

men, the hunters and others intruding more and more upon their ancient domain, killing them more or less, keeping them on a constant move and making it appear that they are more numerous now than formerly, would be something of a question.

The potato crop here this year so far seems almost a failure with a great many.

WM. C. MCGREGOR.

STATE VALUATION.

An increase of nearly ten millions of dollars is announced in the total valuation of taxable property in the State of Utah this year over that of last year. The railroad, telegraph and telephone assessment computation has been completed and it shows a total valuation of \$13,308,857, an increase of \$1,537,504.10 over last year. The valuation, per mile, of the railroad tracks is placed as follows:

Union Pacific—Davis county, \$8,500; Morgan, \$8,500; Summit, \$8,500; Weber, \$9,700.

Echo & Park City, \$6,500; Coalville branch, \$3,500.

Oregon Short Line & Utah Northern—Beaver county, \$6,000; Millard, \$6,000; Juab, \$6,500; Utah, \$8,000; Salt Lake, \$9,750; Davis, \$9,250; Weber, \$9,500; Box Elder, \$9,000; Cache, \$9,000; Preston branch, \$6,500; Tooele branch, Salt Lake, \$4,500; Tooele, \$4,000; Syracuse branch, \$2,500; Tintic branch, \$7,000.

Rio Grande Western—Weber, \$9,500; Davis, \$9,250; Salt Lake, \$9,750; Utah, \$8,500; Carbon, \$8,000; Emery, \$7,750; Grand, \$7,750; Scofield branch, \$4,000; Tintic branch, \$7,000; Bingham branch, \$4,500; Alta branch, \$2,000; Bingham tramway, \$700; Alta tramway, \$500; Sanpete branch, \$5,500.

Central Pacific—Box Elder, \$8,000; Weber, \$9,000.

Utah Central, \$3,750.

Salt Lake & Los Angeles, \$6,000.

Ogden Union railway and depot, \$6,000.

Ogden-Utah Hot Springs, \$1,000.

Salt Lake & Mercur, \$3,000.

Great Salt Lake & Hot Springs, \$2,500.

Sanpete Valley, \$2,000.

Salt Lake & Fort Douglas, \$500.

Salt Lake City Street railway, single track, \$5,000; double track, \$7,500.

Rapid Transit, single track, \$4,000; double track, \$6,000.

West Side Rapid Transit, \$2,500.

Ogden Street railway, \$2,500.

The side tracks of the principal lines are valued at \$2,500 per mile.

The companies are assessed by counties as follows:

Union Pacific—Summit, \$582,674;

Morgan, \$244,772; Davis, \$8,228; Weber,

\$280,812; Salt Lake, \$14,468; Rich, \$14,

856. Total, \$1,145,810.

Echo and Park City—Summit,

\$221,345.

Oregon Short Line & Utah North-

ern—Cache, \$409,245; Box Elder,

\$368,541; Weber, \$164,746; Davis, \$291,

560; Salt Lake, \$651,885; Utah, \$615,

225; Juab, \$553,998; Millard, \$625,188;

Beaver, \$221,334; Tooele, \$270,812. To-

tal, \$4,172,032.

Rio Grande Western—Weber, \$116,

717; Davis, \$275,508; Salt Lake, \$710,786;

Utah, \$1,324,809; Juab, \$75,898; San-

pete, \$458,390; Devier, \$44,068; Carbon,

\$419,769; Emery, \$473,241; Grand,

\$641,279. Total, \$4,540,460.

Central Pacific—Box Elder, \$1,679,

659; Cache, \$3,041; Weber, \$129,858.

Total, \$1,812,558.

Utah Central—Salt Lake, \$82,993;

Summit, \$56,111. Total, \$139,104.

Salt Lake & Los Angeles—Salt Lake,

\$118,450.

Sanpete Valley—Joab, \$21,843; San-

pete, \$86,343. Total, \$107,986.

Salt Lake & Fort Douglas—Salt

Lake, \$3,478.

Great Salt Lake & Hot Springs—

Davis, \$51,519; Salt Lake, \$21,364;

Total, \$72,883.

Salt Lake & Mercur—Tooele, \$6,276;

Utah, \$33,953. Total, \$40,229.

Ogden-Utah Hot Springs—Box

Elder, \$8,460; Weber, \$8,890. Total,

\$17,350.

Ogden Union Railway and Depot—

Weber, \$178,653.

Salt Lake City Railroad—Salt Lake,

\$298,550.

Rapid Transit—Salt Lake, \$162,617.

Ogden City Street Railway—Weber,

\$48,700.

West Side Rapid Transit—Salt Lake,

\$12,810.

The total valuation of the Rocky

Mountain Bell Telephone property is

placed at \$91,365; Vernal Telephone

company, \$626; Western Union Tele-

graph company, \$81,888; Deseret Tele-

graph company, \$5,809. The Pullman

company is assessed at \$43,954.

