WARLIKE NAVAJOS.

Danger of Being Scalped by Them in the San Juan Country.

EXCITEMENT AMONG PROSPECTORS

A Reported $40,000 Sale in the Henry Mountains.—The Rio Grande's Business.

The numerous announcements to the world by wire, newspapers and otherwise that large quantities of gold have been discovered in the San Juan country in southeastern Utah have created a state of feverish excitement among the roving, ambitious and hopeful element known as prospectors. As a result, the Rio Grande Western—the only railroad that reaches that part of the country is doing a rushing business. General Passenger agent Bennett is highly delighted at the business his road is doing in carrying delegations of miners to the new fields. He says word was received today of two large parties outfitting at Eureka, Utah, and that it had also been learned by wire of a party leaving Green River day before yesterday consisting of a correspondent of the New York Sun, Mr. Green, a prominent civil engineer, and Mr. W. H. Edwards who was one of the Stanton party who explored the canyon of the Colorado river some time ago.

He says further: "Prospectors returning from the Henry mountains report valuable finds in that locality and in the White Canyon district. Two prospectors arrived at Green River station yesterday direct from the Henry Mountain district and showed good looking bromide ore which was said to run very high in gold and copper. There is not one silver mine in these mountains so far as known, and that is on the western slope. All the mines on the eastern slope are gold mines. The same prospectors stated that in their belief the best gold mines are twenty miles below the mouth of the San Juan on the Colorado river, but that there are many good placers below the Henry mountains and also up the San Juan river from its confluence with the Colorado river. The general information obtained besides the new placer gold mines 120 miles by wagon road from Green River station.

"Jack Sumner, one of the old Powell party, recently sold a bromide claim on the Henry mountains for $40,000, and reports that there is a good wagon road all the way from Dandy Crossing to the new discoveries.

"A courier is expected back from the Henry mountains and another from Dandy Crossing within the next two or three days, when further reliable information will be obtained. Both Jack Sumner and Cannon Ben Hite were seen at Green River before they started on their return for the new gold fields and gave glowing accounts of the mines and prospects there, and also in White River canyon and Henry mountain districts, and estimated the distance as follows:

From Green River station to Henry mountains, 90 miles; Dandy crossing or Hites' ranch, 110 miles, and mouth of San Juan river, 130 miles.

"Jack Sumner also made the statement that in his opinion the best placer mines were 110 miles below where the San Juan empties into the Colorado river, and as Sumner was with the Powell party in 1869 and has been through the country since, the information would appear to be reliable. He also states that these placers cannot be reached from the Arizona side without great difficulty and that to reach the diggings from that district it is necessary to pack over the Navajo mountains and running a big risk of being scalped; and that no man who knows the Navajos will dare to invade their territory, and this flush of people to the lower San Juan will only increase their jealousy. There are good placers in Crescent creek which flows from the Henry range to the Colorado and the eastern slope of the Henry mountains is full of gold.

PACKING PORK AND HAMS.

One Method for Insuring Good Sweet Pork. A Pickle for Hams and Shoulders.

There is a difference in the methods of packing pork; but the one here given is vouched for by American Cultivator as sure to result in sweet pork if the hogs are well fattened on good feed. Have the pork barrel perfectly clean and sweet, scalding and washing it to hot water made strong with soda until it is so, and see that it is well hooped and the bottom braced so that it will not break out. Get the best of clean broken cook salt, and to a half bushel of salt add one ounce of saltpeter, or from two to four ounces of baking soda, mixing it well with the salt. After the animals are killed, allow them to remain in a cool place, but not where it is cold enough to freeze, for about twenty-four hours, for the animal heat to get out. If the outside freezes before this heat is all gone, the inside, especially against the bone in the thick part of the ham and shoulder, will surely be tainted, and salt cannot save it. It is best to guard against any chance of freezing.

