



ELIAS SMITH.....EDITOR AND PUBLISHER.

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THE BALL ROOM.

On the opening of the festive season, we consider it not out of our province to offer some observations on the ball room.

Without the social qualities of our natures, the life of man would be little above that of the wild beast that roams the forest, supplying only its wants and gratifying only its appetite, a dreary, dull, and burdensome existence. With refined sociality of disposition, man possesses within himself the power to make and to be both happy and free. Governed by refined and virtuous principles, a social being, is a blessing to society. The light of his countenance, and the affection of his heart, encourage the careworn, the weary and the oppressed. His position, and his being nourishes hope, stimulates exertion, and is a beacon of encouragement to the fainting soul; for what one person is, or has attained, socially, morally, or intellectually, another may hope to be, or to achieve.

In new countries, public amusements are necessarily limited, but still they must be provided sometimes. The winter season for many reasons is particularly adapted for entertainment, and by the people is looked forward to with pleasure—by all classes, ages and sexes. In the social reunion, friend meets friend, and both exchange those courtesies and bestow those attentions, which, while they are mutually agreeable, tend to refine and to increase a higher estimate of each other—socially at least. The ball room has advantages with its attractions. Proper dancing is the poetry of motion, and while properly directed and accompanied by sweet harmonious music, is both a relaxation and a feast to the mind. With such feelings of anticipation, many frequent the ball room, others visit for the pleasure of meeting friends; but none certainly ever go there to be repulsed by discourtesy, or to be shocked by unbecoming conduct.

During the past winter, there was much dancing in this city, and so far as we learned there was but little of which to make public complaint; but we already hear that the present winter's amusements have not begun so favorably. We set our face against any outrage upon public amusements and the corruption of places of entertainment by the few unmannerly persons who know no better than to expose themselves to the contempt of every respectable person. No gentleman will ever obtrude his presence upon any respectable company, while he is affected by the distillations of wheat or barley; and if that fact is not hereafter sufficiently clear and palpable to the persons themselves who are alluded to, something more than a hint like this should be made tangible to them.

We have no wish to curtail personal liberty; but we most assuredly are set against everything that may tend to curtail public freedom. When the day comes that the Saints cannot congregate in their public places for amusement or entertainment, without being apprehensive of something disagreeable or repulsive, then have we fallen low enough?

We shall not meddle with the private entertainments of individuals, we do not wish to do so; but we shall expose whoever dare to profane our public places by the introduction of intoxicating drinks. It cannot be so in Zion, it will not be so; and we call upon all sensible, rational, intelligent and respectable persons to spurn from their society those who would pollute our public places or lead our children into forbidden paths by their examples of folly. We hope to hear no more of the things that we allude to, and trust that in whatever we may be engaged, all of us, we may never forget the source of all our blessings and advantages, and show at all times our appreciation of our Father's manifold goodness extended to us. Those who walk circumspectly before him may expect a continuance of his blessings in days to come.

EASTERN NEWS BY MAIL.

The news from the Atlantic States by Saturday's mail is not altogether devoid of interest. The secession movements were taking precedence of everything presented for consideration, and there was no little interest manifested up to the 1st inst., especially by the mercantile community in the free and in some of the slave States, in relation to the subject, as monied matters were not in a very healthy condition, and if a dissolution of the Union should take place, they feared that they might be worse. All the banks in St. Louis, which withstood the pressure of 1857, excepting the Mechanic's, are reported to have suspended specie payment on the morning of November 28th.

The State bank of South Carolina, the Bank of the State of South Carolina, and the Railroad bank suspended the same day, and others would suspend on the 29th. It was a general time of suspension throughout the country.

Gov. Hicks, of Maryland, had replied to a petition for a special session of the legislature, declining to convene it. He was unwilling to place Maryland in a position of appearing to join in any treasonable designs against the Union, but was ready to go as far as any man in demanding the rights of the South in the Union.

The Legislature of Mississippi met and organized on the 26th. The Governor's message is said to have been very uncompromising, and the members were unanimous for secession. Several candidates for the Convention of South Carolina, over their signatures, had repudiated any Free State joining the Southern Confederacy.

It was asserted at Washington that Mr. Breckenridge was fully apprised of all the schemes of the Disunionists before the result of the election was known, and that he was much troubled at the prospect; but he had taken no step to arrest the movement, though occupying a more influential position than any other public man toward that particular interest.

Financial affairs in Boston seemed to be in a better condition than any other city of the Union, and the banks were rendering material aid to the public by discounting to the utmost extent of their ability.

