

GEORGE Q. CANNON,
EDITOR AND PUBLISHER.

Friday, January 20, 1871.

One of the causes of surprise connected with the present Franco-Prussian war, which is often expressed, is the inactivity of the French fleet, and the little influence it has had in the contest which has been raging. France has a formidable navy, if not the first, at least the second in the world. Prussia's fleet, when compared with that of France, is contemptible; but she has considerable shipping and several ports. At the outbreak of the war a good deal was said about the operations of the navy, and it was generally expected that it would inflict heavy blows upon Prussia in the destruction of her commerce and the bombardment of her towns. But with the exception of the occasional capture of a stray merchantman, the navy of France has accomplished absolutely nothing. We have heard of the blockade of the German coast and the probable bombardment of Hamburg, Kiel and other places; but what result has been accomplished? No French vessels have penetrated the rivers of Germany, though undoubtedly France must have many war vessels which could do so if the shallowness of the water were the only obstacle. We have heard of their keeping watch at the mouth of the Elbe, but we do not recollect hearing of any attempt to enter that river. Hamburg, though a port, has been apparently as safe from the French fleet as Berlin itself. It is true that vessels were sunk and other obstructions were placed at the mouth of the Elbe to check the approach of the French fleet; but these alone were not of a character to prevent the ingress of an active, powerful and energetic force. It is this supineness on the part of the French navy which has created concern.

A correspondent of the New York Herald attempts to give the reason for this want of success. He states that the Prussians have perfected the torpedo under five mechanics, great chemists and able engineers. Prussia has the best torpedo system in the world. She has placed torpedoes in every place where there has been danger of attack from the French navy, and the ships have kept off. The torpedo, a little tin box, no larger than a man's hat, has held the finest navy in the world in check and rendered it powerless in this great contest. Torpedoes are no longer confined to shallow waters, and cannot be fished up as easily as formerly; but are so placed as to form a complete network on the German coast, which, by means of this formidable machine, is rendered unapproachable. Whether this be the true cause of inactivity of the French men-of-war or not, certain it is that torpedoes have been extensively used by the Prussians, and the statement that the sailors have been afraid of them, and given them a wide berth, appears very plausible. If torpedoes have not appalled them, to what shall their inactivity be attributed?

If it be true that torpedoes have been brought to such perfection that by placing them in the waters near the entrance of a port, the latter is rendered unapproachable by vessels, then a new system is inaugurated, and navies will count but little in warfare. It has been the boast of England that she ruled the sea; her greatness and the influence she has had in the earth since the days of the Stuarts have been due to her powerful navy and the excellent seamanship of her sons. Deprive her of her navy, and she loses her right arm and chief strength. If it be true that torpedoes are effective in defending a coast from attack, then the day of England's greatness on these seas is past, and the skill and valor of her sailors and the excellence and impregnability of her ships would be no more effective in a future contest with a great power than the navy of France has been in the present war with Prussia.

UTAH COTTON YARN.—Considerable has been said, at one time and another of late, concerning the poor quality of the cotton produced in the southern settlements of this Territory, and also the poor quality of the yarn manufactured from that cotton. The opinion has been to prevail that good yarn could not be made from our cotton. Recent events, however, have thoroughly demonstrated the incorrectness of this opinion, and established the fact that the cotton produced in "our Dixie" is a good article, and capable of being manufactured into a good fabric. Joseph Birch, Esq., recently went to the States to purchase woolen machinery to add to the cotton machinery in the factory at Washington, Washington Co. When he returned he brought with him a gentleman of experience and skill to run the cotton mill for its proprietors. Since his arrival he has manufactured cotton yarn out of this same "poor cotton," and it is a superior article, quite equal to any that has ever been made by that machinery at any time. This vindicates the opinion, repeatedly expressed by President Young, that it only needed skill to make the manufacture of cotton a success in this Territory and to produce yarn that would compete with any of outside manufacture. We are assured that the yarn now manufactured at the Washington Cotton Factory is a first-class article and is superior to any that is imported. We are entitled to know this is the case, for it is an article that is largely consumed here, and the material being produced here it would be unfortunate if we could not manufacture from it a good quality of yarn as our merchants and consumers have forth purchase the Utah cotton yarn.

