

Local and Other Matters.

FROM MONDAY'S DAILY, MAY 10.

The Genial Rain.—Rain, and not a little of it, every night now. The gardens and orchards begin to look charming in consequence, and the atmosphere seems charged with unwonted vitality for the vegetable and animal kingdoms.

Seriously Indisposed.—The many friends of Brother James Needham will be sorry to learn of his indisposition, he having had a severe attack of pleurisy. We are pleased, however, to be able to state that his symptoms appear to be more favorable, and he hopes soon to be convalescent.

Ben Tasker in Jail.—The notorious Ben Tasker was arrested on Saturday, for alleged complicity in the stealing of the mules of Mr. Stahrr, which were recovered in Wyoming, by deputy sheriff Sirrine, of this county. Bob McCausland and James Dougherty are now under indictment on the same charge.

In default of \$2,000 bonds Tasker was committed to jail, pending an examination on next Thursday.

Attempted Horse Stealing.—About two o'clock this morning a couple of horse thieves were disturbed in an attempt to steal the animals from the stable of the Street Railroad Company, 9th Ward. The thieves succeeded in opening the stable doors without awakening the guard. When discovered by a couple of residents of the Ward, they fled, and escaped in the darkness.

More Burglary.—We are informed that burglars attempted to enter the house of Brother Ensign, 8th Ward, by a window, last night, but they were disturbed in their operations and left, also that they succeeded in gaining an entrance to the house of Brother Sheldermine, adjoining, and got off with 90 cents, which they took from the pockets of the clothing of one of the boys.

Another Pest.—To-day Mr. Samuel Roberts, a compositor of this office, exhibited to us a quantity of grubs, very similar to those found in the apples last year, which he says are in the soil in his lot, in the 20th Ward, in myriads, and are eating everything green as soon as it appears above ground.

It would be well for people generally to examine the soil of their lots and see whether it is similarly infested, for it is not likely that these destructive grubs are confined to one limited locality. If these pests exist extensively, not only is the fruit crop endangered, but also the vegetable crop.

More Attempted Housebreaking.—Late last night burglars attempted to enter the house of Mr. Park, of Joslin & Park, in the 7th Ward. Mrs. Park heard a sound as of some one endeavoring to open a window, and awoke her husband, who exclaimed, "What's the matter?" and was probably heard by the thieves, as the sound then ceased.

Mr. Park's hired man also heard the noise at the window, and lay watching for the intruders with a loaded pistol for a couple of hours, so that had they entered the house their reception would probably have been a warm one.

The foot prints were seen on the soil outside the window this morning.

Cause of the Accident on the C. P. R.—There was a rumor on the street to-day that the accident on the Central Pacific Railroad yesterday was due indirectly to the crowded state of the road in sending forward freight that was delayed by the recent blockade; and directly to the fact that the train starter had been at work almost continuously for several days, and uninterruptedly for seventeen hours, and that under the influence of intense fatigue a mistake in starting the train was made, and that led to the collision. It is also said that Mr. Fell, the train starter in question, has been in the service of the company ten years, and never made a mistake before, and it is tolerably safe to presume that he would not have done so now had he not been completely wearied and worn out by long protracted exertion.

Another Horse Thief.—To-day Brother Adam Sharp arrived in town from Rush Valley, bringing with him a man giving the name of C. C. Patterson, a horse thief. Patterson himself states that he

left town not long since on horseback on his way westward. At Rush Valley his horse died, so he took a valuable stallion, belonging to Mr. Sharp, with which he rode fifty miles out upon the desert, where he rested, thinking he had traveled too fast to be in danger from pursuit, soon, however, he heard the pattering of hoofs and there they were, several young men, after him. He mounted and fled, his pursuers calling for him to stop and he not doing so, they fired at but did not hit him. Finally he distanced them all but one, a young man named Rockwell, to whom he surrendered, and he is here to answer to the charge of horse-stealing. The examination will be conducted before U. S. Commissioner Kimball.

Serious Accident.—A serious accident occurred about three blocks east of this office, on South Temple, to-day. William Carleton, well-digger, of the First Ward, and another man were engaged in making a large excavation on the street, in front of the house now being built by Mr. John Lloyd, to drain the water in that part, when the earth caved on them. The accident was first observed by Brother R. F. Neslen and some others in the vicinity, who rushed to the rescue. One of the men was soon dug out, only being covered to the waist, but poor brother Carleton was under at least two feet of dirt, and it was fully twenty minutes before his head was reached and he could breathe. His groanings were fearful, his sufferings being intense. By dint of great exertion he was finally dug out, and we are pleased to learn that his injuries, though serious, are not necessarily fatal. Drs. Anderson and F. D. Benedict were on the spot to render what aid might be necessary, and Brother Carleton was conveyed to his home in the carriage of Mr. James T. Little.

