to absorb the offerings that came out on the rally and the market fell to a lower level than at the beginning. Selling was pretty general, but not in large amounts. St. Paul, Union Pacific, Atchison, Colorado Fuel, Louisville & Nashville, New York Central, Pennsylvania, Wabash preferred, Delaware & Hudson and Smelting yielded 1 to 1½, Kansas & Texas preferred, Locomotive and Tennessee Coal 1½, and Northern Pacific 1½. New Haven gained 1 and Republic Steel preferred 1½. The tone was somewhat better at 11 o'clock following a sharp rally in New York Central.

Advances in a few stocks of minor importance failed to hold the market and lower prices were touched than in the first hour. The gains were in the Chicago Union Traction stocks 1½ to 2 and Republic Steel, Hocking Coal, Steel Foundries preferred, Twin City Rapid Transit 1¾. Loses reached a point in Baltimore & Ohio, Ontario & Western, Wabash, North American, Amalgamated Copper and Locomotive preferred 1½ in United States Rubber and 3 in General Electric.

Bonds were heavy at noon.

Dullness accompanied the pressure in the market and the gradual fading away of values did not induce any abundance of offerings. Reading joined the ranks of the weak features, losing a point and Metropolitan Securities declined 2.

There were hardly any stocks of first choice that escaped losses of a point or more in the day's selling. Steady offerings drove the level of prices lower and little evidence of support appeared at any time. Atlantic Coast Line ran off 1¾, Wabash preferred 2, and Canadian Pacific 2¾.

LIVESTOCK.

Chicago, Sept. 19.—Cattle—Receipts, 19,000; market slow and steady. Beeves, 2.45@6.35; cows and heifers, 1.40@4.60; stockers and feeders, 2.40@4.40; Texans, 3.35@4.50; westerns, 3.10@4.75.

Hogs—Receipts, 18,000; tomorrow 28,000; market slow and steady. Mixed and butchers, 5.15@5.80; good heavy, 5.30@5.20; rough heavy, 5.00@5.30; lights, 5.25@5.75; pigs, 4.85@5.40; bulk of sales, 5.35@5.65.

Sheep—Receipts, 35,000; market 10 cents lower. Sheep, 3.50@4.80; lambs, 4.25@7.60.

OMAHA.

South Omaha, Sept. 19.—Cattle—Receipts, 8,500; market steady. Native steers, 3.75@6.10, cows and heifers, 2.75@4.50; western steers, 3.00@4.85; Texas steers, 2.75@4.85; cows and heifers, 2.00@3.40; canners, 1.90@2.30; stockers and feeders, 2.25@4.20; calves, 2.50@5.50; bulls, stags, etc., 2.25@3.50.

Hogs—Receipts, 4,500; market steady. Heavy, 5.25@5.35; mixed 5.30@5.35; lights, 5.30@5.40; pigs, 4.50@5.00; bulk of sales, 5.30@5.35.

Sheep—Receipts, 10,000; market steady. Western yearlings, 4.50@5.00; wethers, 4.25@4.50; ewes, 3.25@4.25; lambs, 6.00@6.70.

KANSAS CITY.

Kansas City, Sept. 19.—Cattle—Receipts, 12,000; market steady to 10 cents higher. Native steers, 4.00@6.00; native cows and heifers, 1.50@5.35; stockers and feeders, 2.50@4.25; bulls, 2.00@3.25; calves, 3.00@6.50; western steers, 3.00@4.65; western cows, 1.75@3.40.

Hogs—Receipts, 6,000; market steady to 5 cents higher. Bulk of sales, 5.30@5.45; heavy, 5.30@5.45; packers, 5.30@5.50; pigs and lights, 4.75@5.40.

Sheep—Receipts 3,000; market steady. Muttons, 4.50@5.25; lambs, 5.25@7.00; range wethers, 4.25@5.25; fed ewes, 3.75@4.50.

WOOL.

St. Louis, Sept. 19.—Wool, steady. Territory and western mediums, 28@30; fine mediums, 22@26; fine, 18@24.

