

six years previous upon the first principles of the Gospel, and the great events of the fullness of times, so the spirit of enthusiastic devotion to duty and obedience to counsel seized those dusty English travelers—for they had had not yet acquired citizenship; and with nothing but hopeful faith for the progress, safety and support of their large accompanying families, they cheerfully gave in their names to the officer, for enlistment, and with scarcely time to say good-bye to their friends were off to the point designated for organization and ultimate start. Father Bundy, of wooden wagon fame, was too old to be enrolled, and the present writer too young—so upon them fell the duty of herding and yoking the cattle, and the general male service required in the travel of six extra wagons, each containing the family and outfit of our enlisted volunteer. Their names were Daniel Browt (Browet), John Cox, Levi Roberts, Robert Harris, Richard Slater and Robert Pixton. (All returned from the trip except Daniel Browt, who was killed by Indians in the Sierra Nevada mountains, and all kept the faith and have ended their days in the mountains.)

Our proposed and agreed duty also extended to caring for and assisting in every possible way these lonely families on the way and at their stopping place or places, until the meagre relief expected from their husband's government pay could be received.

About August 1, 1846, we arrived at the ferry near Council Bluffs. The onerous increase of duty thus undertaken and measurably carried out, together with the great heat of the season, the miasmatic influence of the rank and uncultivated vegetation of the wild Missouri bottom, soon had a telling effect upon Father Bundy and myself; for before crossing the river we were both prostrated with ague and fever, and the poor grass widows with their families had to care for themselves or be assisted by others; in most cases as busy and toil-worn as themselves. The further progress of these and accompanying exiles, including their sickness, semi-starvation, exposure and ultimate arrival in Salt Lake City, may be forwarded later on, if considered of sufficient public interest.

JOB SMITH.

### A FEARFUL RIDE.

MORONI, Sanpete Co., Utah, May 7, 1894.—As Brothers Edwin Scott, Aaron Hardy and wife, were approaching town through the north hills at about dusk on the evening of the 4th inst., with Brother Hardy's team, a stop was made to adjust something about the wagon, all alighting for the purpose. The front wheels were blocked while the work was done, which occupied but a few minutes. Brother Scott then took the lines and the blocks were removed. Being on a descending grade the wagon crowded the horses, at which they began moving, during which Brother Scott sprang on the wheel to resume the driving. He failed to get entirely on the wagon, being caught in the wheel which took him at least once around. His right foot caught between the sandboard and the axle. The team became frightened and began a wild run, which was con-

tinued for three-fourths of a mile, when, having made a turn on an ascending grade and run against a fence, it stopped.

Brother Scott was dragged across a large irrigating ditch and on a hard, dusty road, along which he was bruised and battered, yet he was thoroughly conscious during the whole of his frightful ride. When friends reached him the wheel had to be taken off to extricate him. How he escaped death at the time seems wonderful. His right leg was badly broken above the ankle joint, the muscles badly cut and his body bruised in places, also a slight fracture of the right temple.

Doctors Woodring and Cassidy reset the limb and sewed up the gashes, in which it was found necessary to put twenty-six stitches. They performed their work very well, but on account of Brother Scott's age, he being near sixty-eight years old, and the bad break, they can only hope for the best.

A. H.

### CANVASS THE RETURNS.

The special board appointed by the Utah Commission—Messrs. J. M. Cohen, J. T. Lynch and Alfalfa Young—to canvass the returns of Carbon county election, held on May 1st, met this morning for that purpose. They concluded their task shortly after 1 o'clock.

The returns, as canvassed by the board, show the subjoined results:

Selectmen—E. Santshi, 160; F. P. Gridley, 163; E. C. Lee, 159; J. M. Beattie, 135; G. C. Johnston, 69; Thos. Cox Sr., 93; Joseph L. Boulden, 57; Peter Liddell, 133; Andrew Young, 142; A. H. Sturges, 25.

The first three, all Republicans, are elected.

Sheriff—Thos. Loyd, 161; C. H. Cook, 123; R. Farriah, 102. Mr. Lloyd, Independent, is elected.

