

OCCIDENTAL JOTTINGS.

CALIFORNIA.

Plumbago has been discovered in Los Angeles county.
Men are wanted in the upper San Joaquin harvest fields.
Grass Valley pays the school and road poll taxes of its firemen.
San Jose's Jewish synagogue was destroyed by fire last week in the city.
Nevada City's electric light will be in operation by the 30th inst.
An artesian well in San Diego county now supplies the city with water.
The total assessable property of Nevada City this year is valued at \$902,940.
San Diego has prohibited the practice of cigarette smoking by boys in the city.
Some very rich gold nuggets were picked up last week near Point San Quentin.
About 16,000 tons of wheat are stored in the warehouse of Sumner, Kern county.
In the Pinnacine mines, in San Bernardino county, Cal., 200 men are employed, and the mines are paying well.
Yeager, Lodge, F. and A. M., of Red Bluff, has decided to expend \$20,000 in the erection of a building for Masonic uses.
For Santa Rosa was transported 250 tons in three hours, in Russian Gulch creek, the other day. They report gains in abundance.

From an eight inch well less than a hundred feet deep, the Fresno Water Company pumps 120,000 gallons of water daily enough to supply the town.
During a recent storm, half the size of a quail's egg fell quite thickly in the southern portion of Lake county, and did damage to grape vines and garden plants in Paradise valley and other localities.

IDAHO.

Bellevue has a race track.
The Custer mill is now turning out \$5,000 per day.
Five saw mills are said to be at work now along Wood river.
The Mayflower mine, Wood river, is preparing to make a shipment of 200 tons of rich ore to Salt Lake.
There will soon be several hundred men at work on the mines between Clayton and the mouth of the Yankee fork.
Assays last week of ore sent from some of the Wood river mines owned by Salt Laker, went over \$7,000 per ton.
The owners of the Montana mine, Yankee fork district, held a convention on hundred ounces of gold from two sacks of ore taken from the bottom of the mine.
One pier and two spans of the new iron bridge across Snake river at Blackfoot, Idaho, have been laid out. A ferry boat being again brought into requisition to cross travelers.
The new smelter at Clayton, at the mouth of the Kinnikinnie, (Wood river) went into blast last week, and is reducing thirty tons of ore per day, making bullion worth six hundred ounces per ton.
The Charles Dickens, near Bonanza city, never before looked as well as it does today. Improvement steadily goes on with development. The ore is developing into an immense body and is exceedingly rich.

OREGON.

The Oregon pioneers met last week in Gambell county.
A Portland lumber firm is shipping red wood from California.
The government construction steamer, Idaho, will be in the Dalles.
The Grand Lodge of Masons held their annual convention on the 14th inst. at Portland.
Captain Kellogg, of Portland, is building a steamer for the Cowlitz river trade, entirely of cedar.
Large quantities of railroad material from Tacoma, bound for Washington Territory, are passing through.
A cattle buyer has arrived in the eastern part of Lake county, looking for some 15,000 to 20,000 head to drive to Nebraska.
The top crop of the Willamette valley will not amount to more than one-half where the yields were overflowed by the floods last winter.
Work has been suspended on the new court house at the Dalles. Some taxpayers have sued to restrain the work on the ground that the Constitution forbids any county from incurring a debt of more than \$5,000.
WYOMING.
Laramie is to have a Baptist parsonage.
Cheyenne's new Baptist church has been dedicated.
Nearly all the North Park freight comes from Laramie.
Lieutenant Schwatka has been lecturing in Cheyenne.
Two incendiary attempts were made on last Sunday to fire Cheyenne.
All the hotels and boarding houses in Laramie are doing a good business.
The public school at Cheyenne will close July 1st. There will be four graduates.
An eight foot vein of paying ore has been struck in the Hetsy Jane mine at Cummins City.
Rawlins will be the great cattle shipping point for the Sweetwater and northern country this year.
Laramie will celebrate on the Fourth of July, the necessary amount of funds to defray the expenses having been secured.
A body of masked men are riding through Sweetwater county on the lookout for robbers along the line of the Granger road.
The ore from the Green Mountain Boy, Platte canon, twelve miles west of Fort Laramie, is said to be worth \$600 per ton.
Mr. Kerfoot, one of the Laramie plains ranchers, has just finished shearing 1,500 sheep, including lambs, from which he clipped 10,000 pounds of wool.
It is stated that work on the Green River railroad shops has been suspended, and this is cited as evidence that Granger is to be made the location of their principal repair shops.
The murdered man recently discovered near Evanston has been identified as Anton Sallaker, a former workman in the blacksmith shop of that place. Two men have been arrested charged with the murder.
From present appearances, it may safely be predicted that never in the history of the territory has the prospect for hay and grass been so good at this time of year, as at present. Every one who comes in from the round up or elsewhere in the country, agrees and asserts that this is the case.—(Cheyenne Sun.)