CONSIDERABLE interest is felt in California respecting the fate of the crew of the U. S. steamer *Albatross*, which was wrecked on the 20th of last October on the reef around Oahu Island, one of the numerous small and barren islands which comprise the chain beginning at French Frigate shoals, and extending some twelve to fourteen hundred miles across the ocean. The *Albatross* was the first man-of-war built upon

the Pacific coast, and was engaged in carrying materials and contractors to Midway Island to make that island a coaling station. Four trips were made from Midway Island to Honolulu on this service. She sailed from Midway on the 25th of Oct., and at an early hour the next morning she went ashore. Some idea may be formed of the distance from the point where the vessel was wrecked to Honolulu, when it is known that Midway Island is 1,300 miles distant north and westward of Honolulu. She was running before the wind, and the breakers were not seen until a few moments before she struck knocking in her bottom the first time she struck. All hands then set themselves actively to work to save their effects and the provisions. About two hours after she struck the ship broke in two, the fore part of the hurricane deck going to pieces immediately. The stern held together fourteen or fifteen hours. When daylight dawned upon them they saw Oahu Island about a mile and a half distant. By this time they had got considerable provisions on deck. They then turned their attention to saving all the boats by getting them over the reef into smooth water. The boats were kept running between the wreck and the shore until dark. There was no fresh water found on the island, so the engineer fitted up a small boiler belonging to the contractors as a condenser.

The number of souls all told was ninety-three, fifteen of whom were passengers. But little clothing was saved by any; some pieces being picked up on the rocks subsequently. The first air, or seven nights all slept in the open air, tents were then erected from the sails that were saved. The provisions taken from the ship were laid aside for a case of emergency, the crew subsisting on fish, seal, turtle and birds. Fires were made from the drifting wood of the wreck. Work was at once commenced to fit up the gig to send for aid. It was raised about ten inches amidships and five inches at each end. A deck was put over all with places for men to sit and rest. On the 15th of November the gig left for Honolulu, having on board Lieutenant Talbot, William Halford, coxswain; Peter Francis, master, belonging to Manila; John Andrews, seaman, of Boston; James Muir, seaman, of Glasgow, Scotland. These men volunteered their services, making three for the remainder of the crew, who, though left by them as comfortable as could be expected under the circumstances, had suffered weeks of misery, torture and exposure. The gig was provisioned with half-rations for thirty-five days, consisting of beans, rice, and cooked wheat, half of which was thrown overboard as it became rotten and caused diarrhea. After enduring many vicissitudes for thirty days they at last sighted land, which proved to be Nihiha, one of the Sandwich Islands group. On the morning of the 19th of December, and while at the mouth of Hanaele Bay, the gig was struck by breakers and capsized. Three of the men were drowned, Muir was delirious, but Halford was so fortunate as not to be washed away. By desperate efforts he succeeded in saving the tin box containing the ship's papers, instructions, etc., and after the boat was washed into smooth water he made five trips to the land, saving the chronometer, compass, charts, etc., and assisting Muir ashore. Exhausted and half starved Halford finally laid down on land alongside of Muir. He fell asleep, and when he awoke Muir was nowhere to be seen. He had strayed off and was found dead by natives who came to Halford's relief. From this place he was carried to Honolulu. The Consul and the Resident Minister took immediate steps to send vessels with provisions, clothing and medicines to Oahu Island to bring off the wrecked crew and passengers. Halford was sent to California, where he was interviewed by a reporter of the *Alta California*, from the columns of which we make this summary. Halford is a young man, but is almost broken down with his sufferings. It is proposed to get up subscriptions and present him with a magnificent gold medal and also a well-filled purse.

A SINGULAR will case is now before the Courts of San Rafael, Marin Co., Cal., the circumstances connected with which, as furnished by a contemporary, in the hands of some of the story grinders for the cheap serials, would furnish material for a thrilling romance. Briefly told, they are as follows: A Scotch sailor boy, named James Black, deserted from his ship, in San Francisco Bay in 1835, and after numerous adventures among the Spaniards then inhabiting California, he settled at Mission San Rafael, and married into a Spanish family. He received a grant of land from the Mexican government, and, in time, acquired 10,000 acres more, and became the owner of immense herds of cattle. His wife had one child, a daughter, to whom, when she grew up, her father deeded one of his valuable ranches. This daughter, in 1864, married a Dr. Burdell, a dentist, of San Francisco. About a year after, Mrs. Burdell's mother, Mrs. Black, came to San Francisco, in order that her son-in-law might perform some dental operation for her, and while undergoing it she died from the effects of chloroform. This sad event almost drove our widowed sailor boy, her husband, distracted, and he took to dissipation to drown his grief, and being immensely rich, a Mexican widow, named Pacheco, thought him a worthy suitor, and she accordingly set her cap at him, and in a short time induced him to marry her.

