WESTERN NEWS CULLINGS.

Terrible Thunder Shower in Trinidad.

TRAGIC DEATH OF DELOS' SIMONS.

The Way the Friendly Sioux are Filling up Their War Damages on the Government.

Denver News—Trinidad, Colo., August 23.—The city was visited this afternoon about 4 o'clock by a tremendous storm of rain and hail. It was as fierce as sudden, and came from an almost clear sky, and was not attended by lightning or wind. Five minutes after it ceased the sky was perfectly clear, while torrents of water were pouring down the streets and boys were out snowballing. One of French's ice teams broke away, frightened by the terrible hail, and almost totally wrecked a fine double carriage. Half a dozen other runaway accidents are reported, as teams were standing in many places unhitched, and others insecurely fastened, as such a storm was totally unexpected. The mercury fell twenty-seven degrees in less than ten minutes.

Idaho Examiner—James Hill, father of Mrs. Delos Simons, came to his death in a tragic manner on last Wednesday night. He has been staying for some time past at the ranch of Miles Boyle, near this city, and the above mentioned night he concluded to sleep at the hay stack instead of at the house. So taking a lantern he made his way to the stack, and for some unaccountable reason, left the lantern there and started out again, and in wandering around fell over a tank, about twelve feet in height, into a dry gully and was killed. His body was not found until Friday afternoon, as it was thought he had gone to some neighbor's house. On Friday morning the dog brought his hat to the house and Mr. Boyle becoming alarmed sent word to his city where a search party was organized and started out in quest of the missing man. His body was found about 150 yards north of where he left the lantern, and presented a horrible sight, the eyes having been picked out by magpies.

Montana Stock Journal—All cattle belonging to cattle now grazing on the southern part of the Crow reservation have been ordered taken off by United States Indian Agent Wyman, and all white people to leave the Little Horn and Lodge Grass valleys. It is proposed to put in several thousand head of cattle belonging to the Crow tribe. The cattle affects George Stevenson and Joe Less, who live on Lodge Grass, and a number of Sheridan county, Wyo., stockgrowers must hunt new ranges, among them being Data Bros., Church Bros., Dinwiddie Bros. and M. F. Ward.

Laramie Boomerang—The investigation being made by the interior department for the purpose of equalizing the damage done to the friendly Indians at Pine Ridge last winter is developing some curious facts. It is the intention of the government to reimburse those friendly Indians for their losses, but the prospects are that the settlement will have to be delayed until another surplus accumulates in the treasury. The New York Advertiser says that it was originally estimated by the department that $25,000 would more than pay all claims that would be sent in by the "friendlies," but by a strange oversight the trunks of the Indians were wholly overlooked. Some Indians suspected of not having a change of horse blankets to their backs have put in claims for as many as sixteen trunks, together with valuable contents of same. In some cases the despoiled Indians place a value on the contents of their lost trunks as high as $600, while others, doubtless not wishing to give the government the idea that they pay too much attention to dress, figure their loss at an average of $100 a trunk. The government's leggerly estimate of $25,000 was swallowed up long ago, and with many fashionable and fashionable Indians yet to hear from, the claims have piled up above $200,000, mostly for trunks and clothes.

Idaho World—James Appleton was killed last Thursday at Geo. Hoon's logging camp, on the Middle Fork of Payette. Mr. Appleton and two other men were near the bank of the River, while the other men were above rolling logs. The men above gave warning before starting a log, and the three men scattered, two of them getting out of the way, one going up and the other down the river bank. Appleton ran towards the river and was caught by the log, which ran over him, crushing him in a horrible manner. Mr. Appleton was a brother of Mrs. Ed. Leigh, of Show's Mountain.

No More Pearls from Wisconsin.

The pearl fishing craze in Wisconsin, which was at its height in numerous rivers a year ago, seems to have ended as speedily as it came. Pearls were found in the classes in many rivers, but none of any particular value was found except in Sugar and Pecatonica rivers in southern Wisconsin. Of late only has the stock of pearls been exhausted, but the clams have been practically exterminated. No good pearls have been found for several months.

It is the opinion of dealers that profitable pearling in Wisconsin rivers is practically ended for several generations at least, as there are few clams remaining in the rivers which produce pearls, and it will require many years for the clams to multiply sufficiently. Besides there is no knowing how many years are required to produce the pearls, nor were the clams to become numerous again. There is no means of estimating the value of the pearls taken from Sugar and Pecatonica rivers while the excitement lasted, though it would undoubtedly run far up into the thousands of dollars.

