

1,200 prostitutes in Edinburgh, and at the close of the meeting 150 were converted. He stated that never before, in all his experience, had he seen such hopeful signs of an extraordinary work of revival as in Denver, a much needed thing there according to the local papers. During the meeting Mr. Hammond requested all those who wanted to give up their sins, love Jesus and get to heaven, to hold up their hands. In response, nearly every hand was held up, among them, says the *News*, those of several well-known characters in the community who had hitherto been regarded as almost hopeless cases. Mr. Hammond says he never before saw in any place so many "backsliders" as in Denver. It will be a good thing if the fault is not chronic with them. He was deeply affected to see so many sporting men seriously interested about their souls' salvation. Successful gamblers were men of big hearts and noble sentiments. He loved them and was anxious to have them converted. An old California saloon keeper testified to his own conversion, and a Mr. Clark announced that though a reprobate a week before, he now was reclaimed, was supremely happy, and "felt like laughing all the time." It is good to hear of our Colorado neighbors being so happy under their new religious experience. It is to be hoped that their improvement for the better will be lasting, and that with other bad habits, they will relinquish that of "backsliding."

HELP NEEDED.—Bro. Thomson, just returned from a short mission to Norway, reports that there are about 450 members of the Church in Christiania, many of whom have been from 15 to 20 years in the Church, and are too poor to emigrate themselves, and need some assistance. We recommend that the Scandinavian brethren throughout the Territory donate means this season to emigrate some of those families.

Bro. Weibye, their President, reports that a feeling prevails there that they are neglected. The Scandinavian brethren will please take notice, and represent this matter at their meetings.

THE COLORADO DESERT.—The *Golden Era* says a memorial is in circulation in the southern counties of California, praying Congress to take measures for the conversion of the Colorado Desert into an inland sea, by turning the waters of the Colorado river into that barren region. The scheme is considered feasible and inexpensive, and certain to have a beneficial influence in modifying the climate of that hot and arid portion of the country. The memorial is extensively signed in San Diego, Los Angeles, and San Bernardino. It is expected that the California Legislature will endorse the movement, and that Congress will be invited to make the necessary appropriations.

BY TELEGRAPH.

SPECIAL TO THE "DESERET NEWS," PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

The men of the New York Gas Company are the only ones on strike, the employees of other companies refusing thus far to join them. The police in large force is still on duty. To-day is cloudy and dark. Banks, mercantile houses and saloons down town are lighted by candles and camphene. Leave of absence to firemen has been suspended for the present.

HALIFAX, 7.—The investigation into the *Atlantic* disaster was resumed this morning. Cornelius L. Brady, third officer, after telling the story of the position of the vessel when it was decided to run for Halifax, said he was in bed when the ship struck, it not being his watch. The statement made that there were efforts to keep passengers below deck were absurd and incorrect. He was away forward and made communications with the rock, as previously related. Nothing was said or done to impede the passengers coming on deck. Did not know what speed they were going when the vessel struck. The Captain did all that any man could to save life. He could distinctly see and hear him from the rock, exerting himself. From my

knowledge and experience of crews, that of the *Atlantic* was far better physically, and fully as well disciplined, as are the average.

At the close of his examination, Mr. Brady stated on oath that the stories of robbing the dead were entirely true (?)

