

MINING, BUSINESS AND STOCKS

SILVER SHIELD A STAR FEATURE.

Bingham Stock in Demand During Forenoon Calls of the Mining Exchange.

BROKERS BID SIXTEEN CENTS

On the Curb—Improved Mine Conditions—Closing Sales and Quotations.

Silver Shield furnished the star feature of the trading on the floor of the Salt Lake Stock & Mining Exchange during the early calls today.

TODAY'S QUOTATIONS.

Table with columns: Stocks, Bid, Asked. Lists various stocks like Alice, Ajax, Bullion-Beck, etc.

REGULAR CALL SALES.

Daily-Judge, 10 at 5.50. Silver Shield, 500 at 13 1/2; 500 at 14.

OPEN BOARD SALES.

Beck-Tunnel, 1,000 at 6. Daily-Judge, 300 at 6.50; seller 10.

RECAPITULATION.

Table with columns: Shares, Value. Regular call, 16,110 \$3,097.62.

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

Tonopah Ore Shipments. The ore shipments via the Tonopah railroad for the week ending yesterday were as follows: Tonopah Mining com-

Today's Metal Quotations.

Local settling prices as reported by the American Smelting and Refining Company: SILVER, 60 3/4. COPPER, CASTING 14 3/4.

New York Quotations.

LEAD, steady, \$4.45 @ \$4.55. COPPER, firm, 15 1/2.

POLLOCK RE-ELECTED.

Well Known Broker Will Continue as President of Stock Exchange. The new governing board of the Salt Lake Stock & Mining Exchange met yesterday afternoon for organization.

U. S. MINING AFFAIRS.

Important Changes in Smelter to be Made by Manager Fitch. A Boston publication says that the United States mining affairs:

"Smelter experts from all over the country have been wrestling with the problem of smelting the United States company's ores. Improvements have been instituted, and the smelter is now working better than at any previous time."

NEVADA STOCKS.

Tonopah Belmont, .56 @ .72 1/2. Tonopah Midway, .82 1/2 @ .83 1/2. Tonopah Extension, .43 1/2 @ .45. Montana Tonopah, .215 @ .22. Jim Butler Tonopah, .46 @ .48. MacNamara, .38 @ .40. Goldfield Bonanza, .08 @ .09.

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BOUGHT INTO THE SANDSTORM LEASE

Judge W. A. Sherman and Associates Acquire Interest Formerly Held by J. R. Davis.

SHERMAN-GOLDFIELD MINES CO.

The Name of a Corporation Which Will Operate Lease—L. L. Terry A Stockholder.

Judge W. A. Sherman and L. L. Terry of this city, have become interested in the Bonanza district of Goldfield, Nevada, by the purchase of the interests of J. R. Davis in the Loftus-Davis lease on the famous Sandstorm mine.

The Sherman-Goldfield is a corporation recently organized for the purpose of acquiring and developing meritorious mining properties in the Goldfield district, and is composed principally of wealthy Salt Lake City residents.

CONCENTRATES.

L. A. Jeffs departed for the east yesterday. Several cars of Tonopah ores are in today's market.

A. E. Hyde is reported as having arrived at Tonopah. John T. Hodson expects to leave for Goldfield, Nev., soon.

President John Brock of the Tonopah company is at that property. Manager Henry M. Adkinson of the New England mine at Bingham spent yesterday at that property.

Manager S. M. Levy of the Annie Laurie mine at Kimberly will depart for camp again tomorrow morning. J. M. Callow, the mechanical engineer, departed last night for Butte, he expects to be absent about two weeks.

Manager John J. Daly, of the Daly-Judge Mining company, has been making a tour of the southern states. He is now in New Orleans.

The new electric motor to be used in the Utah copper mine at Bingham for camp again tomorrow morning. The ore and bullion settlements reported late yesterday aggregated the sum of \$146,700, as follows: Crude ore and concentrates, \$67,000; base bullion, \$69,700; gold bars, \$10,000.

J. N. Sharp and L. T. Brockbank of Salt Lake, C. H. Masters of Berkeley and P. M. Evans of San Francisco, prominent mining men, arrived in Tonopah Tuesday—Tonopah Bonanza.

W. B. Jeffs, one of the directors of the Columbus Consolidated Mining company, arrived from Michigan last night and will remain until after the stockholders' meeting scheduled for next week.

Manager D. C. Jackling of the Utah Copper company is going to leave soon on a trip to Clifton, Arizona, for the purpose of looking into the merits of the proposed tunnel to be used in the big mill of the Arizona Copper company.