On the 28th, Secretary Cobb was reported very ill, but was better the next day. He was on the eve of sending his family and effects home to Georgia. Although he and Secretary Thompson were in favor of secession, it was understood in Washington that they would continue in the Cabinet till the winding up of Buchanan's administration.

The Kansas troubles were not so alarming as at first reported. General Frost, of Missouri, in obedience to the orders of Governor Stewart, mustered into service 700 men, including eight Infantry companies and one of Cavalry, and, on the 25th of November, left Warsaw for the frontier on an extra train, on the Pacific railroad, taking with him three pieces of artillery. Major Bell, of the United States Arsenal, furnished the troops with a full supply of shot and canister for the battery, forty thousand rounds of Minnie ball cartridges, and sixty rounds for each revolver; and they started off for the scene of war with all the equipments and provisions necessary for a month's campaign, inspired with high hopes of military glory; but when the terminus of the railroad had been reached, which was near the anticipated battlefield, it was ascertained that there was no foe to fight; there had been no depredations committed by Montgomery and his men, as had been reported; their operations having been confined to the trying and hanging of three or four men for kidnapping negroes, as confessed by Montgomery; but he had made no attack on Fort Scott, neither had he interfered with the Land Office, nor intimidated the court, as reported by Judge Williams, who was called by some an old cowardly dotard whose statements were not reliable. If all things were, as represented at latest dates, he certainly practised a serious imposition upon the Governor and people of Missouri in inducing them to set on foot such a large military expedition. Acting-Governor Bebee had visited Montgomery at his residence, who denied any intention of invading the States or breaking up the Courts. He acknowledged the Governor's authority, and, upon request, released the prisoners whom they were trying for kidnapping. He stated that he had only forty men; that he had hung three men for kidnapping, and was re-

sponsible for it. The Governor was of the opinion that the difficulty could be settled without troops.

In New York city, on Friday, November 23d, a north westerly gale commenced, which continued during Saturday and till late in the forenoon on Sunday. The wind is reported to have been very cold and piercing. It had previously been very warm and mild, and the storm took all by surprise. The thermometer ranged from ten to fifteen degrees above zero. The damage done on land, is stated to have been not very serious; not so on the water. Coal-boats were sunk, shipping at the wharves was badly injured, and crafts, anchored in exposed situations, suffered severely. Several lives were lost. On Monday following the gale, the wind shifted to North-east and a copious rain followed.

About midnight, on Saturday the 24th, a fire broke out on the corner of Murray and Church streets, which spread with great rapidity, as the wind was blowing furiously. The steam fire-engines were frozen up, and it took some little time to get them in motion. The fire raged about five hours, destroying property to the amount, as estimated, of 540,000. The property belonged principally to James F. White & Co.; E. Stone & Co.; Johnston Shepherd & Sanders; Warren & Wilson; Hook Skinner & Co.; George A. Clark, Alexander Clark & J. F. Milward; R. H. McCurdy & William Spencer; mostly if not all insured.

Several other fires, of a less magnitude, occurred during the gale in that city, in one of which an infant was suffocated to death and two boys nearly so, as they were rescued in an insensible condition.

During Saturday and Sunday, the 24th and 25th of November, at the time of the high wind in New York city, a severe gale was blowing on the Lakes, causing great destruction of property and damage to shipping. It is said to have been the most severe wind storm that had occurred on Lakes Erie and Ontario for years. The weather was intensely cold.

A dispatch from Oswego, on the 26th, announced that the schr. Forrest was frozen in the ice near Trenton, in the Bay of Quinte.

The schr. Cascade had been driven to Sacket's Harbor, disabled, and with sails gone. She was loaded with wheat.

The schr. Jeannie P. Mack was ashore, with a cargo of coal, ten miles above Port Colborne, on Lake Erie. The schr. Comet, with grain, ashore near Big Sodus. The schr. Mary Selma, with lumber, ashore in Chaumont Bay. The schr. Queen City, ashore at Kingston; had lost boat, sails, etc. A propeller, coaster, ran ashore eight miles below Stone Mills, Canada, and subsequently went to pieces. The schr. Augustus Handy, ashore in South Bay; canvas and boat gone; leaking badly. A steamer from Kingston reported seven vessels ashore between that place and Sackett's Harbor.

The bark Sunshine and schooner Kenosha, were safe under Long Point, but damaged. The schooner Marco Polo was capsized near Long Point. The schooners St. George, Mary, Wild, River, and two or three others, names unknown, were ashore near South Bay Lake Ontario.

