

THE DESERET NEWS.

ELIAS SMITH.....EDITOR AND PUBLISHER.

Wednesday.....August 17, 1859.

The Indian Massacre.

By reference to the report of the Superintendent Dr. Forney, it seems that the number killed and wounded by the Indians on the Northern California road in their recent attack on an emigrant train was greater than reported in the first instance, and from the statement of the woman referred to by Morgan and Alvy, there is a strong probability that there were some white men associated with the Indians in the attack and massacre.

On receipt of the report that murders had been committed on the Northern route, the Superintendent started immediately to inquire into the matter and, from his report, it seems that he reached Brigham City, 65 miles north, in the short space of four days; but, notwithstanding his celerity, the Indians implicated in the massacre and the bands to which they belong, that occasionally roam about the northern settlements, had left two days before the Doctor arrived in that region. Finding that the Indians had decamped, he collected what information he could in relation to their attack on the emigrant train and returned to the city, after indicting all traffic and intercourse with those Indians, as the only or best means of inducing their chiefs to give up those engaged or implicated in the massacre; but what measures, if any, have been taken or devised to ferret out the apparent complicity of at least five white men with the unhappy affair, has not yet transpired.

If the woman's story is to be believed, there is some mystery about the matter that ought to be solved, if possible, and if there are white men leagued with the Indians in committing depredations upon emigrants—robbing whole trains, murdering the men and brutally ravishing the women—they should be sought after and punished as well as the red men. In all probability the whole affair will be thoroughly investigated and the offenders, whether red or white, brought to justice sooner or later. The energetic measures adopted by the Superintendent, so far as the Indians are concerned, can not fail to produce beneficial results.

NEW ROUTES TO CALIFORNIA.—Captain Simpson of the Topographical Engineers who was sent out last spring by Gen'l Johnston to complete the survey of a Military Road from Camp Floyd to Genoa, Carson county, commenced last year, has recently returned from the expedition, and from his communication in another column, it will be seen that, that energetic and scientific officer has succeeded in exploring and surveying two routes between those two points, by either of which, the distance between this city and California via Carson valley is shortened about three hundred miles.

If the distance only be taken into consideration, the advantage of these new routes over the old Humboldt or St. Mary's route is very apparent and a matter of importance to emigrants and travelers, and particularly to such as may be wending their way westward late in the season, which evidently will be the case this fall, as there are hundreds, according to report, who are on their way from the States to California, that have not yet reached this point and will not for some weeks to come.—But in addition to being some three hundred miles nearer, Captain Simpson is confident that these new routes will be found better than the old route in respect to wood, water and grass—no small items with the traveler in an uninhabited, desolate country.

ESCAPED.—Deloss Gibson, who had been confined for some time in the jail of this county, accused of the crime of murder, made his escape on Thursday evening last.

It seems that the sheriff was absent from the city, and Mr. Allred, the keeper of the jail, on taking the prisoners their supper, let them out of their cells into the hall to eat, there being some five or six of them, with only one man beside Allred for a guard. By some fatal carelessness the door to the passage at the foot of the stairs leading to the basement, where the prison cells are located, was left unlocked when he went down, which Gibson must have observed, and watching an opportunity when the keeper was getting some water for a crazy man confined there, he sprang to the door, rushed up stairs, escaped into the street and was out of sight before Allred could possibly reach the front door. Fearing that the other prisoners might attempt to get away he went

back and secured the prison doors before giving any alarm. Search was immediately instituted for the prisoner and the United States Marshal notified of the occurrence, but he has not yet been found.

How much blame should be attached to the keeper and the man on guard who seems to have had no experience in such matters, we do not know, but men to whom has been entrusted the custody and safe keeping of prisoners legally detained, cannot be too vigilant in the discharge of their duties.

A reward of three hundred dollars has been offered by the sheriff of this county for the apprehension and delivery to him in this city of the said Gibson and, unless he has fled from the Territory, he will in all probability be found and returned to the jail, there to remain, till discharged by due course of law.