The excitement around the scene of the accident was considerable for a time.

Excursionists.—A party of one hundred and fifty excursionists from California, mostly San Francisco, arrived in this city last evening, and have been visiting the various points of interest to-day. Mr. N. C. Carter, of San Gabriel, Cal., is the projector and director of the excursion.

The party kept together in their perambulations to-day, and created some curiosity, on account of it being somewhat novel for so many strangers to travel around in order of procession hereabout, other parties of the kind generally going around in fragments.

The party left San Francisco on the afternoon of the 5th, and will leave this city to-morrow morning, when they will proceed to Boston, New York, Chicago, St. Louis, or Omaha, according to the individual inclination of those composing the party.

Perhaps it would be interesting to some to learn the excursion fares from San Francisco to the points in the Eastern States above named, or from those points to San Francisco. Here they are:

To or from Boston and New York, \$70; Chicago and St. Louis, \$65; Omaha, \$50.

Isn't it an oversight to leave Salt Lake out in the cold in these excursions? If tickets at the above ratio could be arranged for between here and the places named, probably numbers would take advantage of a visit to the East or West at cheap rates.

Stop My Paper.—A gentleman of Sanpete county sends us a note, of which the following is a portion—

"Editor Deseret News Sir I think that my Subscription is out the first of June at that time Please Stop Sending my paper I want to pay the few dollars to pay for Sem poor Widows Childs Skoling as the authority is So much agains free Shols it bekom the doty of os as a people to do Somthing en that line. I whith a few others have built a hall or a Skol house in this place 45 x 30 feet Whetch we now have Sold on \$350 below what it cost for the porpos of having a good Skol. This writing will prve that my education is poor and if god helps me my four Sons Shal have a little more."

We are glad to hear that our correspondent is so charitable and is willing to do so much for the cause

of education. We do not know what "authority" is opposed to education, nor "the reason for being" opposed to education. But we may suggest that \$3.65 could hardly be better spent upon "Som poor widows Childs Skoling" than in paying for said child a year's subscription to the DESERET NEWS WEEKLY, which within that time would supply said child with eight hundred and thirty-two columns of interesting, useful, and choice reading, including the current news of the day.

Young vs. Young.—In the Third District Court this morning, Judge D. P. Lowe, C. J., delivered an opinion on the matter of the application on the part of the plaintiff in the suit of Young vs. Young, for a writ of attachment to compel the defendant to comply with so much of an order of court as commands him to pay to plaintiff attorneys' fees and alimony pendente lite, \$3,000 attorneys' fees and \$500 alimony having been already paid, but \$9,500 being due and unpaid.

The defendant had previously appeared in court by his attorneys to show cause why an attachment should not be issued, and the matter was submitted and taken under advisement by the court.

The ruling is very elaborate, showing the deep attention the Judge has given to the subject, the reasoning being so clear, in every particular, as to appear simply unanswerable, and is considered, by members of the bar generally, to be the most learned opinion ever delivered from the bench in this Territory.

It sets forth that the point raised by the defendant of the want of jurisdiction of the Court in the case could only be properly determined in the Supreme Court. Regarding the other point, that the defendant had perfected an appeal from the order, to the Supreme Court of the Territory, the ruling states that the Court would be very glad indeed if it could rightfully say that an appeal could be taken, but the law was plain that it could not, the statute only providing for appeals from orders of a final character, while the one in question was not final, but merely interlocutory.

In all cases of divorce the law was plain and the authorities overwhelming that alimony could not be awarded unless a valid marriage was either first admitted by the parties or proved. The defendant had alleged in his answer that the marriage in question was a bigamous and polygamous one, and the allegations, not being denied, must be taken as true.

The order, so long as it remained in Court, was subject to its disposal, and the decision of the Court was that the writ of attachment be denied and the order be set aside.

BY TELEGRAPH.

AMERICAN.

NEW YORK, 8.—Col. Gildersleeve has been chosen captain of the American team to shoot the rifle match at Dolly Mount, Ireland, with the Irish team, in June next in answer to the challenge of the Ulster, Ireland, Rifle Association.