PRODUCE.

Chicago, Sept. 19.—Sentiment in the wheat pit here today was somewhat bearish as a result of continued liberal receipts in the northwest. Lower prices at Liverpool gave additional encouragement to bears. The selling movement, however, was held in check by wet weather throughout the wheat growing section of the United States. December opened a shade to 5/8¼ lower at 80⅞ to 81, and sold off to 83¼.

Minneapolis, Duluth and Chicago reported receipts of 1,145 cars against 813 a year ago.

Wet weather had a steadying effect on corn. December opened unchanged to ⅛ lower at 46⅞ to 46½ and for a time held within the opening range.

The feature of trading in oats was fresh liquidation of the September option. As a result of this selling the market was easier. December opened a shade to ⅛ lower at 28 9/32¼ to 28¼ and sold at 28¼.

Provisions were a trifle easier in sympathy with grain. Trading was extremely quiet. January pork was off 7½ at 12.35; lard was off 2½@15 at 6.82½, and ribs were down 5, at 6.45.

Cash: Wheat—No. 2. red, 85½@85¾; No. 3, red, 82½@85; No. 2, hard winter, 84½@88; No. 3, hard winter, 83@86; No. 1, northern spring, 88@90; No. 2, northern spring, 86@87; No. 3, spring, 80@87.

Corn—No. 2, 47@47½; No. 3, 52@52½.

Oats—No. 2, 28¾; No. 3, 26½@28½.

After December had sold at 83½, the market rallied materially on covering by shorts. December advanced to 84⅞. Offerings, however, continued liberal and the market soon eased off again. The close was easy with December off ⅛ at 83⅞@84.

Corn—Later, the market became quite firm, December advancing to 46@46⅛. Reports of damage by heavy rains in the southwest helped to create bullish sentiment. The market closed firm with December up ⅛ at 46⅝.

Close: Wheat—Sept., 83½; Dec., 83⅞@84; May, 83@.

Corn—Sept., 52; old, 51⅞; Dec., 46⅝; old, 45@45⅛; May, 47⅞.

Oats—Sept., 28¾; Dec., 28⅝; May, 30¼.

Pork—Sept., 12.50; Oct., 12.62½; Jan., 12.37½.

Lard—Sept., 7.30; Oct., 7.32½; Nov., 7.37½; Dec., 6.85; Jan., 6.82½.

Ribs—Sept., 6.52½; Oct., 6.57½; Jan., 6.15@6.47½.

Rye—Cash, 69@70.

Flax—Cash, northwestern, 92¼.

Timothy—3.45.

Clover—Cash, 12.00.

Barley—Cash, 36@52.

NEW YORK PRODUCE.

New York, Sept. 19.—Sugar, raw, nominal. Fair refining, 3¼; centrifugal, .96 test, 3¾; molasses sugar, 2⅞. Refined—Dull. Crushed, 6.60; powdered, 6.40; granulated, 6.30.

Coffee—Quiet. No. 7 Rio, 8¾.

Butter—Firm. Western imitation creamery extras 19@19½.

Cheese—Quiet. State full creams small colored and white fancy, 12; do. fair to choice, 11¼@11⅝; do. large colored and white, 11⅝@12; do. fair to choice, 11@11½.

Eggs—Steady. Western best, 29@32; do. average prime, 26.

Greatly in Demand.

Nothing is more in demand than a medicine which meets modern requirements for a blood and system cleanser, such as Dr. King's New Life Pills. They are just what you need to cure stomach and liver troubles. Try them. at Z. C. M. I. Drug department 25c, guaranteed.

J. L. MOORE TO GO TO LOS ANGELES.

District Freight and Passenger Agent of San Pedro to Leave Salt Lake.

E. J. EDWARDS COMING HERE.

Local Man Has Been Called Into Headquarters When the Matter Will be Taken Up.

J. L. Moore, district freight and passenger agent of the Salt Lake Route, with headquarters in this city, will in all probability go to Los Angeles in a similar capacity Oct. 1. Just who will succeed him here is not at this time forthcoming, but it is believed that he will change places with E. J. Edwards, the general agent at Los Angeles.