John Brown, the fourth officer of the *Atlantic*, testified that the captain at 1 o'clock on Monday directed him to alter the course to N. 24 E., for Halifax. They were then running seven knots. Coal was increased afterwords, and at 4 o'clock the speed was eleven knots. At midnight the third officer told me the distance to Sambre light was 48 miles, the ship having run 122 miles since noon. The ship was running nine knots at midnight. At 1.30 the wind was W. N. W., with little swell; the leads were all on the bridge ready for sounding. Between 1.30 and the time the ship struck, I was on the saloon deck, about ten feet below the bridge. I told the captain's boy not to call him till 3 o'clock, and the second officer told him he would call the captain. The second mate was on the bridge. The night was cloudy, not thick. Before I left the deck I went to the weather side and looked for the light, but could not see anything but the open sea. About half an hour after the ship struck, I did not let the boy call the captain because I knew the ship had not run anything like forty-eight miles. All the officers knew we were running in to make the shore. No one in my hearing told the second officer that the distance had been run. One of the quartermasters asked me if he should go to the main yard to look for land. I told him it was too soon. I did not hear the rout of the sea on the shore probably because of the noise of the engines. We must have been a good mile from Pennant Point when we ran in, but I neither saw breakers nor saw the rout. I was in the steerage at the time. I had not looked at the chart and did not know the coast. To my knowledge nothing was done to prevent passengers coming on deck. The captain did everything he could to save life. None of the officers spoke of heaving the leads or stopping the ship. The leads were not hoisted on account of the clearness of the night and the certainty of seeing the light. Don't think when the vessel struck she was aground astern. Went below at a quarter to 3, to inspect the steerage. Returned when that duty was performed. The door between the wheelhouse and the chart room was open at 2 o'clock. The captain was within six feet of the man at the wheel. The crew worked well. The captain and other officers were attentive and efficient, all temperate men, no cards or other games allowed. It was not true that the captain was playing cards half an hour before the ship struck.

Wm. Hogan, steerage passenger, testified that he went to bed at 9 o'clock on the night of the disaster. Remained till 2.30, then went to the upper deck. Walked up and down near the engine room. Heard the watch call 3 o'clock, then went below. Before doing so he looked out on the sides. He afterwards found it to be near the land. The sea was light. He neither saw nor heard anything to indicate the close proximity of land. Almost immediately after I lay down a second time I heard a fearful crash. The windows were instantaneously opened. Looked out through the port hole and saw the rock. Companion and myself made our way to the second deck. Don't know how we got up, as the concussion knocked the companion ladder away. Some passengers cried out below, "The doors are closed," but I think they had in the hurry missed the place where the doors were. I found it very hard to get out. I positively believe that a great many more would have been saved, had the means of exit been more ample. There is, I think, only room for one to get out at a time.

Joseph Carrall, able seaman, testified that he was on the lookout forward of the bridge, knew they were making the land and the coast was dangerous. Ship going 10 knots; 8 or 9 minutes before she struck I saw breakers first and then land on the starboard bow. I sang out, "Breakers ahead," to the officer on the bridge. I did not hear the breakers at all. I stood about 30 yards from the bridge. Am sure the cry was heard by the second officer. Don't think that if even the engine had been revers-

ed the ship could have been prevented striking.

Patrick Kiely, able seaman, testified that he was on the lookout on the bridge, with the second officer. When I saw breakers I called out, "Breakers or ice ahead." One of the quartermasters then saw them at the same time and told the second officer, who immediately gave the signal, "Full power astern." Heard no noise of breakers. As near as I can judge the ship was within a quarter of a mile of the breakers when I first saw them.

The agent of the Associated Press had an interview to-day with Capt. Williams on several points brought out during the investigation.

Reporter.—How do you account for the extraordinary consumption of coal? The English managers say the *Atlantic* had a much larger quantity on board than she usually consumed.

Williams.—Probably that is true as to quantity, but about half of it was English, which was of inferior quality, whereas we generally use Welsh coal. Had all the coal been Welsh, the quantity would have been more than sufficient to carry us to New York.

Reporter.—What about the provisions?

Williams.—We had an ample supply of all stores, except saltfish for the Catholic passengers. On the Friday previous to the wreck they complained of a scarcity of fish.

