NEWS OF THE WEST.

A Young Englishman of Denver Charged With Embezzlement.

ABOUT THE OREGON SHORT LINE.

A Deputy Constable Stabbed to Death —Drowning of a Three-year-old Child, Etc.

Deputy Fish Commissioner Lund was to leave Lamont today (Saturday) for Sheridan with 50,000 fish for the streams of that section.

Georgie Hill, a 5-year-old child, was drowned in the Rowland pond at Mound City, Colo., on Wednesday afternoon. The child was playing near the water when the discovered and fell in. An alarm was immediately given and within a few minutes the distracted mother of the child received her boy, but it was too late.

Sketch of Enterprise Citizen. The late Frank H. Dicken died in Carson city. He was born in Plymouth, Mass., and was 57 years of age. He came across Cape Horn in 1849 to California, being among the leading Pacific coast pioneers. For several years he followed the occupation of a miner at Woods Creek, Shasta, Sierra, Plumas and Nevada counties in the southern mines, with considerable financial success. Then he became a successful rancher in the Tuolumne county section for several years, finally settling over into Nevada in 1861.

Fred E. Wentworth, a deputy constable, was stabbed and killed in the Arlington hotel at Trinidad, Colo., on Wednesday morning by A. J. Duff, formerly proprietor of the hotel. Duff went to Hamilton and surrendered himself. He had been ordered from the barroom of the hotel by the present proprietor, and charged his expulsion to Wentworth, between whom and himself there had long been hard feeling. He went into the back yard, where he waited for Wentworth to come out, and then stabbed him when he appeared.

A young Englishman, who is well known in Denver's business circles, has been arrested on a charge of embezzlement. His name is J. K. Rich and for the past few months he has been engaged as traveling agent for a liquor house. The sum involved is alleged to be $60. About a week ago Rich took a trip to Idaho Springs, Georgetown and Silver Plume to collect bills for the concern, and succeeded in securing about $400, which, it is alleged, he failed to turn over to his employer. He is 35 years of age, very stylish in appearance, and has a wife and children. Being unable to give bonds for his appearance he was taken to the county jail.

The Denver News says: A letter from William Weir, who is hunting and fishing in northwestern Colorado, making headquarters at Meeting lodge, gives a stirring account of life on the frontier of Colorado. He says that the season for shooting big game has now arrived and a gentleman from Baltimore, Md., has distinguished himself by killing the largest bear ever brought to the lodge, having twenty points on the antlers. P. Gilpin of Colorado Springs enjoys the honor of killing the first bull elk of the season. The trout are described as plentiful in all the streams and of unusual size. The outlook is excellent for a good season's sport.

John McPhail, one of the most prominent ranchers of the Sound, was accidentally shot and killed on Fox island, Wash., on Wednesday evening and his widow is nearly crazed with grief, thinking that she was the cause. The two were going in a boat to another island and were preparing to pull the boat into the water from the beach. Mrs. McPhail put the rifle used for bird shooting, in the boat with the muzzle toward her. The charge last passed her side and struck her husband on both below the heart so he was sleeping in pieces on the bottom in the boat. He left immediately, a passerby summoned a doctor and McPhail was moved to his home, where he died four hours later. He remained conscious to the last.

Word has been received at Portland, Or., of the killing of Myron Hamilton at Canyon, Or., by James Durnard. Durnard was tried and acquitted at Portland last spring for cattle stealing and sentenced to two years in the penitentiary. After being there a few days he was released by the supreme court for a new trial at Canyon this month. Hamilton was a witness against him, and was at Rhodell Wilcox's home Monday when Barnard rode into town. He put his horse in a stable, walked up to Wilcox's and shook hands with Mr. Wilcox. He called Hamilton out, and they went street with him, then back, and when near Wilcox's front gate drew his revolver and shot Hamilton in the back of the head twice, once in the breast and once in the left arm. One shot missed and struck the residence of E. W. Hibbard. Five shots were fired altogether. Hamilton fell dead at Wilcox's gate. Barnard then fell in the stable, mounted his horse and rode out of town, waving his revolver at the citizens to frighten them back. A posse started in pursuit. When last heard of Barnard was only about one mile ahead of the posse, and his horse was almost exhausted. Barnard has an unenviable record, and was associated with the Reagan bank robbery.

The Portland Oregonian says: The officials are quite reticent in railroad circles that there will be a contest against the recent appointment of the Union Pacific receivers as receivers of the Oregon Short Line. No fight of course is expected to be made, if at all, by the bondholding interest of the Short Line not allied to the Union Pacific bondholders. The search for some appropriate action in the bill that, under the present arrangement, the Short Line is allowed to accept traffic from its allied road across the Union Pacific, and, of course, the Oregon & Navigation on the west. It is desired to make the Short Line just as independent of the Oregon Railway & Navigation, free to make traffic arrangements with any other one. In that case, instead of accepting the business of the Union Pacific system alone, it might secure business routed for the northwest by the Burlington, Rock Island, Missouri Pacific, Santa Fe and Denver & Rio Grand which have Denver connections. The advantage would be simply that these roads would be privileged to compete for the traffic of the northwest country, coming in over the Short Line and Gray's Railway & Navigation. It is not claimed that this traffic would at once assume formidable proportions, but, if encouraged, it would do so, and the northwest would have the benefit of the added competition.

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SAFE DEPOSIT BOXES FOR RENT.