Superintendent of Schools—Joseph N. Davis, 262; H. A. Southworth, 122. Mr. Davis, Independent, is elected.

Clerk—H. A. Nelson, 165; J. E. Ingles, 77; Jos. R. Sharp, 143.

Recorder—H. A. Nelson, 164; J. E. Ingles, 76; Jos. R. Sharp, 147. Mr. Nelson, Republican, is therefore elected to the offices of clerk and recorder.

Treasurer—J. Forrester, 179; J. T. Fitch, 119; A. H. Earl, 84. Mr. Forrester, Republican, is elected.

Assessor—David Holdaway, 190; S. J. Harkness, 119; Wm. Miller, 79.

Collector—David Holdaway, 189; S. J. Harkness, 119; Wm. Miller, 79; Mr. Holdaway, Republican, is elected to both offices.

Surveyor—W. A. Tbayn, 219; W. J. Tidwell, 166. Mr. Tbayn, Republican, is elected.

Prosecuting Attorney—J. B. Schinness, 207; Jas. X. Ferguson, 160. Scattering 1. Mr. Schinness, Republican, is elected.

Coroner—H. B. Asadorian, 321; Republican; J. H. Eccles, 1; I. Llewellyn, 1.

As justice of the peace and constable the following were elected for the precincts named:

Castle Gate—Justice, H. J. World. Constable, Grover Lewis.

Helper—Justice, Peter Smith. Constable, J. H. Brady.

Minnie Maud—Justice, A. J. Russell. Constable, Frank Smith.

Price—Justice, E. W. McIntyre. Constable, E. Anderson.

Scofield—Justice—Hy. Wilson. Constable, C. J. Jensen.

Spring Glen—Justice, J. M. Miller. Constable, A. J. Simmons.

Wellington—Justice, L. Jesson. Constable, S. H. Grundrig.

Winter Quarters—Justice, S. A. Harrison. Constable, Joseph Loveridge.

The votes cast for location of county seat were as follows: Price 218, Helper 98, Scofield 69, Wellington 1.

### A WATER CYCLE.

NOTTINGHAM, May 7.—During the present month an attempt will be made by William Oldham, a resident of Nottingham, to cross the Atlantic on a water cycle. Oldham is twenty-nine years of age, and is member of the army reserve. He served with the colors for ten years, mostly in India. While in India he studied the art of navigation and got the idea in his head that he would sometime endeavor to cross the Atlantic in the smallest boat possible. His craft, which is named Marlon, is of remarkable construction and it is the smallest boat that it was ever proposed to use for such an adventurous voyage. It was built entirely by Oldham. Its dimensions are ten feet six inches in length, three feet beam and two feet six inches deep with a draught of twenty inches of water. It is constructed of the best iron; the plates are an eighth of an inch thick and these are supported by one and one-quarter inch angle bar ribs. With a view to making the most of its very limited capacity the little vessel's bottom is flat with a wooden floor over the iron work. In the center is a small cabin rising nine inches above the deck. It is four feet long and two feet broad. It has seven windows, two in front, one looking each side of the mast, two on each side and one at the back. All the windows can be opened and are watertight when closed. They are glazed with quarter-inch glass in pieces four and a half long and three inches deep. At the top of this miniature cabin is a water-tight hatchway sixteen inches square. The boat is provided with a brass screw worked from the inside by the hands and feet in a similar manner to a bicycle. This mechanism is for use when the weather is too bad to permit of the use of sails or when the boat may be becalmed. It is also intended as a form of exercise for the occupant. The mast and bowsprit are constructed of iron pipe with steel wire ropes and there is a small steering wheel. Nothing in the boat is movable, everything being made fast or concealed in boxes, and not a particle of wood is used in the framework of the craft. When ready for sea the Marlon will weigh about fourteen hundred weight. In this extraordinary craft Mr. Oldham will leave Nottingham towards the end of May. Starting from the bridge crossing the river Trent at Nottingham, he will proceed by way of Newark and Gainsborough, enter the river Humber, work down the east coast to the English channel, and after putting in at one or two seaside resorts on the south coast, will start direct for New York. He expects to reach the latter place in six weeks.