The properties of the Majestic Copper company in Beaver county are now under the direction of Samuel Newhouse, Ed F. Freudenthal has been retained as superintendent. He received instructions yesterday to continue in charge of the properties.

In testing some samples of ore from one of the Williams brothers' properties in Wilson creek district on the Middle fork of the Salmon, H. W. Brown, the Boston assayer, has found it contained platinum. The ore showed quantities of material that could not be recognized, and a test was finally made for platinum which disclosed the identity of the unrecognized metal—Statesman.

A seven-foot vein of coal has been opened up at the Blue Hill on the old main road to Brush Creek by John Packer. He is in fifty-seven feet and the coal shows the colors of the rainbow, which is commonly called peacock coal. The coal mine is convenient to the farmers living north of Vernal, as it is four miles from the coal shafts of the colors of the rainbow, which is commonly called peacock coal. The coal mine is convenient to the farmers living north of Vernal, as it is four miles from the coal shafts of the colors of the rainbow, which is commonly called peacock coal.

State Mining Inspector R. N. Bell has a force of men at work on the Fourth of July group of claims at Black Warrior. At the last reports the cross-cut tunnel had not yet reached the ledge but it is expected to cut the vein within two weeks. This ledge on the surface is remarkably rich, showing free gold specimens for 15 feet in width, and it is expected the tunnel will cut into very rich ore when it reaches the ledge—Statesman.

Developments on the Loftus-Davis, Mayne ledge on the Sandstorm continue to be of the most sensational character. The crosscut on the 50-foot level a distance of 14 feet, with no sign of the hanging wall as yet. The ore is of very high grade, carrying values fully equal to those found on the surface. The shaft is 75 feet and as soon as the 100 foot point is reached another crosscut will be started for the ledge. The third shipment of ore left for the railroad yesterday—Tonopah mine.

Anti Injunction Bill. Washington, Feb. 1.—The house committee today voted to postpone indefinitely the further consideration of the bill prohibiting the use of injunctions and restraining orders in labor disputes.

BOSTON MARKET. Closing quotations today as reported by the Brokerage & Finance Department to Hudson Sons Co., brokers, were:

Table with columns: Bid, Asked. Amalgamated, 73.75, 74.00. Con. Mercur, 32.50, 33.00.

NEVADA STOCKS. Tonopah, 11.87 1/2 @ 12.00. Mont. Tonopah, 2.25 @ 2.37 1/2.

OIL DRILLING RIG. For sale cheap. Now standing at Deseret Station. Complete standard outfit with tools, 3,000 feet cable, 1,100 feet 6 1/2 casing, 400 feet 8 1/2 casing, extra tools, etc. OWENS BURNS, 79 La Salle St., Chicago.

DOCTOR SMITH'S FLOUR. NO NEED TO IF YOU USE. The electric motor ordered weighs four tons and is of the same type as the one ordered yesterday by the management of the Utah Copper mines.

MARKET STILL FEATURELESS. If There Was Any Tendency in Stocks It Was Downwards And Not Upwards. DROPPED IN NORTHWEST STANDARDS. Buoyant Features of Yesterday Were Liquidated Fully and Dropped.

New York, Feb. 1.—The stock market today opened without any definite tendency. Union Pacific, Erie, New York Central and United States Steel were among the prominent stocks that were quoted slightly below yesterday's closing.

The market was steadied by a rise of 1/2 in Reading, but the profit taking where recent advances have occurred, kept the movement mixed. A number of stocks moved slightly higher, particularly 1/2, Ice preferred 1/2, Leather 1/2, and the preferred 3/4, International Paper 3/4, and Western preferred and some other stocks rose 1/2 or more.

Trading slackened among the usual active features in the middle, but increased activity in the afternoon. High priced stocks continued to make the more noticeable feature of the market. Lackawanna, so-called, Delaware and Hudson, Pacific Coast second preferred, 4 1/2; the United States preferred, 4 1/2; and the Kansas City Southern, 4 1/2.

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LIVERPOOL GRAIN. Liverpool, Feb. 1.—Close: Wheat—March, 1904, 15; July, 15 1/2; July, 15 1/2.

NEW PRIVATE WIRE SERVICE. JAMES A. POLLOCK & CO., BANKERS AND BROKERS. 6 WEST SECOND SOUTH ST., SALT LAKE CITY.

ORDERS PROMPTLY EXECUTED IN STOCKS, BONDS, COTTON, GRAIN AND PROVISIONS. PRIVATE LEASED WIRES WITH LOGAN AND BRYAN CORRESPONDING MEMBERS.