While this is not official, nevertheless the change has been under contemplation for some time. Mr. Moore has been called to headquarters by wire and today is in the City of the Angels in consultation with General Manager Wells and General Freight and Passenger Agent Gillett.

Salt Lakers will be sorry to see Mr. Moore leave here, but the state of his health has been such of late that he will be benefited by residing in a lower altitude.

J. C. STUBBS COMING.

His Son is Here Awaiting His Arrival on Monday.

J. C. Stubbs, traffic director of the Harriman lines, is expected to arrive in Salt Lake on Monday when he will reorganize the traffic forces of the Oregon Short Line following the resignation of Mr. T. M. Schumacher, as already announced. The fact that his son Donald Stubbs has resigned his position as district freight and passenger agent of the Southern Pacific at Lafayette, La., and is now in Salt Lake awaiting the arrival of his father, has started the rumor that he will get an appointment on the Oregon Short Line. Mr. Donald Stubbs is at present making Twin Falls his residence where his father has taken up a farm of 160 acres.

ROBINSON'S HARD LUCK.

Two Members of the Family Are in the Hospital.

The hand of misfortune is pressing decidedly heavily upon the family of William A. Robinson, chief clerk to General Supt. A. E. Welby of the Rio Grande Western. Some weeks ago Mr. Robinson accidentally broke his leg and was taken to St. Mark's hospital. Shortly afterwards his two daughters were taken down with typhoid fever. One of them is now convalescing but Miss Ida is at St. Mark's in a critical condition. Reports today, however, are to the effect that if anything she is slightly better.

OUTFITS LEAVING.

Contractors Are Shipping Supplies Out To Garfield Beach Today.

Outfits are daily leaving Salt Lake for Garfield beach, where the big operations on the new smelters and work on the Western Pacific are scheduled. This morning a string of wagons attracted attention on Second South street, where they were loading outfits and supplies. Among the impedimenta were noticed scrapers with stove pipes hanging to every available place, cooking stoves, picks, bars, washboards, buckets and a hundred other things associated with camp life.

O. S. L. IMPROVEMENTS.

City Council Approves of New Viaduct And Depot Plans.

The Oregon Short line depot and yard improvements which have been pending for the past two years moved another step forward last night when the plans were approved by the city engineer and passed unanimously by the city council under suspension of rules.

The plans shown give some idea of the amount of money that is to be spent by the railroad company in the interest of safety and comfort. Not the least among the proposed improvements is the big viaduct which will be built on North Temple and extend for two city blocks over the tracks of the Short Line. This structure, which is to be of steel, will carry a footway, wagon road and room for double street car tracks. The footway will be divided off from the traffic by a strong railing. The viaduct at its highest point will be 22 feet above the tracks and is to cost in the neighborhood of $150,000. This structure will be a great boon to pedestrians and drivers who some times encounter strenuous times dodging switch engines and flying cars while crossing the tracks.

Plans of the $300,000 depot were also shown which were along the lines previously set forth in the "News." The depot which is to stand at the foot of South Temple street is to have a frontage of 225 feet and will be two stories in height with a clocktower in the center. The approach to the building is to be parked and a couple of large and handsome fountains will be features of the lawns. Inside all the modern conveniences will prevail, while the platforms will be covered in with glass roofed train sheds. The track approaches to the freight depot will be hidden by a high board fence.

C. & N. W. IN IDAHO.

Corps of Surveyors Said to be Near Stanley Basin.

The Chicago & Northwestern has bobbed up in Idaho again, and it was left for the Idaho City World to announce it as follows:

"Joseph Elliott informed the World that the railroad surveyors who began a survey about two weeks ago at Stanley basin are now on Warm Springs creek. They will continue the survey from that point on down Payette river to the mouth. Members of the party informed N. W. Lowman, postmaster at Lowman, at the mouth of Clear creek, that the surveyors were employed by the Chicago & Northwestern Railroad company."