ARRIVALS.—Gen. H. S. Eldredge, J. W. Coward and Joseph W. Young arrived from the States, on the evening of the 16th, in thirty days from Florence, Nebraska, having left that place on the 17th of July. They are in good health and had a pleasant trip across the plains.

Capt. Stevenson's company, of 53 wagons, was passed by them near Ash Hollow, on the 28th of June. Neslin's, 51 wagons, was about 40 miles ahead of Stevenson's. The hand-cart company, with 8 wagons and 57 hand-carts, was 35 miles west of Laramie on the 2d of August. Brown's company, consisting of nearly 70 wagons, and the Church train, 71 wagons, in charge of H. D. Haight and F. Kesler, were encamped on Greasewood on the 6th inst., and J. H. Lemmon, with 16 wagons, was passed near the third crossing of the Sweet Water.

The companies were all getting along very well, though somewhat slowly, and will not arrive as soon as has been anticipated.

Feramor Little, with a mule train of some 15 wagons, was expected to start from Florence on the 20th of July, and Daniel Davis on the same day, with a small ox train. The latter, of course, will be late in getting over the mountains.

DARING MURDER.—There was a most cool and daring murder committed in this city, on Thursday last, which caused some little excitement, more than either of the other homicides that have been committed within the city corporation since the new order of things has been introduced here. The circumstances as reported are as follows:

Sergeant Ralph Pike, 10th Infantry, having been indicted by the Grand Jury in attendance upon the District Court now in session, for an assault with intent to kill, committed upon the person of Howard Spencer, in Rush valley, last March, a brief notice of which we published at the time, had come to the City from Camp Floyd under a military guard of eight or ten soldiers in command of Lieutenant Marshall, to answer to the indictment, and, instead of being taken into custody by the U. S. Marshal, or committed to prison to await his trial like others accused of crimes, was permitted to go about the city in charge of some of the soldiers of the guard.

About 1 p.m. on Thursday, while walking down East Temple Street, with three soldiers, he was met by a man near Townsend's Hotel, who spoke to him and then drew a pistol and shot him—the ball entering the right side at the twelfth rib inflicting a mortal wound, of which he died about one o'clock on Monday morning.

It is said that at the time of the occurrence, there were, at least, one hundred men, including several officers of the army and the soldiers of the guard that came with Pike from Camp Floyd, within pistol shot of the murderer and yet he walked coolly about half way across the street, before any effort was made to arrest him, and then he ran and succeeded in getting away, with from thirty to forty men in pursuit of him. From the attending circumstances, suspicions have rested upon Spencer, who came near losing his life by the brutal assault made upon him by Pike, to which reference has been made; but so far as we have been informed, no one, who witnessed the shooting, was able to identify the daring individual who thus in a public street, committed one of the highest crimes known to the law, without any apparent attempt at concealment, and whoever he may be, he is certainly a brave, daring fellow, unless a maniac, and a man that would be dangerous for a person less brave to encounter.

The grand jury, we understand, under the special direction of the court, have been inquiring into the matter, but with what success we have not been informed. We do not ap-

prove of the act, but if it shall finally be made to appear, that young Spencer was the murderer, there are many no doubt, who will justify the deed, and laud the bravery of a lad, who thus avenged the wrong that had been committed upon him without provocation. In our opinion it is far better, at all times, under ordinary circumstances, for the law to take its course, than for the injured to avenge their own wrongs, by whomsoever committed.

GOODS AT COST.—It will be seen by referring to our advertising columns that Messrs. Staines & Co. have purchased the stock of merchandize that remained unsold, imported by Messrs. Ewing, Winsor & Letton, and offer the same for sale at the LOWEST FIGURES.

Messrs. Cronyn & Co. are also offering for sale a choice stock of groceries and dry goods at reasonable prices, and so are our neighbors J. C. Little & Co.