NEVADA.

Rich strikes are reported in the White Pine district.
The Monitor mine in the Taylor district has uncovered a rich vein of ore.
The building for the business. The stock of the corporation is placed at \$25 a share.
A panic took place in the Eureka theater last week over an alarm of fire. Fortunately none were injured.
At Winnemucca, Nev., as well as in many portions of the State, complaint is made of the scarcity of farm hands.
The Shoshone Indians located at Duck valley, Nev., are engaged largely in agricultural pursuits. If no misfortune occur their crops of this season will place them on a self-supporting basis.
The first five miles of the Nevada and Oregon railway, which is to unfold the great timber, agricultural and mining regions of the north, are now finished. Grading on the next five miles is progressing rapidly.
The Virginia Enterprise reports that the trout fishing is now excellent at Lake Tahoe and the streams and lakes in that vicinity. The streams near Cascade and Cascade and Helen Lake lakes are said to be alive with trout and trottletts.
The miners and mechanics of Cherry creek, White Pine county, Nev., have held a meeting and organized a movement, the object of which is to open a co-operative store. It is intended to purchase a lot in a favorable location and erect thereon a suit.

UTAH.

Austins street cars will be propelled by steam.
Salt Lake's reform club is erecting a building.
At Hawthorn, good hay is said to sell readily at \$25 a ton.
Nevada has 141 patients in the insane asylum at Woodbridge.
Millions of white crickets have appeared on the hills north of Reno.
Ogden is to have a street car railway track before September, 1882.
The Ontario mine has had its sixty-eight dividends. They aggregate \$3,900,000.
The Jordan canal is almost completed to Salt Lake. The water power is valued at \$4,000.
The Jordan valley never looked better, and heavy crops will be gathered at harvest time.
Silver Reef is greatly excited over the discovery of a plot to burn a building for its insurance.
The electric light in Salt Lake is not an entire success, owing, probably, to a defect in the steam machinery.
The gold strike in White Pine Canyon in the Right Tower, is reported to sample over \$100 for twelve inches.
The extensive railroad structures recently almost totally destroyed by fire at Logan, U. T., are to be rebuilt.
The Utah Central, Utah Southern and Southern extension roads have been consolidated. The line is 280 miles long.
A fine body of ore was struck last week in the Bay State mine, Newark district. The deposit runs from \$250 to \$350 per ton.
The surveyors of the Denver & Rio Grande are nearing Salsburg, and the prospects are that they will reach Salt Lake before the Fourth.
About 150 men are engaged on the railroad grade in Parley's Canyon. One-third of that number are in Emigration Canyon. The force is to be greatly increased.
Parties up from Marysvale report a big and rich strike in the Deer Trail mine, assays of which go from \$300 to \$12,000 in gold. This is the best news from that district since its discovery, and will help the boom out in the southern country.
A flock of 125,000 sheep passed through west of Paradise Valley last Saturday. They are being driven from California to Montana, and those who saw them say there was a perfect ocean of sheep. The country for miles was covered with them.

COLORADO.

Keene has been playing in Denver.
The Denver and Rio Grande has reached Kokonao.
Fort Gambell suffers from a lack of laborers and necessities.
Ten or eleven building permits are issued daily in Denver.
Denver's \$250,000 court house will be completed by January.
The Custer county daily product is appraised at \$25,000.
The East Argentine district, Clear Creek county, begins to boom up. Several

promising discoveries have been made there of late.

A row of tenements were destroyed by fire at Leadville last week.
Plutes are leaving their reservation and stealing back to Nevada.
There is said to be a growing demand for miners in the San Juan.