The Capital News takes umbrage at its contemporary getting into the building of railroads on paper and says: "If the Northwestern should try to dodge Boise, on its way to the Pacific coast, in order to keep out of Mr. Harriman's preserves, and to please the whims of that gentleman, there will be some "doin's" around here that he wouldn't like a little bit. Boise has the money to bring a trunk line through here, and it will be brought in within a year, according to the opinions of men who ought to know."

BURLINGTON TO BUILD.

Kilpatricks Bid on Railroad Extension Work in Wyoming.

The contract for extension work on the Burlington railway in Wyoming is about to be let. W. H. Kilpatrick of Denver, a member of the firm of Kilpatrick Bros. & Collins, left Denver last night for Omaha, where he will submit bids for the grading work. The Burlington quietly called for bids some weeks ago and Kilpatrick has been figuring on estimates. He completed the work yesterday.

The bid to be submitted by Kilpatrick covers the grading between Frannie and Worland. The route of the road will be down Polecat creek, across the Shoshone river to the Big Horn river and thence down the Big Horn basin to Worland. The line will not be extended to the Shoshone reservation at the present time.—Denver Post.

NEW LINE TO CUBA.

Southern Pacific and Illinois Central Combine on the Proposition.

What will be an epoch in transportation from the middle west and north to the South will result from arrangements made at a conference in Chicago between representatives of the Southern Pacific water lines and the Illinois Central railroad. As an outcome of this meeting, participated in by Assistant Traffic Director McCormick, of the Harriman lines in Chicago, A. H. Hanson, passenger traffic manager of the Illinois Central, General Passenger Agent Batturs, of Southern Pacific in New Orleans, and General Passenger Agent Anderson of the same system, at Houston, Texas. It is announced that the greatest effort in the history of transportation will be made by these combined interests this fall and winter to popularize Cuba as a winter resort. This means the establishment of new fast steamer service between New Orleans and Havana, and one of the finest and fastest passenger trains in the country between Chicago and the Crescent city. During the past three or four years an immense winter tourist business has developed from the district north of the Ohio river from the Alleghanies to the Rockies. To better accommodate this increasing business, the Southern Pacific has purchased the magnificent modern steamer "Prince Arthur," which has been in the New York-Novia Scotia service, to ply between New Orleans and Havana. This is a fine new steel steamer built in Hull, England, in 1900. It is 304 feet long and has accommodations for 173 first-class passengers, 36 second-class, and 24 steerage. On account of the season and climate, the trip down the Mississippi and over the Gulf of Mexico will be largely an "Outdoor" one, and the wide decks will allow the maximum comfort.

N. P. War in Portland.

Portland, Or., Sept. 18.—Following on the heels of the publicity of the intention of the Northern Pacific railroad to build down the north bank of the Columbia river comes to light the fact that that company has, during the past few months, made purchases of property lying north of the Northern Pacific terminal company's yards, in this city to the value of $1,500,000.

The deeds to this property, which is said to have been purchased through the agency of a prominent Portland banker, have not yet been recorded.

The property, which amounts to about 24 acres, will, it is understood, be used for terminal yards, roundhouses and machine shops.

Heavy Travel.

The tide of travel has set in towards the east in dead earnest. As a sample last night's No. 4 on the D. & R. G. left Salt Lake in two sections with 7 coaches packed and a like number of Pullmans loaded with tourists. All trains today are going east in two sections.

Santa Fe Annual Report.

Chicago, Sept. 18.—Western floods caused the Santa Fe railroad a loss of more than $2,000,000 in the fiscal year just closed. This is stated in the annual report, made public yesterday, showing gross earnings amounting to more than $68,000,000.

With regard to the Santa Fe's new transcontinental line, it is said that work is progressing at three points, and it is expected that the entire line will be completed this year. This line will be somewhat shorter than the route by way of Trinidad, will avoid two mountain ranges between Trinidad and Albuquerque and will be less exposed to interruption by freshets. It is announced also that the company is projecting a road from Wickenburg, Arizona, across the Colorado river to Bengal, on the main line to California.