It was snowing furiously from the south at Oswego during the fore part of that day. A later dispatch states that accounts of the effects of the gale were constantly arriving from every quarter. The schooner J. J. Morley, was ashore near Kingston; Game Cock, at Peninsula Point; Minnehaha, dragged both anchors and went ashore on Nelson's Island; and over thirty vessels bound to that port were yet to be heard from.

At Watertown, the snow was from a foot, to eighteen inches deep. At Stony Creek, two vessels went ashore, and another on the Lake had a signal of distress, at mast head. Near Stony Point, two schooners, the Edith of Oakville, and Omar Pacha, with a cargo of wheat, went ashore, and subsequently both went to pieces.

At Buffalo, the losses, as far as heard from on the 26th, were as follows: The schooner Comet, with a cargo of oats, ashore in the Bay. The bark Torrent, with a cargo of coal, ashore near the Comet. She had no cargo. The propeller Forrest Queen, ashore at Balle's Harbor; had gone to pieces. A large propeller, supposed to be the Dacotah, of the New York Central Railroad Line, ashore at Eighteen Mile Creek. She left Buffalo on Friday afternoon, with a double crew on board, all of whom perished. The propeller Jersey

City, of the New York and Erie Railroad Line, was reported to have foundered near Dunkirk, and all on board perished. Two or three propellers and a number of sail vessels, were ashore on the Canada shore of the Lake.

Most of the fleet of vessels bound down, had arrived safely, the losses being confined mostly to vessels bound up.

The schooner J. S. Newhouse, was ashore near Gooderich, C. W. Schooner Wm. Maxwell, above Sugar Loaf Point; the crew all perished except one. The schooner Sacramento ashore near Port Colborne. The schooner Tornado, with a cargo of corn from Chicago, wrecked near Kingston, crew all lost, and vessel gone to pieces. The schooner Enterprise, ashore at Long Point. The schooner Arctic, ashore at Presque Island. The schooner Scallawag, ashore near Port Stanley, and gone to pieces. The schooner Wm. Case of Chicago, and W. P. Goodell of Buffalo, were towed into the river at Sarnia, completely covered with ice, with every man on the Goodell more or less frozen. The brig Curtis Mann from Chicago to Buffalo, ashore near Gooderich, C. W., crew all safe, but the vessel a total loss. The Cadet of Detroit arrived at Gooderich safe, and reported having seen a loaded vessel in the Lake, running under bare poles in heavy seas, and thinks she must have foundered. The schooner Cuyahoga, was ashore at Port Colborne, and the Jennie Mack, three miles above there. Three other vessels, names unknown, were ashore at Point Albino.

The Eastern Mail.

From what transpired last winter in relation to leaving a large portion of the newspaper mail for this Territory by the wayside, to suit the convenience of the carriers, to carry out the instructions of contractors, or perchance the directions of the Departmental officers (as no inquiry was ever reported as having been made about the matter by those whose duty it was to see that the mail was carried according to contract), we were lead to believe that a similar course would be pursued this winter, and indirectly referred to the subject some time since, which reference was considered by some as untimely, alleging that there was no necessity for calling attention to matters of that kind until failures should actually occur.

The weather this winter has, thus far, been very favorable, and no excuse could reasonably be made for caching mail sacks, and there have been no very essential failures in the reception here of mail matter till last Saturday. The carriers have made good time and, although papers have been missing occasionally, there has been no particular reasons for believing that the conductors or carriers were at fault, and they may not be now; but the last mail from the East was a very small concern—the newspaper portion of it having been extremely limited; luckily what few papers came to hand, were of the latest dates, expected by that arrival. We were fortunate in receiving the New York Tribune of Dec. 1st, the Sun of the 28th and 29th, the World of the 29th, the Courier and Enquirer of the 28th of November, and two or three other papers, but by far the greatest number of our exchanges were among the missing.

We have heard no cause assigned for the failure. The roads certainly were not very bad, as good time was made and the sacks containing the missing papers must have been left by the way, sent in the wrong direction, or were not forwarded from the eastern terminus of the route; and if by the next arrival the entire mail shall not be received, it will of course be very natural to conclude that the caching operation has been resorted to again and that consequently the postal facilities in that direction will, if that course shall continue to be pursued, be of but little benefit to the citizens of Utah during the winter season, as in days gone by.

As important events are now transpiring in the United States and in Europe, it is but reasonable that people should have an anxiety to know what is going on among the children of men, from time to time; and if the postal arrangements between these valleys and the States become so disarranged that they will not subserve the purposes for which they were instituted, there will be more grumbling about the rotten concern than ever before. However, we hope things will look more favorable after the next mail day shall have arrived, and if it shall be ascertained that neither the contractors, conductors nor