If neither of these establishments have got what you want, or if they have, and will not sell at fair prices, wait a day or two, till Capt. Miller's train arrives and try him; tho' there is no necessity for being in a hurry, as there is any amount of merchandize on the way to this market that will be sold at less prices than are now asked by the cheapest firm in the city.

In fact the universal motto of merchants and traders just now, seems to be "cost and carriage," which will be explained ere long.

THE NEW YORK WAVERLEY comes to us asking a notice and exchange, both which we readily comply with. The *Waverley* is one of the handsomest weekly journals printed in this country. It is devoted to "Refinement, Science, Literature, the News, Arts, Poetry, Romance, Commerce, Agriculture," &c.; contains eight pages; is published in New York and Boston. Subscription price, \$2 per annum, single copies; three copies for \$5. For subscriptions direct to JONES & SMITH, Publishers New York Waverley, 15 Brattle street, Boston, Mass.

MORE INDIAN DIFFICULTIES.—A company of dragoons from Camp Floyd, numbering about fifty men, under Lieut. Gay, passed thro' this city on the 10th inst. for the purpose of protecting the emigrants on the Northern route and punishing the Indians for their recent outrage in that region, if they could be found.

On Sunday morning, an express came in, on the way to Gen'l Johnston, with the intelligence that Lieut. Gay was attacked by the Indians in Box Elder canyon, Friday evening, just as he was encamping for the night, and killed and wounded several men and killed and drove off some twenty horses.

Yesterday (Tuesday) in the afternoon another company, under command of Lieut. Gordon, passed northward to support Lieut. Gay, but there are strong suspicions that the rumor of the attack was all a hoax or greatly exaggerated, as from Dr. Forney's report, the Indians had left that section of country several days before the alleged encounter.

If there is any truth in the matter we shall get it by the mail this evening.

From our Western Correspondent.

PINE VALLEY, Aug. 5, 1859.

EDITOR NEWS—DEAR SIR:

The stage, bringing the mail and Messrs. B. Holliday and H. Egan, Esq's, arrived here this afternoon, and will, unless some unforeseen accident occurs, reach Gravelly Ford on the Humboldt, to-night, making the run from Salt Lake city to the former place in less than fifty eight hours—the fastest time, if I mistake not, ever made in this mountainous country with coaches.

Your paper, I am aware, is not the proper medium through which to advance private interests, or to defend individual character. But as this mail is a thing the public are interested in, and particularly our public, you will, perhaps, permit me to reply in few words, to some false assertions and unjust insinuations contained in a Placerville paper which I happened to see.

The Editor, who has evidently never been over the road, in slightly disguised terms, attacks Mr. Egan, our able superintendent; pronounces him unfit for the position he occupies, complains of occupying the schedule time, 16 days, to make the trip from S. L. to California, instead of making it in eight or nine, as can be done—lauds Mr. Crandall the sub-agent on that end, to the skies, says his arrangements are much better and more efficient than Mr. Egan's, and finally, as much as says he hopes that Major Chorpenning will make Mr. C. our superintendent in place of the present incumbent.

With regard to the 'arrangements,' we leave the traveling public to decide between the relative merits of the two divisions of the route. As to speed, we are prepared to make better time than they ever have done on that end,

when there exists any necessity for it. But at present, it must be more pleasant for passengers to get their regular rest, than to be rushed through without sleep or an opportunity to stretch their limbs. But aside from this, Major C. would get no extra pay for increased speed, besides running the risk of breaking coaches, overturning passengers, etc., in the night. Last winter when it was necessary to make as quick time as possible, they were nearly always behind time on that end of the route and our mail carriers had to make it up. They had, too, little or no snow on the Humboldt, while we had to carry it for many miles through snow from one to three feet deep.