The old man had been very much opposed to the marriage of his daughter to Burdell, and Widow Pacheco, or rather Mrs. Black No. 2, being aware of this, in order to prevent, if possible, Mrs. Burdell from obtaining any more of her father's property, used her influence with her spouse to induce him to will the remainder of his wealth to her, by persuading him that his daughter had mortgaged the ranch he had given to her. The old gentleman made several wills, tearing one up and replacing it by another, but at last, one day, he dispatched his daughter, finally, while riding on a hill side, hunting cattle, he fell from his horse, struck his head on a rock

and died from the injuries. After his death the family and friends assembled to hear the will, his daughter being one of those assembled; and she learned that she was disinherited, save the ranch she already possessed, the remainder of the property being worth \$750,000. After the reading of the will she asked permission to see it, and on it being placed in her hand, she tore off her father's signature, and would have torn the entire will into shreds if she had not been prevented. She was indicted for the offence, but nothing was done; and she now appears in the courts to contest the validity of the document, on the ground that her father was unsound in mind when it was made.

The Nevada Gazette, of the 14th inst., contains the following paragraph: "A mortgage for the sum of ten million dollars against the Central Pacific Railroad Company and in favor of Charles Crocker and Silas W. Goodrich, was filed to-day in the office of the County Recorder. The mortgage covers all the railroad lands in California, Nevada, and the Territory of Utah, belonging to the Central Pacific Railroad Company, but excepts the railroad track, and all fixtures and appurtenances of the road. The mortgage is given to secure the payment of 10,000 bonds of \$1,000 each. No stamps accompany the mortgage, as the bonds themselves are stamped. The bonds are specified in the mortgage as payable in gold coin, in New York city, within twenty years, with interest at the rate of six per cent. per annum. This is the largest mortgage ever placed on record in this country."

This paragraph calls forth an editorial article from the Sacramento Union, in which it states that just about the holiday recess, the House Committee on Appropriations introduced a bill into Congress to secure the interest payments and principal to the United States in the second mortgage bonds of the Union and Central Pacific railroads. The bill provided that all the lands granted to both of the companies should be held in trust by the United States as such security, and that the proceeds of sale thereof shall go to the Government to make good any amount of interest and principal on said mortgage bonds which the companies neglect and refuse to pay. The share of the Central Pacific in these lands, it states, is 10,000,000 acres, worth, at \$1.25 per acre, \$12,500,000. It intimates that the transfer by the Central Pacific Railroad Company of its landed interest to Charles Crocker and Silas W. Goodrich is done for the purpose of "faking Congress," and it earnestly calls the attention of the California Senators and Representatives to the case and urges them to take prompt action in relation to it. It wants an investigation of the alleged transfer, to ascertain whether or not it was made in good faith, and at the time stated in the instrument; or whether it was an after thought to flank the action taken by the House Committee on Appropriations. The instrument of transfer was filed for record on the 11th of January, 1871; but it bears the date, so says the Union, of Oct. 1st, 1870.

The practice of opening letters by parties, other than those to whom they are addressed, is by no means an uncommon one; and under some circumstances it seems almost justifiable. In this country, where arrivals from foreign lands are constantly taking place, there are many persons with names either exactly or so nearly alike that mistakes will often occur in sorting, or handing out letters; or a very slight misdirection may lead to mistakes, so that letters are placed in the wrong box or are handed to the wrong person. But despite this sort of opening a letter by any person but the one to whom it is addressed is punishable, under the U. S. laws, by fine and imprisonment, the former \$500, and the latter ten years. The complaint should be made before a U. S. Commissioner or judge, or where that is not possible, before a Justice of the Peace. When such an offender is apprehended the U. S. Attorney for the district should be notified of the fact. Half of the fine assessed in such cases goes to the informer. The information contained in this article, is worth remembering.

The Germantown, Pa., Telegraph, of the 11th inst., records a case of self-sacrificing devotion to duty, such as is seldom to be met with, and that calls forth an involuntary sigh for the hero, who lost his life on the occasion. Mr. Enos J. Hoopes, an engineer on the Pennsylvania railroad, a westward bound train had been brought to a halt through one of its cars losing a wheel; but the momentum of the train was carrying it down a grade, the third wheel car pitching and bumping over cross-ties, and making the fire fly from the iron and rocks. An eastward fast freight train, the one on which Mr. Hoopes was engineer, came along at this time, but it was dark, and as the two trains neared each other Hoopes discovered that something was wrong, but not in time to avoid a calamity. A collision occurred, in which one of Hoopes' legs was broken in four places, one of his hips crushed, and half of one of his feet torn off, and he and the fireman and brakeman were thrown back into the tank, every man on the engine being injured. The conductor and the other brakemen were in a rear car, and as the train was not sufficiently injured to stop its progress, they remained in ignorance of the accident. Mr. Hoopes knew that his train was not promptly stopped it would run into the hind car of a train which must stop for water three miles ahead. Poor Hoopes, crushed and bleeding, dragged himself over the prostrate bodies of his companions, to the throttle valve of his engine and shut off steam, whistled down brakes, sounded the summons for the conductor, and fell back exhausted. When the conductor came he was trying to stem the flow of blood from his wounds, and said "It is all up with me; do the best you can for me." The post-fall lingered on in great agony until next day, when he died, lamented and respected by all his friends. The name and memory of Enos J. Hoopes deserve to be treasured up and embalmed among the heroes of his country and age.