By the close of the year, it is given out, a total of 522 miles of double track will have [illegible] completed, the longest stretch of which is between Hollister and Emporia, 74 miles, sixteen miles of double track already are in operation, and the total double track construction for the year will be 161 miles.

Railroad Legislation.

New York, Sept. 19.—Senator Stephen B. Elkins of West Virginia is in New York and has been in consultation here with various railroad and business men on the subject of railroad and tariff legislation to be considered by Congress in the coming session.

As chairman of the senate committee on interstate commerce, Mr. Elkins will have charge of all railroad legislation in the senate. He predicts that a rate regulation bill will pass this session. He feels that a prolonged and bitter fight will ensue when the subject of tariff revision is considered. The senator said yesterday:

"The committee of which I am chairman and which will frame a measure this winter, is prepared for the work and will meet two weeks in advance of the regular session for the purpose of preparing a bill. Every member of the committee knows exactly where he stands on this question, and I think that by December 1 we will have a bill ready for introduction. I regard decisive action this session as beyond question."

SPIKE AND RAIL.

The Pacific & Idaho Northern has opened an office in Boise with R. M. Hoover as general agent.

The Oregon Short Line is moving two carloads of prunes from Boise. One is consigned to New York and the other to Chicago.

D. S. Spencer, assistant general passenger agent of the Oregon Short Line, has returned from a business trip to Twin Falls.

C. C. Gardner, city passenger agent of the Rock Island at Davenport, Ia., is numbered among the visiting railroad men in the city today.

Traveling Freight Agent Pruitt of the Chicago, Milwaukee & St. Paul is passing around a box of cigars. The occasion is the arrival of a girl.

The Pacific hotel at Evanston has been purchased by eastern parties and is to be moved from the Short Line property. A brick station is to be erected in its place in the near future.

Charles H. Schlacks, vice president of the Denver & Rio Grande system, has arrived in Denver after having been in the east for several months seriously ill.

The Oregon Short Line will run an opera excursion to Ogden on Wednesday evening. The special train carrying the members of the Salt Lake Opera company will leave at 8:05, returning after the performance.

Given Up to Die.

B. Spiegel, 1201 N. Virginia St., Evansville, Ind., writes: "For over five years I was troubled with kidney and bladder affections which caused me much pain and worry. I lost flesh and was all run down, and a year ago had to abandon work on account of them. I had three of the best physicians who did me no good and I was pronounced by given up to die. Foley's Kidney Cure was recommended and the first bottle gave me great relief, and after taking the second bottle I was entirely cured." Sold by F. J. Hill Drug Co.

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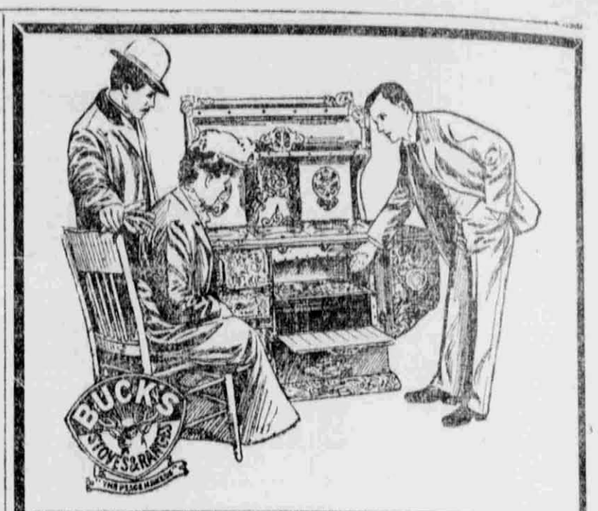

LOOK AT THAT OVEN—

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The doors and racks in all Buck ovens are WHITE ENAMELED; something you'll find in no other range. This not only makes it as easy to keep your oven as sweet and clean as a china dish, but the white enamel retards radiation, and REFLECTS the heat. You don't have to turn a pan of bread to have it bake evenly. Your roast won't dry up or shrink in a Buck oven—it's really a salf-baster.

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