There are forty-two horses in training at the Walls race track.
About 100 tons of mining ore are on the dump of the Bonanza mine at Tin Cup.
All the machinery of the Bassick mine at Rodia is now running with full force.
The Denver and Rio Grande's new open for travel to Arboles, 402 miles from Denver.

Over two hundred new street bridges have been constructed in Denver during the past month.
Jim Moon, the most noted of Denver gamblers, was killed last week in that city by one of his professional pals.
Steamboat landing is booming. A large steamer and four barges are being constructed, employing sixty men.
Contracts for twenty-five miles of grading from Lake City, Hinsdale county, to Grand Union City, have been let by the Denver and Rio Grande.
It is believed that a branch railroad will soon be built from Benton, twelve miles from Seattle, to a point south of Tacoma on the Northern Pacific railroad.
The wool crop of western Washington this season is estimated at 320,000 pounds—an increase of 40,000 pounds over last year. The average clip per head is about four pounds.
A tremendous cloud burst occurred on the 11th instant near Barthalet Ferry, Yakima county, W. T. The cloud burst just at the head of a canon, or gulch above the ferry. The water from the cloud washed down the gulch and tore from their foundation great masses of rocks, moving them in some instances long distances. Fortunately no one was injured, and no damage to crops resulted.
The Silver Cliff Gazette says: "Intense excitement has prevailed for several days over the rich gold finds near the Comarago company's property, only about twelve miles. We have not visited the spot, but from those who have, and in whose statements the public can rely, we learn that free gold in considerable quantities is found among the decomposed rock on dumps of claims worked six and seven years ago, but abandoned since after. That gold exists in paying quantities on the Comarago company's La Crosse ledges we have long been aware, and it is no matter of surprise that it is found on contiguous ground."

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MOYATA.
Sheep shearing on the Musshell is in full blast.
Montana has 50,000 people and five daily papers.
Bedford's post office was destroyed by fire last week.
Grasshoppers have appeared in some of the Montana valleys.
Eighty-five tracklayers are employed on the Utah and Northern.
The Alice company at Walkerville has declared a dividend of \$40,000.
Miles City consumes one bottle of beer a day to every man, woman and child.
An exploration is soon to be made among the castle walls of Flat Iron mountain.
Butler Episcopalians are to erect the finest church building in the territory. It will cost \$11,000.
Fifty thousand dollars worth of Choteau seven per cent bonds were recently sold at a premium of about one per cent.
Bozeman has found a new road to Dillon which can be made in 108 miles, as against the 150 mile route by Virginia.
The ladies of the Presbyterian church in Helena have raised about \$800 for the church this year, by giving various entertainments.
There not only seems to be a great scarcity of farm laborers in Montana, but cowboys and sheep-herders are much harder to get than ever before.
Two arastras are being built at Summit and will be ready for operation in a few weeks. They will reduce ore from the Snowcap and other rich mines of the district.
A fire in Butte on Thursday last week destroyed the Workingmen's hospital and private property to the value of \$2,000. The fire is supposed to have been the work of an incendiary.
Of the thirteen grangers living in Deer Lodge county, through whose ranches the proposed line of the Northern Pacific will

extend, ten of them recently announced their determination of not submitting to the terms offered by the company.
Melrose, the new terminus of the Utah & Northern, is represented as being a busy place now. New houses are being erected every day, and a regular trade made of handling the largest amount of freight that has ever been shipped to Montana.

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Some Thrilling Episodes in His Eventful Career.

His Programme for the Ensuing Four Weeks.