Quartermaster Thomas, in the course of his testimony, repeated the words he addressed to the second officer and said, the latter replied that he was not the captain, and I was not the mate, and he couldn't do as he pleased. Thomas then asked the fourth officer if he should go to the main yard and look for land and was answered, "It is of no use." Witness told the fourth officer that he did not feel the land until he struck upon it. The captain was called at 3.12. He did not arouse at first, and the witness told the second officer he had better shake him and get him up. Just then Carroll cried out, "Ice ahead." Witness left the wheel and ran to the door and saw white foam and the ice. Ran to the wheel and put the helm hard-a-starboard, then ran to the telegraph connecting with the engine room, but at that instant she struck.

HALIFAX.—Divers are at work to-day. They report the *Atlantic* most awkwardly placed. Two of them went into No. 4 hatch, but found no light. On the upper deck passengers and cargo are so mixed that the bodies cannot be got at. Two girls were found lying in their beds in the lower after steerage. Holes will be blown in the ship to facilitate the recovery of the bodies and cargo. Eleven bodies were got to-day, of which five were grappled; up to to-night 226 have been recovered now. Most of those found recently were cabin passengers.

The reports in the press respecting the light at Cape Prospect being mistaken for that of Sambre are false. There is no such light as Cape Prospect, and nobody on board the *Atlantic* saw any light in approaching the coast.

NEW YORK.—There are no new developments to-night in the gasmen's strike. The street lamps and private dwellings are supplied with gas to almost the usual extent. The light is, however, fitful and waxes dim very frequently, as if about to go out, but brightens up and burns steadily. The New York Company was to-day reinforced by thirty men from the Manhattan Company, and besides procured a number of German and Irish laborers, who prove better workmen than the Italians.

YREKA, Cal.—Judge Rosborough arrived from Tule Lake Camp this morning. On Friday Judge Meahan, Fairchild, Riddle, Bob Whitley, and Coquan met Capt. Jack, John Schonchin, Curly Headed Doctor, Shag, Nasty Jim, and others of the chiefs, according to appointment. Rosborough opened the council by explaining to the Indians their present position. Jack and Schonchin then spoke, reiterating their determination to remain in the country. They first wanted their old home on Lost River. When Rosborough told them it was no use talking about Lost River, they had sold it and could not have it, Jack said, "All right," if they could not have it they would talk no more about it, but would be satisfied to remain on a small reservation within California, on Willow, Cottonwood, and Hot Creeks, including the Lava Beds. Meahan made them a speech, which they listened to with indifference. The council lasted

five hours, when the Indians started off, saying to Rosborough, if they changed their mind they would let him know to-day.

Yesterday, just as the Judge left, Boston Charley came in and the Judge asked what he wanted, and if he was hungry. Charley said, Jack wanted to talk some more. The Judge said, "You talk too much. We don't want any more talk till you settle what you want to do." Charley then said, "We go back to night. May be all the boys come in to-morrow." The Judge says Jack is evidently alarmed, and thinks they will surrender unconditionally in a short time.

The men employed in the Manhattan gas works have not quit work or manifested a disposition to stop. There was no disturbance at the works of the Metropolitan and Harlem Cos. and a strike is not apprehended. The rumor that connections were making with the mains of the New York Company for the purpose of supplying gas is denied by the officers of the other corporation, who say it would probably cause a general strike. The Vice-President of the New York Company predicts its ultimate success. He says an abundance of workmen can be had and more than two hundred are now employed, though in the afternoon the supply was cut off. The gas makers are in congress at Albany on the appointment of a commission by the legislature to assess the value of property, with a view to its purchase by the city and the enforcement of the eight-hour time in the works. The strikers deny having contemplated any disorderly conduct. They say they expect yet to hear from the Union organizations of other cities and appear determined to stick, expecting co-operation from other gas men. The companies are equally determined and say they will be able to give a full supply in a few days.

The much-talked-of strike of carpenters and plasterers at Brooklyn, proved a failure.

In the case of G. F. Train, C. P. Daley to-day impanelled a jury to try the question of his sanity, after which the proceedings adjourned till next Tuesday.

