

known as our temporal interests, and we will prosper as no people can who pull against one another and give full scope to selfishness and rivalry.

How long shall we wait in Salt Lake County before we reach such an organization of herds? This is the empire county of the Territory, in population and wealth; and in no county is such an organization more needed than in this. Will our Bishops take a hint from the action of their brethren elsewhere and take the necessary steps to establish co-operative herds?

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 foe. It is this supineness on the part of the French navy which has created comment.

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 fine mechanics, great chemicals 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 inoffensiveness 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 the 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 begun 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 woollen 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 gratified 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 as good a quality of yarn as could be produced elsewhere. Let all our merchants and consumers henceforth purchase the Utah cotton yarn.

CONSIDERABLE interest is felt in California respecting the fate of the crew of the U. S. steamer *Saginaw*, which was wrecked on the 29th of last October on the reef around Ocean Island, one of the numerous small and barren sand islets which comprise the chain beginning at French Frigate shoals, and extending some twelve to fourteen hundred miles across the ocean. The *Saginaw* 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 28th 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 1,200 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 days. When daylight dawned upon them they saw Ocean 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 six 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 in and row. On the 18th 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, risking their lives 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 diarrhoea. After enduring many vicissitudes for thirty days they at last sighted land, which proved to be Nihaan, one of the Sandwich Islands group. On the morning of the 19th of December, and while at the mouth of Hanalei 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 Ocean 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.

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 the act of opening a letter by any person but the one to whom it is addressed is punishable, under the U. S. laws of 1862 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.

LOCAL AND OTHER MATTERS.

FROM FRIDAY'S DAILY

WANT TO HEAR FROM YOU.—If this meets the eye of Frederick La Roche, who ten years ago, resided in Liverpool, Eng., he is requested to write to David W. Evans, of Salt Lake City.

Millennial Star please copy two or three times.

CONVALESCENT.—We are pleased to be able to state that John C. Vance, son-in-law of Bishop Samuel W. Woolley, of the 9th Ward, who, a few weeks since, was accidentally and dangerously shot while on his way to the canyon, is now able to be about again.

SPRINGVILLE.—Our Traveling Agent, writing from Springville on the 16th inst., says:

"I stayed at Springville this a. m., and had the pleasure of attending a meeting, held for the purpose of dedicating a new school house just erected in the Second Ward of that City. The proceedings were of a really enjoyable nature, and the disposition to continue improving was very pleasing. The school room is finished inside in a manner superior to most of the Ward school rooms throughout the Territory, and the seats and desks, are arranged with a view to the comfort and convenience of the scholars. The dedicatory prayer was offered by Bishop Bringham, and speeches were made by himself and others, with vocal and instrumental music in the intervals. Springville is making rapid advancement in the matter of education. Four new school houses have lately been built there; two of which are now occupied and the others will soon be finished.

"THE KING WASHER."—Washing day is always looked forward to by all parties concerned, both man and woman, husband and wife, as a most unpleasant period; and to wives who are compelled to do the washing for their own family, washing

day, with its scrubbing, boiling and hard-work is a weekly recurring time of torment, and this is especially so—if the woman be weak and sickly and have a baby to look after, in addition to her other domestic chores. Such a state of affairs is enough to try the temper of any woman, no matter how good it may be. Of late years the inconvenience and toil of washing days have been lessened, thanks to American ingenuity—equal to every emergency, by the invention of washing machines, many different patterns of which are now in the market; and, just as it is with sewing machines, each inventor or advertiser of the several kinds, declares that his is decidedly the best. There is no doubt whatever, that all have some excellence to recommend them, and probably all lessen the time by one-half or two-thirds usually required to do the week's washing; but it is also certain that while this is the case, it is almost horse's work to operate some of them, so that if *paterfamilias* purchase one, thinking to ease the wife, he finds that he must hire somebody to operate it; and in this case what is saved in one way is lost in another. A washing machine that will do its work well and easily, is what is required before the invention can be regarded as perfect. Such a machine, we think we are safe in saying, is now in the Salt Lake market; its name is the "King Washer," and it is entitled to the name, for *king* of washers it most assuredly is.

We state this after seeing it thoroughly tested by those who have used other machines as well as this, and are consequently able to speak from experience. There is no romance in saying that a woman, and she need not be extra strong either, may do her washing with this machine and nurse her baby while she is doing it, there is so little labor required. The worthy in the old song, in describing his wife, said she was an angel every day but washing day, but then she was like a d—l. If he had had a "King Washer" he might have had an angel all the time, for the excessive labor that effected the evil transformation would have been done away with. The "King Washer" is now superseding every other in the East; and we believe will here. The "Royal Wringer," self-adjusting by means of an everlasting elastic contrivance, is sold with this machine. With this wringer there is no tearing off buttons, which is a continual plague with every other wringer in the market.

Husbands who value the health and temper of their wives, and can possibly raise the dimes, cannot make a better investment than by buying a "King Washer;" it will repay itself in health and comfort five times in a year.

FROM MONDAY'S DAILY.

TREATMENT OF ORES.—Prospectus upon the treatment of ores by Dry Crushing and Concentration, is the title of a 32 page pamphlet, which we have received. Its authors are E. M. Barnum and S. H. Jacobs; and it is issued by the New York Printing Company, 81, 83 and 85 Centre street.

NOTICE.—At a local conference held in Cedar City, Jan. 15th, 1871, Phillip Klingensmith was cut off from the Church of Jesus Christ of Latter-day Saints for unchristian-like conduct.

R. HEYBOURNE, Clerk.

ITEMS FROM DIXIE.—The following dispatch was received by Deseret Telegraph Line, this morning:

ST. GEORGE, Jan. 23, 1871.

Deseret News.—On Saturday morning the High Council was in session;—in the afternoon there was a general meeting of the authorities. President Young and Elder E. Snow occupied the time in giving instructions. On Sunday morning the meeting was addressed by Elders Robert Gardner and Jacob Gates, in the afternoon by President Young. Bishop Levi Stewart, of Kanab, has been visiting here. They have erected a stone schoolhouse on the site of the late fort. Emigration in that direction is strengthening the settlements. Brother James A. Little and other brethren are here from the western settlements, and says that all are prospering.

GEO. A. SMITH."

TRILOBITE.—A very fine specimen of Trilobite (*calymene senaria*) has been presented to the Museum by Angus M. Cannon, Esq. It is remarkable for its preservation of the form of this "three lobed" and now extinct animal, that is seldom found with the structure so well defined. In this specimen there is a study for our young paleontologists, as many varieties of this early inhabitant of our planet are met with in our Territory which may be collected and profitably exchanged for other fossils. At the Museum, can also be seen the supposed analogue of this curious crustacean as it is found in existing seas, which may be compared with it, distant prototype of the "Trilobite" of our oceans.

"THE NEW GOVERNOR OF UTAH."—Under the above head, the following estimate of the character of General Silas A. Strickland, the new nominee of President Grant, for the Governorship of Utah, appears in the *Troy Press*, of the 14th inst.