

be expended without reserve, but the true engineer, carefully scrutinizing results and finding their causes, holds on until success crowns his efforts.

MILLARD STAKE CONFERENCE.

The second quarterly conference of the Millard Stake, was held at Fillmore on the 23d and 24th insts.

On the stand were President Ira N. Hinckley and Counselors Edward Partridge and Jos. V. Robison; also Bishops from seven wards out of the eight in the Stake; with leading members from all of the wards. After singing and prayer, President Hinckley offered a few introductory remarks.

Elder C. Anderson spoke at considerable length on the necessity of starting such enterprises as will make us self-sustaining.

President Hinckley spoke upon the importance of putting the tannery into running order, so that leather might be made and boots, shoes, saddles, etc., be manufactured. We wanted, at this conference, to consider the enforcement of the no-fence law.

Elder E. Partridge showed the necessity of those called to preside living faithfully that they may have wisdom to work for the interests of the people; also the obligations that heads of families were under to their families. He referred to co-operation and said the co-operative store in this county had paid out as dividend about \$2.80 on every dollar in seven years.

Singing and benediction.

1 p.m.

Singing and prayer.

After which Brother L. Holbrook read the statistical report of the Stake.

The bishops of the various wards then gave a verbal report of their different wards which were very favorable, showing marked improvement since their last report.

President Hinckley said that the graded school that had been recently started in the State house was doing well and it was for the benefit of any that wished to attend; he felt anxious to make this school one of the leading schools of the Territory.

Conference adjourned to the State House till Sunday at 10 a.m.

Sunday, 10 a.m.

Singing and prayer.

The Bishops of the Scipio Ward, Elder Geo. Finlanson of Oak Creek Ward and Bishop Jos. S. Black of Deseret Ward, each addressed the congregation stating the condition of their respective wards and showing their willingness to assist in starting home industries.

Elder J. V. Robison followed with a very interesting discourse upon the duties of the Saints and our future condition if we do not take hold of manufacturing and stop importation.

Singing and benediction.

2 p.m.

Singing and prayer.

The sacrament was administered.

Elder E. Partridge presented the general authorities, also the Stake authorities, who were unanimously sustained.

President Hinckley gave some valuable instructions to the Bishops and the acting Priesthood.

Elder N. Pratt followed with some very spirited remarks, showing that the co-operative store, of which he was superintendent, was in a prosperous condition.

A Priesthood meeting was held Saturday evening at which meeting the enforcement of the no-fence law was the principal subject discussed. It was resolved that the no-fence law be enforced after the first of March, 1875.

L. HOLBROOK, Clerk.

NEW FISH FOR UTAH.

The following letter to Hon. A. P. Rockwood, was received too late to permit of any presentation of its subject matter to the Legislative Assembly. It is of public interest in Utah, and we think something should be done towards introducing into our mountain streams the fish proposed to be forwarded to the Pacific slope. Fish clubs and all persons interested in pisciculture

who desire to join in the movement referred to in the letter, should communicate with Mr. Rockwood without delay:

UNITED STATES
FISH COMMISSION,
CHARLESTOWN,
New Hampshire,
Feb. 11, 1875.

Hon. A. P. Rockwood:

Dear Sir—There is a project on foot for sending a car load of living fishes, chiefly Black Bass, from the Eastern States to the Pacific Coast.

As it is too expensive an undertaking for any one State to carry out alone, it has been proposed to make it the joint work of all the Western States bordering on the overland route.

All parties in the above named locations, whether State Fish Commissioners, sportsman's clubs, fishing associations or individuals interested in fish culture, are invited to unite in this enterprise. Each party contributing towards the general expense according to its means, and receiving in return an equivalent in the living fishes brought over in the car.

The heaviest expense of this undertaking, based on the cost of the best California car, will be as follows:

Transportation of car across the continent,	\$1,200.00
Rent of car,	200.00
Railroad fare of five men to San Francisco and return	1,420.00
	\$2,820.00

It takes over two thousand dollars more to collect the fish, keep them alive, fit up the car with tanks, aerating machinery, &c. and to pay for the labor required, so that nearly five thousand dollars must be allowed to cover the entire cost of the undertaking.

If you feel an interest in this matter will you please communicate with me, on the subject as soon as possible.

Very truly yours,
LIVINGSTONE STONE,
(R. C. S.)

THE DIPHTHERIA CASE.

Statement of the Quarantine Physician.

SALT LAKE CITY,
March 2, 1875.

Editors Deseret News:

Permit me through your columns to state for the information of Mr. Bailey and others that we have no board of health nor health officers for Salt Lake city or county, but the duties of the quarantine physician have so far been confined to the quarantining of the contagion of small-pox. The medical profession are unanimous in regarding diphtheria and scarlet fever as equally infectious and more malignant than small-pox, and when the community at large come to view them in the same light and guard against them with equally stringent measures, then, and not till then can we hope to be free from these terrible maladies as epidemics.