Pearls were sold in the market here for all sorts of prices, from a few shillings up to nearly $1,000. One firm in Milwaukee sold three to a New York dealer for $1,000, while hundreds of others bought prices ranging from $50 to $300, and some of the choicest were sold by New York dealers, it is said, for as high as $5,000 each. There is yet great demand for Wisconsin pearls, and their scarcity, it is believed, will tend greatly to increase their value. It is pity that "the goose which laid the golden egg," or rather the clams which produced the pearls, should have been so ruthlessly exterminated.—Milwaukee Sentinel.

Fashions for Men.

The popular color for morning suits this season is brown. There are dozens of shades of that color. The russet brownie and the dull brown, in which there is a slight mingling of gray, are the shades that go off best. Trousers have undergone some slight alterations as regards shape since last year. They follow the shape of a pegtop somewhat, and are worn loose at the knee and tight over the boots. Silver patterns are considered better than gilt ones.

The frock coat is more indefinable than ever, and only in a few details does it differ from last season's shape. It is considered to look very elegant on fellows with good figures, but neither a very tall, thin man or a little, stout man ought to wear a frock coat. It makes the one look like a lamppost and the other literally all aout.

I learned a thing or two about the mysteries of sartorial art in the course of a conversation with a leading tailor the other day. He said: "Fullness padding will hide a multitude of faults in a man's figure. We get a great looking man sometimes, with sloping shoulders. He wishes to be made to look important. Well, we put as much padding as we can into both his waistcoat and coat, and give him an inch or an inch and a half artificial elevation in the shoulders."

The newest overcoats worn by turfmen are made exactly like a frock coat at the back. In front they are like the ordinary Chesterfield. I saw shown a new material in a leather and gray mixture with a large check in dull red, called the Scots Guards plaid. It makes up well for those inclined that way. The Prince of Wales and Lord Lonsdale have both had suits of it.—Pall Mall Budget.

Figures of Two Big Railroads.

An interesting comparison was recently made of two of the greatest railroad corporations in the world, one English, the other American. The Pennsylvania system, regarded as one aggregation, though it includes more than 100 minor corporations, represents 7,913 miles of railroad and a canal, a stock and bonded capital of $700,000,000, gross earnings in 1890 of $139,000,000 and the movement in the same year of 127,000,000 tons of freight and 84,000,000 passengers.

The English corporation referred to—the London and Northwestern—has an authorized capital of $350,977,979 and 1,858 miles of road, on which the gross receipts for one year were $63,612,303. The disparity in gross receipts per mile is not extremely large, but the capitalization of the English line is vastly greater, in proportion to mileage and traffic, than that of the American system.—Mechanical News.

The Jubilo Vessel.

The greatest engineering feat in the history of anthracite coal mining is about to begin. It is the commencement of what will be known as the Jubilo tunnel, which will be driven for the purpose of drawing the flooded mines of Jubilo and Burleigh. It will be constructed from Butler Valley, Pa., to the bottom of Eberwale mammoth vein, a distance of three miles, through solid rock, and will be eight feet square in the clear.

The scheme of tunneling through the mountains first occurred to John Markle, who is to be president of the company. It will open an immense field of coal and furnish employment to thousands of people for many years to come. It will also serve the double purpose of draining all the collieries in the valley.—New York Telegram.

Dollars are big as cart wheels these days; you can save a good many by buying boots and shoes of us.

ALDICH & SON,
No. 50 E. First South.

ANOTHER GREAT TRUNK LINE EAST.

We take pleasure in announcing to our readers that the Denver and Rio Grande Railroad and Western Pacific Railway will soon be open for the transportation of passengers and freight from Salt Lake City, Ogden, Denver, via Belleville, Fairplay, Buena Vista, Leadville, Glenwood Springs, Grand Junction and Marion to Chicago and points east. A glance at the map elsewhere in this issue will show the new route and its connections. Special rates from the Missouri River and other points east will be announced later. In the construction of the Western Pacific the time has not yet arrived for expend tickets at the book stores in a building's and superintendent, and permanent way and superintendent will complete their work with the other portions of the Rio Grande system. Both railroads claim to operate the finest Pullman sleepers and have nothing short care with dining cars. Service will be operated on the Colorado and Utah to Chicago, nothing with first and affording all those contents and receive the Rock Island and Rio Grande lines to provide for those who travel by its lines. We congratulate that great railroad on the entrance soon to extend to acquaintance to their mutual welfare. The line will be opened for business on 1891, and the new route will be new in fact as well as in name. For full information regarding the Rio Grande departure of trains, etc., apply or address

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Utah Central Railway

TIME TABLE.