St. Louis, Republican.
Capt. Paul Boyton will embark on the river this evening at 6 o'clock, in his Indian rubber suit, starting from the foot of Carr street, and will make the run to Cairo without stopping. This run of 200 miles will be the longest ever made. The longest hitherto was from Helena to Arkansas City, Ark., two years ago, a distance of 160 miles.
As will be accompanied by the German artist, Dr. Rudolph Cronau, who, as usual, will take sketches of interesting sketches along the route.
Capt. Boyton expects to make the trip and return to St. Louis next Sunday. On his return here, at the request of several citizens, he will give an exhibition, probably at Forest park pond, for the special edification of the women and children and others who have been unable to witness the surprising feats. The exhibition will be free of charge. It will be given for the benefit of that class of people mentioned, who can witness the inflation of his rubber dress, position in the water, propulsion through the water with or without paddles, use of flags for attracting attention when voyaging, construction of a raft, distress signals, cooking, &c. From St. Louis he will go north up to St. Paul to spend some time among the delightful northern scenery in that locality. Then it is his intention to go to Fort Benton, near the headwaters of the Missouri river, and make his descent in his rubber suit down to the mouth, landing at St. Louis. This trip, between 2,000 and 3,000 miles by the windings of that river, will be a longer trip than he has ever made and will close his excursions of that kind.
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A Danish Mail Steamer's Experience in the Frozen North.

The wreck of the Danish mail steamer "Phoenix," which took place off the west coast of Iceland on Jan. 29, was attended by rather unusual circumstances deserving of note. The vessel (about 450 tons burden) sailed with a cargo and the mails from Copenhagen for Leith, the Faeroe Islands and Iceland, about the middle of January. Nothing particular occurred until after leaving the Faeroes, when they ran into a severe gale which rapidly increased to a perfect hurricane, while at the same time the temperature fell to about 50 deg. F. of frost (-18 deg. F.) Such cold is not extraordinary in these latitudes in winter, but fortunately it is seldom associated with very high winds. Under the circumstances in which the Phoenix was placed every sea that also shipped froze, and the deck soon became covered with a foot or two of solid ice. As time passed on the continued action of the sea raised a perfect iceberg on the forward part of the vessel, while the steadily increasing gale covered the masts, yards and rigging with an ever thickening coating of ice. Two or three days passed without the least abatement of the storm, and then the half-another steamer went over her beam ends. The crew succeeded in cutting away the masts, and she once more righted. It, however, was clear the gale showing no signs of breaking, that the relief was only temporary. The ice continued to form on the vessel, particularly about the forecastle, where, piled high above the bulwarks and overhauling the sides, it threatened, by altering her trim, to raise the propeller out of the water. Under those circumstances, on the morning of January 29, Captain Kihl decided to run the steamer ashore while daylight lasted. At some distance from the land she struck on a sunken rock, and the crew, taking to the boats, only succeeded with the greatest difficulty in reaching the shore, saving nothing but their lives. About 3 in the morning of the 30th, after suffering great hardships, the sound of a pony kicking in a shed guided them to house. The farmers immediately turned out, and eventually the scattered crew, twenty-two or twenty-three in number, were picked up, some of the clever little Icelandic dogs proving themselves most valuable auxiliaries in the search. Many of the men, however, were all but frozen to death in the snow. One having both legs and arms frost-bitten, died; another afterward had both legs amputated below the knees; and the steward lost three fingers of each hand. Hardly one escaped more or less injury from the effects of the extreme cold to which they had been so long exposed. The officers and men of the wrecked vessel are of opinion that had Captain Kihl decided on the 29th to run the Phoenix ashore in daylight not a soul would have been saved, as the gale did not moderate for several days after; and the steamer, buried as it was under an enormous mass of ice, must have foundered in the night.