CONVICTS.—We are pleased to be able to state that John C. Vance, son-in-law of Bishop Samuel W. Woolsey, of 9th Ward, who, a few weeks since, was sentenced to the State Prison for a term of five years for the crime of larceny, is now able to be about again.

MASSACHUSETTS.
Burglars Told.
BOSTON, 19.—The Waterbury, Vermont, national bank building was broken into last night, by burglars, who commenced to operate on the safe. The door was broken open, but the safe remained all afternoon locked, and the burglars were forced to retire, leaving their implements behind. No funds were obtained.

NEW YORK.
NEW YORK.—A dispatch to the World, dated London, 17th, says the conference held here by the British and French governments, and adjourned until the 20th inst. It is believed that General Bourbaki has gained a victory and that the capture of Besancon, the bombardment of Paris ceased to-day.

NEW YORK.
NEW YORK, 19.—The veteran actor, Peter Kitchings, died last night, at his residence, Media, Penn., from the effects of a stroke of paralysis, after a long illness. He was 70 years of age, and by being thrown from a wagon, he received the stroke. The widow of the late Dr. Wayland, to-day, shot a prodigious deer named W. Lewis, killed his head and skin, and sent the head to the Duke of Mecklenburg, and the skin to the Duke of Saxe-Coburg. A communication relative to the French representative was read, but no action was taken in the matter, although the subject was kept strictly secret. Russia formally declares, in advance, that the action of the conference must be without prejudice. The allegation of the neutrality of the Black Sea has already been accomplished by the act of the Russian government.

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NEW HAMPSHIRE.
Fire.
CONCORD, 19.—The dwelling and valuable library of the Rev. Dr. Delany of Hampton was burned last night. Loss, five thousand.

WASHINGTON.
Nominations.
WASHINGTON, 19.—The following nominations were sent to the Senate to-day: Isaiah Hanson, chief of the Bureau of construction and repairs, navy department; H. Harren, receiver of public moneys, Oregon City, Oregon.

NORTH CAROLINA.
Call for more troops to quell disturbances.
WILMINGTON, 19.—The commander of the Federal troops in Robeson county, was telegraphed to Wilmington for more troops, the small number now in the country, being unable to cope with the outlaws. As a measure of precaution, a squad of soldiers accompany each train on the Wilmington and Charlotteville Railroad. It is considered that but little can be done toward the capture of the outlaws without a large force of men.

Died.
In Richmond, Cache Co., Jan. 12th, 1871, of lung fever, Effie, infant daughter of M. F. and Jane Bell, aged 1 year, 5 months and 24 days.

Special Notices.
LUMBER! LUMBER!—Cheap for Cash. Common from \$3 to \$3.50; Clear, \$4 per hundred feet. Mill running winter and summer. 414 3rd St. J. J. THAYER, 1st Ward, S. L. City.

The Big Boot—want immediately a first class Sewing Machine Operator, to work on Ladies' and Gents' Boots and Shoes.

For the finest Geese, Turkeys, Ducks, Chickens, Apples, Grapes and every kind of Fruit and Vegetables in the Salt Lake market, go to the store of Michael Chadd, pioneer dealer in poultry, fruit and vegetables, on west side of Main Street, about a third of a block north of the "Eagle Emporium."

A Splendid Assortment of New Goods, both beautiful and cheap, expressly adapted for Christmas and New Year's Gifts, is on view in the newly erected Jewelry Establishment kept by Carl O. Amussen, East Temple Street. Call and delight yourself by the sight of it. Optical Goods, Street assortment of Spectacles, etc., on hand. 4203 3rd.

DRUMS.—Big and Little Bass and Snare Drums have arrived in good supply, and can be bought of DIMICK B. HUNTINGTON, 16th Ward. 4217 1st.