In Effect April 1st, 1891.

Passenger Trains will Run Daily, between Salt Lake and Park City, as Follows:

SALT LAKE CITY.

Train 1 leaves for South & Main St. at 7.00 a.m.
" 2 arrives " " " 8.30 a.m.
" 3 leaves " " " 2.30 p.m.
" 4 " " " 6.30 p.m.

PARK CITY.

Train 1 arrives at Park City ..... 10.30 a.m.
" 2 leaves " " ..... 4.00 p.m.
" 3 " " " ..... 9.00 a.m.
" 4 " " " ..... 6.00 p.m.

Office and Depot corner Sth South and West Street.

T. J. HACKNFORD,
G. F. & P. A.

Rio Grande Western Railway.

STANDARD GAUGE.

CURRENT TIME TABLE.

In Effect Saturday, August 1, 1891.

EASTBOUND TRAINS.	No. 6.	No. 2.	No. 4.
Lv Ogden	1.00 p m	9.15 a m	5.00 p m
Lv Salt Lake	4.45 p m	2.40 p m	9.40 p m
Ar Salt Lake	6.45 p m	4.40 p m	11.40 p m
Ar Provo	8.05 p m	6.00 p m	1.00 a m
Ar Spanish Fork	8.25 p m	6.20 p m	1.20 a m
Ar Thistle	8.50 p m	6.45 p m	1.45 a m
Ar Marion	[illegible]	[illegible]	[illegible]
Ar Salina	[illegible]	[illegible]	[illegible]
Ar Gunnison	12.05 a m	10.20 p m	[illegible]
Ar Grand Junction	3.40 a m	2.45 a m	4.45 a m
Ar Green River	8.40 a m	7.45 a m	9.45 a m
Ar Rock Springs	9.50 a m	8.55 a m	10.55 a m
Ar Carbonville	10.15 a m	9.20 a m	11.20 a m
Ar Hanna	11.30 a m	10.35 a m	12.35 p m
Ar Dixon	12.20 p m	11.25 a m	1.25 p m
Ar Cheyenne	2.00 p m	1.05 p m	3.05 p m
Ar Julesburg	5.50 p m	4.55 p m	7.55 p m
Ar Denver	7.30 p m	6.35 p m	9.35 p m

WESTBOUND TRAINS.	No. 1.	No. 3.	No. 5.
Lv Denver	[illegible]	7.00 a m	[illegible]
Lv Colo. Springs	[illegible]	8.25 a m	11.25 a m
Lv Pueblo	[illegible]	9.15 a m	12.15 p m
Lv Leadville	[illegible]	1.15 p m	[illegible]
Lv Glenwood	8.00 a m	1.00 p m	4.00 p m
Lv Grand Junction	11.00 a m	4.00 p m	7.00 p m
Lv Green River	1.45 p m	8.45 p m	10.45 p m
Lv Grand Junction	3.25 p m	10.25 p m	[illegible]
Lv Green River	6.40 p m	1.40 a m	4.40 a m
Lv Rock Springs	7.50 p m	2.50 a m	5.50 a m
Lv Carbonville	8.15 p m	3.20 a m	6.20 a m
Lv Hanna	[illegible]	4.35 a m	7.35 a m
Lv Dixon	[illegible]	5.25 a m	8.25 a m
Lv Cheyenne	12.05 a m	9.15 a m	12.15 p m
Lv Julesburg	3.45 a m	12.45 p m	3.45 p m
Lv Denver	6.30 a m	3.30 p m	6.30 p m
Lv Pueblo	9.45 a m	7.00 p m	10.00 p m
Lv Colo. Springs	10.35 a m	8.00 p m	11.00 p m
Ar Denver	12.00 m	9.25 p m	12.25 a m
Lv Thistle	2.50 p m	8.45 p m	1.45 p m
Lv Provo	4.25 p m	10.20 p m	3.20 p m
Lv Spanish Fork	4.45 p m	10.40 p m	3.40 p m
Ar Salt Lake	6.45 p m	12.40 a m	5.40 p m
Lv Salt Lake	7.00 a m	5.00 p m	1.00 a m
Ar Ogden	10.20 a m	8.15 p m	4.15 a m

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