NEWS OF THE WEST.

Waging War on Cattle Thieves in Logan County, Idaho.

EXTRAORDINARY YIELD OF GRAIN

The U. S. Government and Opium Smuggling—Devastation by a Cyclone in Idaho.—Other Items.

The Lewiston (Idaho) Teller, in speaking of the Elk City excitement, says thousands of acres of open mountain land have will considerable property received. There were several narrow escapes for people living in that section. The same paper says several men are placer mining in the gravel exposed by the uprooting of trees.

The Cheyenne Sun says it is stated that under the leadership of several wealthy stockmen the Alma coal miners in 1892 were in favor of free coal. They have had no little work since then that they are ready to endorse all who talk free coal to the miners who feel in free and constantly on the turn.

The Spokane (Wash.) Spokesman says: This year Cook county will have over 100,000 bushels of oats. The acre to more than one bushel. Henry Keefe has 160 acres of oats on his farm 8½ miles, 8 miles west of town, which stands nearly six feet high throughout the field. He will cut it for hay and the lowest estimate per acre has been placed at three tons.

Henry Schmidt, a seven-year-old boy, met with a painful accident on Tuesday morning at La Junta, Colo. John Tuetz, a fellow playmate, was playing with a revolver, when it went off, the ball entering Schmidt's neck, passed backward and lodged near his shoulder blade. Dr. F. Fisher was called and extracted the bullet. He thinks the boy will get along all right.

A special from Tacoma, Wash., says the United States government will take up the suppression of opium smuggling with increased vigor. Four fast steam launches will be purchased to establish a systematic patrol on Puget sound and the Columbia river. One launch will be stationed at Tacoma, one at Port Townsend, one at Astoria and one at Portland. The custom force in the district will be augmented by the addition of four secret service men and the launches will cruise constantly.

The Lewiston Herald-Journal says: A telegram received here from a reliable source at Yellowstone park says a shock resembling an earthquake was felt at Norris geyser basin at Sundown last Saturday morning. The new crater geyser, which had been quiet for some time, broke out with terrific force, throwing rocks weighing 2,000 pounds to the height of 200 feet, steam rising 500 feet, accompanied by a roar equaling the combined exhaust of a thousand locomotives, which could be heard for ten miles. Every geyser in the Norris basin played for hours. The new crater now surpasses any geyser in action in the park.

This week the surveyors are at the head of Hornet creek, says a special to the Boise (Idaho) Daily Statesman, locating the railroad into the Seven Devils, and once more is the hope entertained that the mine owners of this district will be able to reach a market for their ore. This time it would seem that the building of a railroad is a certainty, if, in the opinion of the promoters, the country justifies it. A strong company is back of the enterprise. Rockefeller, the Standard oil magnate, is one of them. Therefore it will not be for a lack of funds if the project fails through. The boys around here are now waiting for a party of about a dozen of this company to show them through the country.

Helena (Mont.) Independent: The state board of equalization has fixed the assessment of the Northern Pacific railroad in Montana for taxation purposes in 1894. The only change made from last year was a reduction of $1,000 per mile on the Butte branch. The assessment of the main line was fixed at $2,935 per mile. With the exception of the Butte branch, the Northern Pacific branch lines in Montana were valued at $4,000 per mile. The Butte branch assessment was reduced from $5,000 to $3,000 a mile on account of the statement of the company that operations had been curtailed on that line. The other railroads have not yet made their returns of property.

O. P. Johnson, the Logan county cattle king, is in the city for a few days, remarks the Boise (Idaho) Statesman. Mr. Johnson is still waging war on the cattle thieves of Logan county. He has been instrumental in placing three rustlers behind the bars, and says he will not cease his operations against the gang until the last one of them is landed in the penitentiary. Mr. Johnson estimates that in the past five or six years the cattle rustlers have caused him to lose $50,000. He says no one can form any idea of the extent of the operations of the thieves. Hundreds of cattle had been stolen from him, the thieves employing different people with beef the year round in order to insure silence on their part. He was much amused when he commenced his investigations to find the number of people interested directly or indirectly in these wholesale steals.

Silver City (Idaho) Avalanche: Messrs. Richard Beddoe and John Price, who have prospected the Quicksilver mountain country for several years past, were in the week and are feeling quite hopeful. It is said that in the early history of this camp a prospector had brought some rich gold quartz from that locality on several occasions, but died without divulging the whereabouts of his find. Messrs. Beddoe and Price think they are on the same ground, and have christened their property the "Lost Mine." They have done any amount of work in the form of open cuts, etc., trying to discover the source of the rich float to be found in that neighborhood, and are now sticking on the ledge. The extent of their ore body is not yet ascertained, but they brought in samples this week which assayed $65 in gold and four or five ounces in silver. The property is about ten miles from Silver City. Mr. Price says there is an old river channel near there which is very rich in placer gold, and he anticipates a lively camp there in the near future.