NEW ADVERTISEMENTS.
SALT LAKE
THEATRE.
Doors open at Seven. To commence at half-past.

IMMENSE BILL!
Revival of the Great Sensational Drama,
UNDER THE GASLIGHT
Introducing the great

RAILROAD SCENE!
LAST NIGHT of the Favorite Young Actor, MR.

MILTON NOBLES,
Who will appear as **SNORKEY.**
Re-appearance of

MISS NELLIE COLEBROOK
AND
MRS. ALICE CLAWSON.
Miss NELLIE CLAWSON as "Peachblossom."

SATURDAY EVE,
JANUARY 21st, 1870.
Will be presented, the Great Sensational Drama, entitled,

UNDER THE GASLIGHT
Storkey Mr. MILTON NOBLES
Mr. Traylor, (for this occasion) Mr. F. McKENNIE
Byke Mr. F. McKENNIE
Justice Bowling Mr. A. THORPE
Winkel Mr. A. THORPE
Burdett Mr. J. R. EVANS
Signal Man Mr. W. H. HAYES
Pannett Mr. J. R. EVANS
Sergeant of River Patrol Mr. J. R. KELLY
Pater Rich Mr. J. R. KELLY
Laura Courtland Mr. J. R. KELLY
Miss NELLIE COLEBROOK
Pearl Courtland, (for this occasion) Miss A. CLAWSON
Miss Van Dam Mr. J. R. EVANS
Peachblossom Miss NELLIE CLAWSON
Old Jediah Mr. J. R. EVANS
Miss Nellie Miss G. CLAWSON
Little Lillian Miss G. CLAWSON
Miss G. CLAWSON
BOX OFFICE open for the sale of Tickets on the day of performance, at 11 o'clock.

CHARCOAL.
THE SUBSCRIBERS would like to contract for the delivery of 1,500 Bushel Coal, week after week, at the Woodhill Furnace, on the State Road.

Call at the Works, or at the Office in "Wells House" building, 4217 1st.

G. H. BASSETT, G. F. HOFFMAN.
BASSETT & HOFFMAN
NEW
HARDWARE STORE.

ALL KINDS OF
Heavy Hardware,
Iron and Steel, and
Stoves and Tinware,
Blacksmith Tools,
Agricultural Implements,
and Mining Tools,
AT LOW RATES!
Opposite Salt Lake House.

ANDREW BROWN,
Wholesale Dealer in
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CURED MEATS, ETC., ETC.
BUTCHER, TRADER AND PACKER
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I WILL Close Out the remainder of these

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At Cost.

GO AND SEE THEM AT

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Opposite the Salt Lake House, 418 1st

Z. C. M. I.

RETAIL DRY GOODS DEPARTMENT.

A New Importation

or

LADIES' SACQUES

Choice, Unique and at Low Figures!

Among them can be found the following favorites, and being only one of a style:

La Militaire,

The Frou Frou,

The Old Regime,

The Nilsson,

The Beatrice,

AND OTHER CHOICE STYLES,

Suitable for the present season!

H. B. CLAWSON,

RETAIL

GROCERY AND HARDWARE

DEPARTMENT!

Eldredge & Clawson Building.

JUST RECEIVED, A LARGE ASSORTMENT

LAMPS,

Very Cheap; a Full Assortment of Henry Dixon & Sons'

CIRCULAR SAWS.

Staple and Fancy Groceries, Queensware, Shelf Hardware, Stoves, etc., as usual, at uniform Low Prices.

H. B. CLAWSON, Sup.

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CO-OPERATIVE NOVELTY WORKS!

Jordan Street, 15th Ward, SALT LAKE CITY.

HAVING the latest improved Machinery for working in

IRON, WOOD & BRASS

Can manufacture all kinds of

Mechanical Tools, Turning Lathes, Fan Blowers, Gear Cutting and Bolt Screwing Machines, Cheese Vats, Cotton Woolen and Wool-Scouring, etc., etc.

OUR FOUNDRY

Has, at present, been the most successful in the West, and has been the cause of the loss of business to the other foundries in the State.

WE HAVE AN

A No. 1 MODEL MAKER,

And orders in that line guaranteed to be satisfactorily.

Lumber Wanted.

All kinds of Old Cast Iron bought.

A few more shares of the Capital Stock can be had on application to

WM. FULLER, Secretary.

DOBBINS' ELECTRIC

SOAP!

The Best in the World!

Strictly Pure!

No Sand!! No Rosin!! No Clay!!

No Adulteration of any kind!!

Children can do the Washing.

No Washboard Required.

No Boiling Needed.

By the use of