ROCHESTER, N. Y.—This evening about 8.30, the foundation of Riverside City building for police and fire departments went out, when twenty or thirty persons were upon it, looking at the river. It is estimated by eye witnesses that ten or fifteen were carried into the river and swept over the high falls. No names of the lost are yet reported; five or six are known to have escaped. Great excitement prevails and the police are in full force in the streets, trying to prevent further catastrophe.

ROCHESTER, N. Y.—There was a heavy flood in the Genesee at seven this p.m. The waters were within two feet of high water mark of 1865, the time of the big flood. Great damage has been done along the river to bridges, &c., and all railroad lines in western New York suffer considerably.

ALBANY, N. Y.—Canal officials report much damage from floods to the Chemung, Crooked Lake and the Genesee canals.

NEW ORLEANS.—At Franklin, La., the office of the *Attakapas Register*, Kellogg's official journal for St. Mary's parish, was entered last night by unknown parties, who knocked the type into pi and broke the press. The Kelloggs installed parish officers yesterday, and last night the court house was entered and the records abstracted.

BOSTON.—John E. Shaw, keeper in Charleston prison, was probably fatally stabbed this morning, by Wm. Patterson, a convict.

NEW YORK.—In the Van Sickle murder trial, in Brooklyn, the jury to-day brought in a verdict of not guilty.

PHILADELPHIA.—The mysterious disappearance of the funds of Hahnemann College are said to account for the mysterious disappearance of Professor Koch some weeks ago.

ROCHESTER, 9.—Search is making for the bodies at the scene of the calamity last night, but none have been recovered. Fifteen of those who went down are known to have been saved, but several are reported missing.

SAN FRANCISCO, 8.—The Woman's Suffrage Convention is in session this evening to hear an address by H. C. Bennet, and others.

CHICAGO, 9.—About fifty survivors of the *Atlantic* disaster, mostly steerage passengers, arrived in this city this morning. They were

met at the depot by the agents of the White Star line and by a committee of citizens, who have raised about two thousand dollars to be distributed among them.

NEW YORK.—The gas strikers are holding a secret meeting to-night. The supply of gas to-night in the lower part of the city is as usual.

NOW IS YOUR CHANCE TO BUY BEES—Two hundred stand of Italian Bees in Kicker Hives to arrive April 1st. For sale at Ogden or Salt Lake City. Price \$15 per hive. Leave orders at Greenwell & Wright's, Ogden, or at H. Dinwoodey's furniture store, Salt Lake City. w9 2 slt 2w

CHEAPEST HOUSE in Town for Pictures, framed or unframed, at Wm. F. Raybould's, one door North of Big Boot. The country people will do well to call and examine his stock. A 29

Chapped Hands and Face, SORE LIPS, Dryness of the Skin, etc., etc., cured at once by *Hegeman's Camphor Ice, with Glycerine.* It keeps the hands soft in all weather. See that you get *Hegeman's*. Sold by all Druggists. Only 25 cents. Manufactured only by *Hegeman & Co., Chemists and Druggists, NEW YORK.*

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PAY THE HIGHEST MARKET PRICE for Wool, Hides and Furs; also keep constantly on hand a large assortment of California Made Leather. w5 2m

NOTICE. TO WHOM IT MAY CONCERN. The cash entry No. 2712 for the Townsite of Morgan City, Morgan County, Utah Territory, made March 12, 1873, embracing the following described lands, to wit: N E 1/4 and N W 1/4 and S W 1/4 Section 36 and W 1/2 of S E 1/4 and S W 1/4 Section 25 and S 1/2 of N E 1/4 and S E 1/4 Section 35 Township 4 North of Range 2 East, containing 960 acres. Has been made in trust for the inhabitants thereof and is now ready to be disposed of in lots to any person or persons entitled thereto. All persons claiming to be owners or possessors of any portion of said entry will take notice and make the application as provided in the statutes of Utah. WM. EDDINGTON, Mayor. Morgan City, April 7, 1873. w10 3m

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