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Corner Main and South Temple Streets, Salt Lake City.

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Particular attention given to collections throughout Utah, Nevada and Idaho and remittances made promptly.
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RIO GRANDE WESTERN.

STANDARD GAUGE
EFFECTIVE JUNE 10, 1894. TIME TABLE. In Effect, June 10, 1894.

Leave Salt Lake.
No. 1—Fast Express, Sleepers, Parlor and Dining cars for Denver, Colorado Springs, Pueblo, Leadville, Glenwood Springs, Aspen, Ogden and points East. 7:00 a.m.
No. 3—Denver Express, sleeping cars for points East. 4:00 p.m.
No. 5—For Eureka and Richfield. 7:00 a.m.
No. 7—For Ogden and Way Points. 10:00 a.m.
No. 9—For Ogden and Way Points. 4:00 p.m.

Leave Salt Lake.
No. 2—From Denver, Colorado Springs and Pueblo. 9:45 a.m.
No. 4—From Denver, Colorado Springs and Pueblo. 3:45 a.m.
No. 6—From Eureka and Richfield. 10:00 a.m.
No. 8—From Ogden and Way Points. 9:00 a.m.
No. 10—From Ogden and Way Points. 6:00 p.m.

Only one running through Sleeping Car from Salt Lake to Denver, over the Rio Grande Western and Colorado Midland routes. For further information call at Rio Grande Western ticket office, 15 West Second South street, Salt Lake City, Utah.

Ticket Office, 15 W. 2nd South.
D. C. DODGE, A. G. P. A.
Manager.
J. H. LAYNATT, Gen. T. P. A.

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UNION PACIFIC SYSTEM.

THE THROUGH CAR LINE.

Effective May 6th, 1894.

Trains arrive and depart at Salt Lake City as follows:

ARRIVE.
From Kansas City, Denver and Ogden ..... 7:00 a.m.
From Ogden, Evanston, Rock Springs, Green River, Kemmerer, Pocatello, Shoshone, Boise, Baker City, Portland, Walla Walla, Spokane, Butte, Helena, Salt Lake City ..... 10:00 a.m.
From Ogden local ..... 4:00 p.m.
From Provo and intermediate points ..... 6:30 a.m.
From Saltair, Lake, Park, Garfield, Provo and Intermediate points ..... 1:00 p.m.
From Saltair, Lake, Park, Garfield ..... 4:00 p.m.
From Tooele and Intermediate points ..... 4:00 p.m.

DEPART.
For Ogden, Pacific City and all points East ..... 7:00 a.m.
For Ogden and Intermediate points ..... 9:00 a.m.
For Ogden, Montana, Butte, Helena, Portland, Pacific Coast points and points East ..... 4:00 p.m.
For Saltair, Lake, Park, Garfield, Provo and Intermediate points ..... 8:00 a.m.
For Saltair, Lake, Park, Garfield ..... 1:00 p.m.
For Provo and intermediate points ..... 5:00 p.m.
For Tooele and Intermediate points ..... 8:00 a.m.
For Ogden, Salt Lake, Provo, Portland, San Francisco and all points East ..... 6:00 p.m.
(For tickets, Union Pacific Ticket Office, 201 Main Street, Salt Lake City, and Depot.)
For Provo and intermediate points ..... 5:00 p.m.
For Tooele and Intermediate points ..... 5:00 p.m.
(Trains leave depot one hour before departure.)

City Ticket Office, 201 Main Street.
Telephone 250.
J. S. McCARTY, Gen'l Agt. Pass. Dept.
E. DICKINSON, General Manager.
E. L. LOMAX, G. P. & T. Agent.
A. S. HUGHES, Assistant General Passenger Agent.
J. H. MANDERSON, City Ticket Agent.
FREDERIC M. CHESNEY, Traveling Passenger Agent.

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EFFECTIVE APRIL 29, 1894.

Train No. 3 leaves Ogden 7:00 a.m., Salt Lake 8:00 a.m., arrive at Pueblo 6:15 a.m., Colorado Springs 7:51 a.m., Denver 10:30 a.m.
Train No. 4 leaves Ogden 7:00 p.m., Salt Lake 8:00 p.m., arrive at Pueblo 5:15 a.m., Colorado Springs 6:50 a.m., Denver 10:00 a.m.
Connections made at Pueblo, Colorado Springs and Denver with all lines east.
Sleeping cars to Denver and Pueblo.
Dining cars on all trains. Take the D. & R. G. and have a comfortable trip and enjoy the finest scenery on the continent.

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SUMMONS.

In the District Court in and for the Third Judicial District of Utah Territory, County of Salt Lake.

John E. Dalton, plaintiff,
vs.
E. R. Jones, Steve E. Jones, Kate E. Jones, Thomas Jones, Mary Jones, Thomas Jones, Jr., Thomas Jones, Jr., Mary Jones, Thomas Jones, Jr., Mary Jones, Thomas Jones, Jr., Mary Jones,