The following is a comparison of the

assessment of these corporations for

1895 and 1896:

Name of Company.	1895.	1896.
U. P. Ry. Co.	907,449	1,145,810
Echo & Park City Ry.	169,640	221,345
O. S. L. & U. N. Ry.	3,821,107	4,172,032
R. G. W. Ry. Co.	4,279,959	4,540,460
C. P. Ry. Co.	1,559,553	1,812,558
S. L. & L. A. Ry. Co.	116,750	115,450
Utah Cent. Ry. Co.	82,617	139,104
Sanpete Valley Ry. Co.	71,234	107,986
Gr. S. L. & H. S. Ry.	60,860	72,883
S. L. & Ft. D. Ry. Co.	4,273	3,478
Ogden Union Ry. & D.	149,420	178,653
S. L. & Mercur Ry.	25,367	40,229
Ogden, Utah, H. S. Co.	16,152	17,350
Pull. Pal. Car Co.	43,860	43,861
Salt Lake City Ry. Co.	293,425	298,550
S. L. Rapid Transit Co.	150,555	162,617
Ogden St. Ry. Co.	48,675	43,700
West Side Rapid Tr.	13,510	12,810
H. M. Bell Tele. Co.	88,563	91,865
Vernal Telephone Co.	920	826
W. U. Telegraph Co.	81,937	81,888
Deseret Telegraph Co.	6,747	5,809
Totals.....	\$11,771,352	\$13,308,857

THE EUROPEAN MISSION.

[Millennial Star, August 6.]

Arrivals.—On August 5, 1896, the following named Elders arrived in Liverpool per American line steamer Waesland:

For the British mission—William J. Mortimer, Frovo; William D. Turner, South Cottonwood; Joseph W. Stringfellow, Salt Lake City.

For the Swiss and German mission—Philip S. Maycock, Campbell M. Brown, Brigham A. Perkins, Theodore Nystrom, Harrison E. Jenkins, Salt Lake City; Frank K. Seegmiller, Richfield.

For the Scandinavian mission—Charles M. Olsen, Park Valley; Ole Henry Peterson, Fairview; M. Mickelson, Spanish Fork.

Brother George F. Brooks and wife, who came on a visit arrived with the above named Elders.

Release and Appointments.—W. T. Lamoreaux has been released from laboring as traveling Elder in the

London conference and appointed to the Liverpool conference.

Joseph W. Stringfellow has been appointed to labor as traveling Elder in the London conference.

William J. Mortimer has been appointed to labor as traveling Elder in the Cheltenham conference.

William D. Turner has been appointed to labor in the Liverpool conference.

IDAHO WEATHER REPORT.

IDAHO FALLS, Idaho, August 18, 1896.—The weather of the week ending Monday, August 17th, was very warm with cool nights; light frosts occurred on several dates in the more elevated portions of the central and eastern sections, but no damage was done. High winds have prevailed nearly every afternoon, principally over the southern half of the State, materially assisting the warm dry weather in drying up pastures and crops on unirrigated lands. The precipitation of the week was very deficient, consisting mainly of light showers resulting from a few thunderstorms.

The weather was very favorable for grain, which has ripened rapidly; harvesting is well under way, with a large part of the crop in the western section threshed; in other parts of the state threshing will begin in a few days; the yield is variable but generally above the average. Potatoes are of excellent quality and doing well. Vegetables of all kinds are plentiful. Corn is in good condition and ready for table use. Cutting of the second crop of alfalfa is generally nearing completion. Fruit is maturing well and is a good crop.

D. P. McCALLUM,
Section Director.

JULY WEATHER IN IDAHO.

Idaho section, climate and crop service weather bureau, monthly report for July, 1896. D. P. McCallum, section director, Idaho Falls, Idaho:

The weather during the month was generally clear and warm with very little precipitation until the 11th, 12th, and 13th, upon which dates unusually heavy thunderstorms occurred in all parts of the state; in a few places in the southern section the storms of the 12th were the most severe on record; thunderstorms occurred also among localities on the 28th and 29th. With these exceptions the rainfall of the month was confined to a few light thunderstorms in various parts of the state. As regards temperature the usual midsummer weather was experienced, though light frost occurred at one station in the southwestern section on the 13th and 14th. The atmosphere over the greater part of the state was quite smoky during nearly the entire month.

Notes of observers. Idaho City: The thunderstorm of the 14th was the heaviest ever known here. Idaho Falls: Two thunderstorms about an hour apart occurred on the afternoon of the 12th; the second was quite severe and is said by the oldest residents to have been the heaviest ever experienced in this section; the thunder was terrific and the sky for about twenty minutes was in almost a continual blaze of lightning; it is estimated that