Facts speak for themselves to those acquainted with them—but I would just say that we are prepared to institute a comparison, or to compete with that end of the route in any way, shape or manner they may please—and I do not believe Major C. could find a more suitable man for superintendent than Mr. Egan.

H.

Army Intelligence.

A small escort of twenty dragoons of the Wagon Road Expedition from Fort Dalles, on the Columbia river, to the Valley of the Great Salt Lake, passed through the city on Sunday last, en route for Camp Floyd.

This expedition, under the command of Captain H. D. Wallen, 4th Infantry, left the Dalles on the 4th of June, with orders to explore the different routes leading to this valley from the Columbia river, measuring the distances and determining the shortest and best route for emigration from the States.

It has been ascertained that emigrants going to Oregon will shorten the distance at least one hundred miles, between Salt Lake and Fort Dalles, by leaving the California road at Raft Creek valley and following Raft creek down to the second crossing, instead of passing up the Fort Hall road to its intersection with Col. Landers' road from Fort Laramie. The valley of Raft Creek is level from the California road and the grass is good along the creek to the second crossing. Distance to be traveled in the valley, thirty eight miles.

The emigrants on their way to Oregon are getting on remarkably well and are going thither in great numbers. Captain Wallen's command, now encamped on Raft creek, will remain out a month longer than contemplated when ordered into the field, to offer all possible protection and assistance to those who are on their weary pilgrimage. The object of visiting Camp Floyd is to get an additional supply of provisions and other stores necessary for carrying out the views of Brig. Gen'l Harney, Commanding the Department of Oregon.

LIST OF OFFICERS ATTACHED TO THE EXPEDITION.

Captain H. D. Wallen, Comd'g Expedition.
1st Lieut. N. B. Sweitzer, Comd'g Co. "E" Dragoons and Escort.
Dr. J. R. Randolph, Medical Staff.
2d Lieut. D. C. Houston, Engineer.
Bt. 2d Lieut. Joseph Dixon, Top. Engineer.
2d Lieut. F. Meallony, Comd'g Depot on Raft creek.
2d Lieut. M. A. Reno, A. A. QM. & A. A. C. S. at Depot.

[For the Deseret News.]

To California Emigrants and the Citizens of Utah Territory.

The undersigned is informed that there are many persons at Salt Lake City destined for California, who are in doubt as to the route they should take. He would inform all such, that by direction of General Johnston, he has within the past three months, explored and surveyed two new routes to California, either of which is about 300 miles shorter than the old Humboldt or St. Mary's river route; and, from all he can hear and has read, incomparably better in respect to wood, water and grass.—Indeed, by this route, the Great Salt Lake desert is entirely avoided, except at few points.

The best route is that from Camp Floyd, through General Johnston's pass, and thence along the rim between the Great Salt Lake desert and the Sevier Lake desert, keeping generally from 25 to 40 miles south of the General Johnston and Hastings Pass road.

Mr. John Reese, of Genoa, and his son have just come over the route with me and will be enabled and are ready to conduct any parties of emigrants or herds of animals which may be tending towards California. The young man will doubtless be in the city at the time this notice appears, and Mr. John Reese in the course of about twelve days; as soon as he returns from an expedition under the direction of Lieut. J. L. K. Smith, Top'l Engineers, who has been charged by Gen'l Johnston with the duty of improving the direction of the road within the last one hundred miles and establishing troughs at a particular spring.

The undersigned is confident that this route will be found from 25 to 50 per cent. better than the old Humboldt River route and particularly fine for stock driving. It has also the advantage of being a later fall and earlier spring route.

He will, as soon as Lieut. Smith returns, have an itinerary of the route prepared, setting forth the distances between the camping places, and where wood, grass and water can be found and will send it to the papers of the Territory for publication. This itinerary, it would be well for emigrants and others interested in the route, to procure and keep.

J. H. SIMPSON,
Capt. Corps Top'l Eng'rs.
Camp Floyd, U. T., Aug. 7, 1859.