There are many able medical men in Salt Lake City and Mr. Bailey could undoubtedly have called one or more of them to his aid if he had so desired. When I learned that he had not done so and he had no professional help through all the terrible scourge to which his family had been subjected, then from feelings of humanity I called at his house and inquired what course of treatment they had pursued for those that had died, and what done for the safety of the living.

I left with the family what medicine I had carried with me and instructions to procure more, and to disinfect their house and family and precautionary measures to be adopted by the neighbors who were compelled to visit at the house as nurses and helps, etc.

Very respectfully,
S. B. YOUNG, M. D.

Correspondence.

Brigham City Factory.

BRIGHAM CITY,
March 4, 1875.

Editors Deseret News:

It seems as if the purpose and design to rebuild the woolen factory

within a stated period has been greatly favored, and that even the elements have been subdued and caused to favor the undertaking. The masons have worked nearly every day during the winter, the weather having been uncommonly mild; their work on the main building will be completed in the course of a few days. A massive foundation has also been laid for another building adjoining on the east end, which will greatly enlarge the capacity of the factory. The lumbermen and carpenters have been making all necessary preparations and the machinery will be here this month.

A. C.

CLARKSTON, Cache County,
Feb. 26, 1875.

Editors Deseret News:

The people of Clarkston feel thankful for the mild winter, almost gone. The health of the community in general has been good. The Sunday school is progressing nicely, the bishop realizing the importance of instructing the young in the principles of the gospel, takes a lively interest in the Sunday-school work. The Y. M. M. I. A. meet regularly every week. The young ladies have their regular meetings also. Clarkston can now boast a dramatic association, Martin Harris manager, Michael Clark stage manager. On the night of the 23rd inst. they played the well known drama, "The Charcoal Burner," followed by the farce of "Toodles." Considerable talent was displayed; their acting will compare favorably with older and more experienced companies. The scenery is better than the majority of such works, and bespeaks the enterprising spirit of the society and people of Clarkston. The citizens of this place are alive to the importance of building Temples, as the last year's donation to the Temple being built in Logan will show.

J. E. CARLISLE.

Y. M. M. I. A.

SUGAR HOUSE WARD,
February 28, 1875.

Editors Deseret News:

A few words from the Sugar House Ward, I hope, will not be considered out of place. I wish to speak more particularly in regard to the Y. M. M. I. A. of this precinct. We were first organized on the 11th of February, 1877, by Bros. Morris Young and T. E. Taylor. We have held meetings regularly every week since then. At two different times since then attempts were made to stop the meetings in the warm weather and busy time of the year; but, in putting the vote to discontinue for a short time, so strong was the wish for the meetings to continue that the vote could not be carried.

Our meetings have been very orderly and well attended. The young men of the ward were not in the least contracted in their notions, for they were no sooner organized than they admitted the ladies to membership, and also gave a general invitation to all the members of the ward to attend their meetings.

The improvement has been very marked, and the training they have had and that they will continue to receive as active members will develop the understanding, increase their moral courage, and make many good public speakers, some of whom, a year ago, had no idea that they could reach their present attainments except through years of experience.

We re-organized last Sunday, Feb. 24, which resulted in electing the following officers for the term of one year: President, Peter Harrison; Vice-president, Thos. Butler; Second Vice-president, Eli Curtis; Secretary, James Herd; Assistant Secretary, Alexander Hyslop; Treasurer, W. S. Eldredge; Librarian, James McGhie, Junr. The entire corps of officers as first organized retiring with the good wishes of the association.

ONE OF THE RETIRING.

Snipkins refused to get his wife a new hat, and soon after his little girl came in and said: "Mamma, won't you buy me a monkey to play with when you go down town?" "No, darling; wait till you are older, and then marry one, as I did," replied the grief-stricken wife, her tears bursting forth afresh.

Laying the Cable of 1866.