Cut off the head, hams and shoulders and remove the spareribs and other desirable lean pieces. If not accustomed to doing this work or is doing it done, it will pay to get some butcher or old farmer to show you how to do it. You will then have before you the broadside of pork. Cut sacheons off squarely, and then proceed to cut into strips of about four inches in width, having all of one width, and begin packing by covering the bottom of the barrel with salt. On that place a layer of pork, beginning at the outer edge and laying the rind of the pork next the barrel and keeping right around the barrel in that way, making snug stowage as possible, and fill the last piece in the center with a piece or pieces cut to fit snugly and driven into place with a wooden maul. On this place another layer of salt and begin anew, going on until the cask is full or the supply of pork is exhausted, after which cover with salt and put a cover down upon the pork, and either press it down or weighted with a heavy stone. Put in no water, as in a short time, if the packing is well done, the water in the pork will make a brine that will cover the pork entirely. In using always keep brine enough in the barrel to cover the pork and keep it pressed down.

WAGON WORK.

Devices for Tightening Tires and Lifting the Wagon Box Off and on.

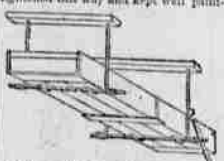
The expense of equipment and of oil and the bother of the performance are objections urged against the hot oil process of tightening tires by an Ohio Farmer correspondent who has tried and recommends in preference the following

TIGHTENING A TIRE.

plan: The way to tighten tires is to place a leather washer between the shoulders of spokes and felly. This plan allows of driving the spokes into the hubs as solid as now. Fig. 4 in the accompanying cut shows how with a lever and fulcrum resting on the hub (don't take the wheel off the vehicle) the felly can be easily lifted sufficiently to slip a split leather washer of hard leather (see Fig. 2) between spoke and felly. Old harness strap or old hot leather makes good washers. Fold the leather as in Fig. 3 to cut the hole to fit the spoke tenon, then divide one side of the washer. Use the hammer over each spoke more or less freely, according to strength and size of the wheel. Set the wheel together strong, if possible. Don't trim spokes of washer until you are through.

This plan is far better than any blacksmith can do because you know just what you are doing to a hard-wooded. You can give the wheel exactly the dish needed and will have no difficulty with an unsound wheel afterward. Where there is a looseness between felly, spoke and hub there is no way on earth for the blacksmith to tell how much to upset the tire. The way we happened to "get on to" the scheme was because the tires on a speeding sulky needed setting. We had tried the oil process, and it was failure to apples that the blacksmith would ruin the wheels. In studying the matter it luckily dawned on our mind that leather washers would do the business, and they did, as the wheels have shed several years' hard usage and have never flinched. The plan has worked equally well on all manner of vehicles.

If the wagon is old and the spokes very loose in hub it may be necessary to fasten them in the hub with nails or wood wedges, or the prying will lift the spoke out of the hub instead of the felly off its tenon. With nicely paired strap rings use light washers and great care in trimming the washers close. If the wheels are entirely dry when tires are tightened this way and kept well painted they will never need tightening again. The rims of wheels should be painted from one to four times a year, according to usage.



DEVICE FOR LIFTING A WAGON BOX.

Ohio Farmer also illustrates a practical device for lifting a wagon box off and on the wagon. The cut explains itself. The lever to wind up with has a bent wire in one end, which is slipped around the rope, when wound up, to hold it in position. The rollers are held in place by leather sashes tacked upon under side of box. There is a lever for each roller, but only one is shown in the cut.

Christ Episcopal church, Philadelphia, has settled the choir question in a manner satisfactory to its congregation. After a variety of experiments in choirs the musical directors at length decided on a surpliced choir of both boys and girls. In old church parlance such a selection of singers is known as a "cock and hen choir." The uniform adopted consists of a black cassock, white surplice and the "mortar board" hat so familiar to English eyes at Oxford. The girls range in age from twelve upward. This mixed choir drew throngs to the church service.

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From Milford and intermediate points ..... 10:30 a m
From Juab and Eureka ..... 6:10 p m
*From Terminus and Tooele ..... 4:00 p m

DEPART.

For all eastern points ..... 8:00 a m
For Ogden and intermediate points ..... 8:45 a m
For Butte, Portland, San Francisco and Cache Valley ..... 10:00 a m
For Cache Valley and Park City ..... 4:30 p m
For all Eastern points and San Francisco ..... 6:30 p m
For Eureka, Juab and Milford ..... 7:45 a m
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