Wilford Woodruff, President. Geo. S. Cannon, Cashier.

CASH CAPITAL, - - $200,000
CASH SURPLUS, - - $200,000

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No. 1-3 East Temple Street, Salt Lake City, Utah.

Established 1873. Incorporated 1889.

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Safety deposit boxes in our burglar proof vault for rent at very low rate.

Open for deposits Saturday Night until 9 o'clock.

NATIONAL BANK OF THE REPUBLIC.

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CAPITAL PAID IN $500,000.

Banking in all its branches a specialty. Exchange drawn on the principal cities of Europe.

Interest paid on time deposits.

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Corner Main and South Temple Streets, Salt Lake City.

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Surplus - - 250,000

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Wm. B. Preston, Vice-President.
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DIRECTORS—
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RAILROADS.

RIO GRANDE WESTERN Railway

RIO GRANDE WESTERN.

STANDARD GAUGE.

CURRENT YEAR TABLE. In Effect, June 15, 1894.

Leave Salt Lake.

No. 1—For Provo, Ogden, Utah and Salt Lake Valley points, leaves at 7:00 a. m.
No. 3—For Provo, Ogden, Utah and Salt Lake Valley points, leaves at 7:40 p. m.
No. 5—For Provo, Ogden, Utah and Salt Lake, leaves at 7:00 a. m.
No. 7—For Provo and Ogden, leaves at 7:00 p. m.
No. 9—For Provo and Ogden, leaves at 9:30 a. m.
No. 11—For Ogden and the West, leaves at 1:00 p. m.

Arrive Salt Lake.

No. 2—From Provo and Ogden, leaves at 10:45 a. m.
No. 4—From Provo, Ogden, Utah and Salt Lake Valley points, leaves at 10:45 a. m.
No. 6—From Provo, Ogden, Utah and Salt Lake, leaves at 3:40 p. m.
No. 8—From Provo and Ogden, leaves at 3:40 p. m.
No. 10—From Provo and Ogden, leaves at 8:00 p. m.
No. 12—From Ogden and the West, leaves at 12:30 p. m.

Through Pullman Palace Sleeping Cars between Salt Lake City and Denver. Through Pullman Palace Sleeping Cars between Salt Lake City and San Francisco. Through Pullman Palace Sleeping Cars between Salt Lake City and Chicago. Through Coaches between Salt Lake City and Denver. Through Coaches between Salt Lake City and San Francisco. Through Coaches between Salt Lake City and Chicago. Dining Stations conducted by Company on the Line of Road. Baggage checked through to destination. Tickets may be purchased at the Company's Office, No. 15 W. 2nd South Street, and at the Depot, Salt Lake City, Utah.

Ticket Office, 15 W. 2nd South.

H. G. HOOPER, Gen. Passenger Agent. A. B. WOOLEY, Gen. Manager. Asst. Gen. Supt.
A. H. BENNETT, Gen. P. & T. A.

"Santa Fe Route."

Rio Grande Western, Colorado Midland, Atchison, Topeka and Santa Fe Railways,

The only line running Pullman Sleeping Cars between Ogden, Salt Lake City and Chicago without Change,

And Pullman Palace Rolling Chair Cars between Ogden, Salt Lake City, Denver and Chicago.

THE SHORT LINE.
SUPERB SCENERY.
EQUIPMENT UNSURPASSED.

Are You Going East?

If so, be sure and secure your tickets reading over the Route To Books" Grand and greatest railroad on earth.

Leave Ogden or Salt Lake City on the evening train in order to see the most beautiful scenery in America.

Train leaves Rio Grande Western Depot, Salt Lake City, at 6:45 p. m.

Tickets Offices, 201 South Main St.

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Burlington Route

BEST LINE DENVER TO KANSAS CITY AND ST. LOUIS

W. F. McMILLAN, General Agent.

Room 11, No. 10 West Second South, Salt Lake City.

UNION PACIFIC SYSTEM.

THE THROUGH CAR LINE.

Effective Aug. 20th, 1894.

Time Tables and Rates of any Line Desired Cheerfully Furnished.

ASSETS

From Gilt Edged bonds 100 0 0
From Stock, Preferred, Best 100 0 0
From Stock, Union Pacific, Common 0 0 0
From Stock, Preferred 0 0 0
From Stock, Oregon Short Line 0 0 0
From Stock, Oregon Railway & Navigation 0 0 0
From Stock, Denver, Texas & Fort Worth 0 0 0
From Stock, Denver & Rio Grande 0 0 0
From Stock, Denver & Rio Grande, Preferred 0 0 0
From Stock, Rio Grande Western 0 0 0
From Stock, Rio Grande Western, Preferred 0 0 0
From Stock, Salt Lake & Western 0 0 0
From Stock, Utah Central 0 0 0
From Stock, Utah Southern 0 0 0
From Stock, Utah Southern Extension 0 0 0
From Stock, Utah & Northern 0 0 0
From Stock, Leased Lines 0 0 0
From Stock, Oregon Short Line 0 0 0
From Stock, Oregon & California 0 0 0
From Stock, Union Pacific Land Grant 0 0 0
From Stock, Union Pacific Coal 0 0 0
From Stock, Union Pacific Improvement 0 0 0
From Stock, Union Pacific Land 0 0 0
From Stock, Union Pacific Railway 0 0 0
From Stock, Union Pacific, Preferred 0 0 0
From Stock, Union Pacific, Common