SALT LAKE ROUTE. From Provo, Lehi, Fairfield and Mercur, connecting at Nephi for Mant and intermediate points on Sanpete Valley Ry. 8:00 a. m.

From Provo, American Fork, Lehi, Juab, Milford, Panguitch, Caliente and intermediate points. 9:45 a. m.

From Provo, Lehi, Fairfield, Mercur and Sanpete Valley. 9:55 p. m.

From Silver City, Mammoth, Eureka, Stockton, Tooele and Garfield Beach. 9:55 p. m.

Daily Pullman Buffet Sleeping Car service between Salt Lake City and Milford, Modera and Caliente.

Direct stage connections for all mining districts in southern Nevada.

Current Time Table. In effect Oct. 9th, 1904.

LEAVE SALT LAKE CITY. No. 10—For Heber, Provo and Marysville. 8:00 a. m.

No. 12—For Park City. 8:15 a. m. No. 13—For Ogden and West. 8:30 a. m.

No. 14—For Provo and Eureka. 8:50 p. m. No. 15—For Bingham. 8:50 p. m.

ARRIVE SALT LAKE CITY. No. 6—From Ogden and the West. 8:00 a. m.

No. 7—From Eureka and Provo. 10:00 a. m. No. 8—From Denver and East. 10:25 a. m.

No. 9—From Ogden and the West. 11:30 p. m. No. 10—From Park City. 8:10 p. m.

No. 11—From Heber, Provo and Marysville. 8:00 p. m. No. 12—From Bingham. 9:30 a. m.

No. 13—From Bingham. 9:30 a. m. No. 14—From Denver and East. 10:25 a. m.

Time Table IN EFFECT Dec. 4, 1904. OREGON SHORT LINE RAILROAD.

From Ogden, Portland, Butte, San Francisco, Chicago, St. Louis, Omaha and Denver. 8:00 a. m.

From Ogden, Cache Valley, and intermediate points. 9:30 a. m. From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver, and San Francisco. 11:30 a. m.

From Ogden, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points. 11:45 p. m.

T. M. SCHUMACHER, Traf. Mgr. D. E. SPENCER, G. P. & T. A. City Ticket Office, 201 Main Street, Telephone 250.

"The Lagoon Road" Salt Lake and Ogden Railway. Time Table in effect Sept. 6, 1904.

Leave Salt Lake, 6:30 and 9 a. m., 2:30 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 Holidays.

A. D. PIERSON, Gen'l Pass. Agt. J. B. BEAN, Excursion Agt. Office, 161 Main Street.

COLORADO-UTAH MISSOURI PACIFIC RAILWAY.

SHORT LINE. TO ST. LOUIS. Through car Salt Lake City to St. Louis and Kansas City. Only one change to New York, Buffalo and principal points east—low rates for summer travel.

Special attention to ladies and children. Tourists sleepers through to Chicago, Boston and other points, without change.

TWO TRAINS DAILY. Inquire at ticket office, 161 Dooly Block, Salt Lake City. Any information cheerfully given.

H. C. TOWNSEND, G. P. & T. A. Missouri Pacific Ry., St. Louis, Mo.

THE NORTH-WESTERN LINE TO CHICAGO AND THE EAST.

Fast through trains daily to Chicago via the CHICAGO & NORTH-WESTERN RAILWAY.

the double-track line between the Missouri River and Chicago. Direct connection with all lines to the East.

Two trains daily Omaha to St. Paul and Minneapolis; excellent service to Duluth and Superior.

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.

When Going East. Try the Illinois Central R. R.

The Short Line to Minneapolis and St. Paul, Unexcelled service to those points as well as Chicago and all points south.

Between Omaha and Chicago. The line runs through the best districts in Iowa and Illinois, passing through Fort Dodge, Waterloo and Dubuque, Iowa, and Rockford and Freeport, Illinois.

For full information and literature, call or write J. A. FOLEY, Commercial Agent, 79 West Second South, Salt Lake City, Utah.

Read This Before You Start To The East.

For your trip, no matter where your destination may be in the East, you will find the Burlington the most satisfactory route, because it offers its own thro' service to St. Louis and Chicago.

You have choice of going via St. Louis and returning via Chicago, or otherwise varying your trip and remaining always the guest of the Burlington. No other road offers such a choice of routes.

Before you definitely plan a trip, let me know your prospective destination and see if I have not some very valuable suggestions.

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