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The wreck of the Danish mail steamer "Phoenix," which took place off the west coast of Iceland on Jan. 29, was attended by rather unusual circumstances deserving of note. The vessel (about 450 tons burden) sailed with a cargo and the mails from Copenhagen for Leith, the Faeroe Islands and Iceland, about the middle of January. Nothing particular occurred until after leaving the Faeroes, when they ran into a severe gale which rapidly increased to a perfect hurricane, while at the same time the temperature fell to about 50 deg. F. of frost (-18 deg. F.) Such cold is not extraordinary in these latitudes in winter, but fortunately it is seldom associated with very high winds. Under the circumstances in which the Phoenix was placed every sea that also shipped froze, and the deck soon became covered with a foot or two of solid ice. As time passed on the continued action of the sea raised a perfect iceberg on the forward part of the vessel, while the steadily increasing gale covered the masts, yards and rigging with an ever thickening coating of ice. Two or three days passed without the least abatement of the storm, and then the half-another steamer went over her beam ends. The crew succeeded in cutting away the masts, and she once more righted. It, however, was clear the gale showing no signs of breaking, that the relief was only temporary. The ice continued to form on the vessel, particularly about the forecastle, where, piled high above the bulwarks and overhauling the sides, it threatened, by altering her trim, to raise the propeller out of the water. Under those circumstances, on the morning of January 29, Captain Kihl decided to run the steamer ashore while daylight lasted. At some distance from the land she struck on a sunken rock, and the crew, taking to the boats, only succeeded with the greatest difficulty in reaching the shore, saving nothing but their lives. About 3 in the morning of the 30th, after suffering great hardships, the sound of a pony kicking in a shed guided them to house. The farmers immediately turned out, and eventually the scattered crew, twenty-two or twenty-three in number, were picked up, some of the clever little Icelandic dogs proving themselves most valuable auxiliaries in the search. Many of the men, however, were all but frozen to death in the snow. One having both legs and arms frost-bitten, died; another afterward had both legs amputated below the knees; and the steward lost three fingers of each hand. Hardly one escaped more or less injury from the effects of the extreme cold to which they had been so long exposed. The officers and men of the wrecked vessel are of opinion that had Captain Kihl decided on the 29th to run the Phoenix ashore in daylight not a soul would have been saved, as the gale did not moderate for several days after; and the steamer, buried as it was under an enormous mass of ice, must have foundered in the night.

THE ADVENTUROUS MAN-FISH.

Some Thrilling Episodes in His Eventful Career.

His Programme for the Ensuing Four Weeks.

St. Louis, Republican.
Capt. Paul Boyton will embark on the river this evening at 6 o'clock, in his Indian rubber suit, starting from the foot of Carr street, and will make the run to Cairo without stopping. This run of 200 miles will be the longest ever made. The longest hitherto was from Helena to Arkansas City, Ark., two years ago, a distance of 160 miles.
As will be accompanied by the German artist, Dr. Rudolph Cronau, who, as usual, will take sketches of interesting sketches along the route.
Capt. Boyton expects to make the trip and return to St. Louis next Sunday. On his return here, at the request of several citizens, he will give an exhibition, probably at Forest park pond, for the special edification of the women and children and others who have been unable to witness the surprising feats. The exhibition will be free of charge. It will be given for the benefit of that class of people mentioned, who can witness the inflation of his rubber dress, position in the water, propulsion through the water with or without paddles, use of flags for attracting attention when voyaging, construction of a raft, distress signals, cooking, &c. From St. Louis he will go north up to St. Paul to spend some time among the delightful northern scenery in that locality. Then it is his intention to go to Fort Benton, near the headwaters of the Missouri river, and make his descent in his rubber suit down to the mouth, landing at St. Louis. This trip, between 2,000 and 3,000 miles by the windings of that river, will be a longer trip than he has ever made and will close his excursions of that kind.
Capt. Boyton has enjoyed a couple of days of good rest since his arrival on Sunday afternoon and
FINDS HIMSELF REINVIGORATED.
For his Cairo trip. He was found by a Republican reporter at his room yesterday still in bed, wrapped in a sheet. He arose and skipped out across the room like a fleeing naiaid into the bath room, where he was heard splashing about like a sea lion in his native element. His comrade, Dr. Cronau, who appears to be a man of modest worth and devoid of the empty conceit which is too often the accompaniment of the spectacle-stricken German student's face, enticed the reporter meanwhile. His portfolio is rich in accumulated sketches from all sections of the globe, with recent additions afforded by the trip from St. Paul down.
Dr. Cronau is armed with original letters, recommendations from German universities, Prince Bismarck, Carl Schurz, General Sherman and other prominent characters, avowing the estimation in which he is held by those competent to judge of his merits. Both he and Captain Boyton anticipate much interest from the numerous tribes of Sioux Indians which they will be apt to fall in with along the Missouri river. They will pass through the old homes of the Arriekaroes, the Crows and the Mandans. They mention that, on their way down the river from St. Paul last week, they were met at a place called Winona by a number of Winnebagos, who came out in their canoes to see the strange swimmer passing by. The Indians stood up in their boats like statues, with their mouths wide open and an expression of wonder at the strange apparition. They did not know what to make of Captain Boyton and his novel craft, and as they appeared ignorant of the English language, no communication could be had with them.

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