The agents here of the Eagle line say that Captain Thomas, of the ill-fated *Schiller*, was the oldest commander in the line. He was many years in the service of the Peninsular and Oriental company, and occupied a high place among British sailors, and was with difficulty induced to leave the British service to enter that of the Eagle line. The *Schiller* was one of the newest and best boats in the transcontinental service, large and strong, built on the latest pattern. She was built on the Clyde by Robert Napier & Sons. Her sister ship is the *Lessing*. These two vessels left port for home densely crowded, being the first to take advantage of the opening spring travel to Europe. They were the last two steamers that sailed under the flag of the Eagle line, which has been consolidated with the Hamburg and American line. Previous to the departure of the *Schiller* the company's vessels had gone out with light passenger lists. The dimensions of the *Schiller* were—length 375 feet, beam 40, depth of hold 32 feet; 3,600 tons burden, and 3,000 indicated horse power, and she was classed at Lloyd's 100 A 1. She was full brigs rigged; had eight large life boats, and three iron decks; her engine could run the vessel 14 to 15

miles an hour. She is said to have been built according to the requirements of the Lloyd Marine Insurance, and to have possessed every known appliance for safety. She was valued at \$700,000 and was insured for her full value. The crew consisted of 124 men, including the officers. She carried six kegs, containing \$300,000 in gold, shipped by E. S. Ballin & Co., bankers, of 24, Exchange Place, in this city, to F. S. Ballin & Co., Paris; and 250 mail bags, containing the entire continental mail, together with a large Australian mail. Her cargo consisted of general merchandise, including 800 bales of cotton, 2,513 barrels of rosin, 4,000 bushels of corn, and a large consignment of leaf tobacco. The offices of the company in this city were besieged during the morning by the friends of those who sailed in the vessel, and the scenes of distress which resulted from the confirmation of the news that the vessel had been lost were pitiful. One man, who had his wife and two children on board, fell into a fainting fit on being informed of the fate of the vessel, and loud wailings were heard on all sides.

Among the cabin passengers on the *Schiller* were Jos. Schlitz, the well known brewer, Henry Friend and wife, M. Stein, Jacob Larform, Miss Mittner and child, all of Milwaukee; Ann Eisner, Eliza Len, W. Christine, H. Wohler, wife and children, G. J. Schmitt and W. Mitzger, of Chicago; Mrs. August and Miss Dora Zeigler, Mrs. Dora Cohos and Miss A. Meyer, of St. Louis; W. Seach, German consul at Havana, wife and daughter.

The following dispatch has been received at the office of the Eagle line, from Home, the officer at Hamburg:

"At about 1:20 o'clock, the *Schiller* was wrecked off Scilly; four passengers were saved; their names will be sent you from Scilly; only seven of the crew were saved. The captain and the 2nd and 3rd officers were drowned."

3 p.m.—The following additional is just received from the agent at Plymouth—"The *Schiller* is a total loss. The first, second and third officers, with forty of the passengers and crew are known to be saved. Two steamers and a life boat are at the wreck. The names of the survivors are not ascertained, but will telegraph them when obtained."

(signed) "STEVENS."

Little later. The following dispatch has been received at the office of the agents of the Eagle line, from their officer in Hamburg—

"Hamburg, May 8.—Keep up strong hearts, more are saved."

(Signed) "KUHN."

Captain Thomas, of the *Schiller*, was of middle age and unmarried, a resident of Hamburg, and although most of his life had been passed in British vessels he is said to be a native of Germany.

The officers of the *Schiller* were Jno. G. Thomas, commander; H. Hilfers, chief officer; E. Polemann, 2nd officer; G. Freeze, 3rd officer; R. Hemintz, 4th officer; L. Fabrig, chief engineer; F. Conrad, 2nd engineer; H. Roenne, 3rd engineer; J. Kurdl, 4th engineer; Dr. A. Boll, physician; E. Schmettau, purser; C. Putfarken, chief steward, first cabin; A. Feskow, chief of second cabin.

The steerage passenger list comprised 100 adults, 16 children and 4 infants.

