

there June 20th. The company had a good journey with very little sickness, though it was one of the largest companies of Saints that ever left Europe, numbering between nine and ten hundred. Salt Lake City was reached July 16th.

On August 24th, 1882, Brother Thorup married Caroline Osterman, of Sandy, Salt Lake County. On April 14th, 1884, he was ordained a Seventy and became identified with the Sixteenth Quorum. During 1884-5-6 he presided over the Y. M. I. A. of the First Ward, and on January 23d, 1887, was ordained a High Priest by President Angus M. Cannon and set apart as Second Counselor to Bishop Joseph Warburton, of the First Ward of the Salt Lake Stake of Zion.

THE MINING INDUSTRY.

Having been requested by many persons to give an idea of the mining resources of Southern Utah—having had fifteen years' experience in prospecting in this southern country—I now venture to respond to the wish.

In stating the real conditions of the country, and the manifold opportunities for the advancement of the interests of the southern people of this Territory, I do not wish to convey a false notion of the numerous advantages which this southern country actually affords to its people. In regard to its early history, the Hon. Parley P. Pratt was sent south in June, 1852, as an Apostle of the "Mormon" church, to search out agricultural lands for the settlement of the incoming emigrants from the States and elsewhere. In those researches Mr. Pratt discovered the great iron regions of Iron County on the 22nd day of June, 1852, and from that particular discovery has originated every other in the mining interests of Southern Utah ever since. In September, 1852, an emigration train passed through to the lower portion of California, and some of the people settled in San Bernardino County. One of them, Mr. James Howden, then a lad of eighteen, found south of the place, now known as Mountain Meadows, some very rich ore, running in gold and silver. One assay in the mint in San Francisco many years after was computed at \$800 per ton in silver, and since then another assay in gold aggregated \$17,000 per ton. These enormous figures created certain distrust instead of confidence in these real discoveries of the mineral productions of this part of the country, and in the year 1857, after the disbandment of the American army under the command of Andrew Sidney Johnson, the mines of Pioche were brought to light.

Later on the great wonder of Cottonwood was discovered, and Utah began to forge ahead in mining. California was rushing, gold was plentiful, and the retard was felt by

many of the miners on their way through the wide West, in quest of gold, in all our western Territories.

Nothing, however, was accomplished in the way of mining in southern Utah proper until I myself discovered the Bonanza Mine, and the Buckeye Mine in March, 1875. Simply silver in sand, of which the whole world has since been apprised in these mining reefs now known as the "Silver Reef," came from my first researches, and the peculiarities attending them in regard to those mines have often been denied. But recorded reflex ideas cannot destroy the magnet of truth. Silver Reef was nothing until I showed its mineral elements to some of the learned of Pioche and San Francisco. Pioche rushed in; many claims were taken; the world was astonished at the phenomena of nature; science was dumbfounded; criticism was rife, and we were actually called "fools" by some persons for stating in the *Pioche Record* that this ore was in a sand reef.

Those days of criticism are past, and most of the people in this locality are now willing to accept the Irishman's logic, that "Where it is, there it is." We now have a phenomena quite as picturesque to set forth as silver in sand—gray copper in alloy, with free gold in zoophitic decomposed lime of the Bull Valley mountains, placed on the uplifts of the Eocene at Foot Wall, capped with a green thalctite, and surrounded by the tertiary—the Eocene being a promontory around which the tertiary is formed.

The great Black Prince mine on the north side of Eagle Mountain, the General Grant mine of Slaughter Creek, and the Lady Norton mine west of Butcher Knife Canyon, in the Bull Valley mountains, are now in process of development, and the vast output of ore is truly something to look at.

The great discovery of the emigrant boy, James Howden, in 1852, is not now a mystery. The Black Prince mine is one of the uplifts of the mineral output that has been looked forward to for nearly thirty-five years. The great Southern Watsch, from Mount Baldy to Eldorado Canyon, is more or less possessed of rich mines. I do not make this statement blindly; for our pedestrian qualities are known throughout the entire length of this mountain chain.

The mines of Iron County yield iron, lead, silver, gold, and immense deposits of coal; while from Kane County come petroleum (coal oil), antimony, bismuth, chromium, and many other minerals which will yet be brought into use among the people of this fair Territory.

I do not care for the pooh-poohing of those individuals who think that everybody should be afraid of them, and that no one should form an opinion without their dictation. I say "Hurrah for Southern Utah, for its enterprise, for the incoming railroads, for its mines and for its people." JOHN S. FERRIS.

THE "DENMARK."

The following account of the arrival at Philadelphia of the passengers of the lost ship *Denmark* is contained in the press dispatches of April 22:

The *Missouri*, with 365 people from the wrecked steamer *Denmark*, arrived at the American Line Company's dock this evening. All of the *Denmark* passengers look hearty and bright, and show no signs of the hardships which they must have necessarily endured. The general passenger agent of the Thingvalla Line stated that all would be forwarded to their destination from the city if satisfactory arrangements could be made. Nearly all the emigrants are bound for points in the West.

Captain Hamilton Murrill, commander of the *Missouri*, furnishes the following statement:

We left London with a general cargo for the first trip to Philadelphia March 28th. On April 5th we sighted the *Denmark* flying a signal of distress. We bore down on the steamer and found her disabled. Captain Knudson, the commander, reported the tailend of his shaft broken and he wished me to take his passengers to New York. Owing to the state of the weather and because of the fact that I was not prepared to accommodate such a number of people, I declined to accede to his request, but offered instead to tow his vessel to the nearest port. This offer Captain Knudson accepted. The vessel proceeded slowly, heading northwest for St. John's, N. F., which was considered the best port to make under the circumstances. The wind blew with tremendous force all night. This made progress most difficult. April 6th at 5:30 a. m. finding I could make no headway in a westerly direction, and seeing ice to windward, I decided to abandon any hope of reaching St. John's and determined to make for the Azores Islands. I signaled my determination to the captain of the *Denmark* and he agreed that this was the best course to pursue. At 7 a. m. the *Denmark* signaled: "We are leaking considerably. There is now three feet of water in the aft-hold and gaining rapidly." I asked what to do and the signal came: "Keep on towing." Two hours later the *Denmark* again signaled us: "The *Denmark* is sinking; we must abandon the ship. Will you take the passengers?" Without a moment's hesitation I signaled back: "Yes, I will take all on board and do the best I can." I then cut the tow line and we dropped down to the *Denmark*. Chief Officer Glen, of that vessel, came on board the *Missouri* and informed me of the condition of his ship. He said Captain Knudson decided for the best interests of those on his ship it would be better to abandon her and get all his people on board the *Missouri* while there was plenty of time. A heavy swell was running during all of this terrible day, making the work of removing the people from the sinking ship one of great difficulty, and it