It may seem a simple matter to distribute or "pay out" the cable, but in practice it is exceedingly difficult. Twenty men are stationed in the tank from which it is issuing, each dressed in a canvas suit, without pockets, and in boots without nails. Their duty is to ease each coil as it passes out of the tank, and to give notice of the marks painted on the cable one mile apart. Near the entrance of the tank it runs over a grooved wheel and along an iron trough until it reaches that part of the deck where the "paying out" machine is placed. The latter consists of six grooved wheels, each provided with a smaller wheel, called a "jockey," placed against the upper side of the groove so as to press against the cable as it goes through and retard or help its progress. These six wheels and their jockeys are themselves controlled by brakes, and after it has been embraced by them the cable winds round a "drum" four times. The drum is another wheel, four feet in diameter and nine inches deep which is also controlled by powerful brakes; and from it the cable passes over another grooved wheel before it gets to the "dynamometer" wheel. The dynamometer is an instrument which shows the exact degree of the strain on the cable, and the wheel attached to it rises and falls as the strain is greater or less. Thence the cable is sent over another deeply grooved wheel into the sea. On deck is a small house, which is filled with delicate scientific instruments. As the cable is paid out, it is tested here. If a wire or a nail or a smaller thing is driven through it, and the insulation is spoiled, an instrument, called the galvanometer instantly records the fact, and warning is given at all parts of the ship. The man in charge touches a small handle, and an electric bell rings violently in the tank and at the paying-out machinery. At the same time a loud gong is struck, at the sound of which the engines are stopped. Delay might cause much trouble or total failure, as the injured section must be arrested and repaired before it enters the water.

The *Great Eastern* went ahead at the rate of five nautical miles an hour, and the cable passed smoothly overboard. Messages were sent to England and answers received. The weather was bright, and all hands were cheerful. On the third day after the "paying" of the shore-end with the main cable, that part of the ocean was reached where the water suddenly increased in depth from 210 fathoms to 2,050. One of the earlier cables broke at this place and was lost forever. The electricians and engineers watched for it with anxious eyes. It was reached and passed. The black cord still traveled through the wheels unbroken, and the test applied by the galvanometer proved the insulation to be perfect. The days wore away without mishap until the evening of July 17, when the sound of the gong filled all hearts with a sickening fear.

The rain was falling in torrents, and pattering on the heavy oil-skin clothing of the watchers. The wind blew in chilly gusts, and the sea broke in white crests of foam. A dense and pitchy cloud issued from the smoke-stacks. The vessel advanced in utter darkness. A few lights were moving about, and shadows fell hither and thither as one of the hands carried a lantern along the sloping deck. The testing-room was occupied by an electrician, who was quietly working with his magical instrument, and the cable could be heard winding over the wheels astern, as the linking of a little bell on the "drum" recorded its progress.

The electrician rose from his seat suddenly, and struck the alarm. The next instant each person on board knew that an accident had happened. The engines were stopped and reversed within two minutes. Blue lights were burned on the paddle-boxes, and showed a knot in the cable as it lay in the trough.

It is a very intricate knot that an old sailor cannot untie, and the old sailors on the *Great Eastern* twisted and untwisted coil after coil until they succeeded in untying this one. The insulation remained perfect, and in a few hours all was right again. The accident caused much ill foreboding, however, as it showed how slight an occurrence might bring the expedition to a disastrous end.

On July 27, after a voyage of 15 days, the *Great Eastern* finished her work, and her part of the cable was attached to the American shore-end, which had been laid by another vessel.—*Wm. H. Rideing, St. Nicholas for March.*

GANG & SULKY PLOWS.

IMPROVEMENTS are constantly being made in all kinds of labor saving machines, and more especially in farm implements, and farmers are learning that the saving of time and labor can best be accomplished by using the best implements manufactured. In this connection we wish to speak more particularly of the

GANG & SULKY PLOW

made by Avery & Sons of Louisville, Ky., which we have recently examined at the sales-rooms of

J. W. LOWELL & CO.,

of this city. About 60 of these plows have been sold by them in the last few weeks, probably a larger number than has ever before been sold in this Territory since its first settlement. Farmers are getting tired of being jerked and twitched around all day by following the old style of plows, and find that by using the

AVERY GANG OR SULKY PLOW,

which is a beauty to look at, as neatly built as a carriage and about as comfortable to ride on, they can do their plowing with comfort, and even a child can handle it and do a man's work. We do not wonder that scarcely any other style of GANG OR SULKY PLOWS are sold in this market, for the Avery is unquestionably the BEST manufactured, as hundreds of the leading farmers of Utah will testify.

We give below a letter from Mr. John Rouse, of Goshen, known as one of the Oldest settlers and leading farmers of this Territory, who has tested the AVERY PLOW and knows its merits.

GOSHEN, Utah,
Feb. 19, 1875.

J. W. Lowell & Co.,

Gentlemen.—A twelve year old son of mine plowed 60 acres last fall with the Avery Gang and Sulky Plow, eight acres of which were plowed 12 inches deep and laid level and better than any other plowing I have seen since I left England; and I consider myself a judge of such work. My boy can handle the plow with ease. As for the draft, three horses can handle it readily in breaking with the sulky plow, and the same team is sufficient for the 12 inch gang plow in old land. I am well pleased with the plow, and do not know where it can be improved.

Yours respectfully,
JOHN ROUSE.