NEW YORK, 8.—The agents of the *Schiller* received another dispatch this evening from the agent at Plymouth, as follows:

"Hilfers, first officer, Polemann, 2nd officer, Heintz, 4th officer, Jansen and Packendorff, boat-swains, and Hirsch, sailmaker, are saved; also passengers T. O. West, Henry Stern, Mr. and Mrs. Jones, of Pesth; Jan Dunk, Hester Frohm, Carl Kuhn, Marcus Porither, Schettenberg, Jansen, Reiderer, Fehr and Williams; stokers, Snike and Bullig; sailors, Gouldberg, Wallis and Petersen. The survivors are expected at Penzance to-morrow morning, when we will obtain a detailed list.—Signed Stevens, Penzance, May 8th."

The following is a list of the mails placed on board the *Schiller*—for London, 32 bags of letters and papers; for Liverpool, 11 bags of letters and papers; for Glasgow, 8 bags of letters and papers; for Dublin, 11 bags ditto; for Cherbourg and Paris, 12 bags ditto; for Hamburg, 17 bags of letters and papers. The total number of letters is 36,000, and in addition to these there was on board the entire regular transcontinental mail from Australia

and New Zealand, comprising 16 bags.

NEW YORK, 9.—The *Herald's* London special gives the following particulars of the loss of the steamer *Schiller*. The survivors and dead arrived to-day, are as follows: at 8 there came a boat with several persons; at 10 two boats with several persons, two of whom were dead, and at 11 o'clock there came two other boats with twenty-six men and one woman; the St. Agne boat subsequently picked up the bodies of four men and two women and a little boy; one man was found at Smith's Sound, floating on the wreck. At a late hour of the day three bodies, one a female, were found. Forty-three persons are known to have been saved. Nineteen bodies have been recovered. A violent sea is still beating on the merciless shoal, and thus prevents rendering effectual aid. When, at last, boats reached the neighborhood of the Retarrier ledge, the last mast of the *Schiller* went overboard, and scores of people who were clinging to it were drowned, after having endured the most agonizing suspense during the night.

The *Herald's* cable special London 9, says—"All day long details of the *Schiller* disaster have been coming to the London office from the *Herald's* correspondents at Penzance, the courteous American consular agent at the Scilly Islands, Mr. Muxton, and from ordinary London sources. Unfortunately no more persons are reported to be saved. Bodies are constantly being picked up. Among the recovered are those of George Leonhardt, Carl Schmidt, Mr. Reiderer and child, Mrs. Beecher, Mrs. Ridgway, Mrs. Hermine West, 5 men, 5 women, 2 children altogether 24 bodies have been found. The total number of lives is three hundred and eleven. The *Herald's* correspondents succeeded in interviewing Mr. Polemann, second officer of the *Schiller*, and Henry Stern and Mr. Frahm, first class passengers, and from their narrative they gather that the voyage was moderately good up to May 4; the last three days it was impossible to take observation. The ship was out of her course a mile at the time of the catastrophe. Captain Thomas was on deck night and day four entire days. At seven o'clock on the evening of the 7th there was a dense fog. The sails were taken in and the engine put on half speed, a fog bell was used. Bishop's light was unseen, though only half a mile distant. At 10 o'clock struck the reef, and after a bump the steamer settled down. There was a violent sea and tide was rising. The darkness intense. Most of the male passengers were awake and there was usual rush for the boats, but only all the boats were started. One boat with a few sailors lost the ship, the cowardly refusal to aid. Two boats were saved, captain endeavored to compel obedience by firing a revolver at their heads. During two hours cannon shots were fired, when powder dampened. Distress signals and blue lights were answered. At midnight the lighted in a minute, revealing lighthouse. The waves were swamping the decks and carrying away victims. At 2 o'clock the house, with women and children was swept away, the cries shrieks of the victims being heard. Then followed a ghastly silence. The aft smoke stack crushing some of the boats and others were carried away; the remainder of those on board followed the captain to the forward bow each succeeding wave taking victims. Some sought refuge the main mast and some where. At three o'clock the main mast and two other officers were on the bridge; the captain descended for a moment to aid, and was swept away; thus ended a brave man. About ten persons were clinging the rigging of the mainmast, thirty to that of the foremast. Ship had careened, her yards ed the water, and the tide was ing. At five o'clock the fog lifted, and the survivors shouted, their cries were unavailing, seven o'clock the mainmast and a quarter to eight, the foremast, iron, fell; then two of the St. Agne boats came and rescued a few had managed to keep afloat. It reported yesterday that there 103 women on board. The survivors were taken to-day from Penzance to Plymouth, whence