

Poetry.

"WE'LL STRIVE TO WIN A GLORIOUS NAME."

TUNE—"The Hardy Norseman."

From east to west, from north to south,
Beyond the foamy wave,
The truth has brought, from ev'ry land,
The bravest of the brave.
O ne'er will we forget our God
Wherever we may be,
But strive to win a glorious name
In Heaven's nobility.

God spake, we heard, His voice obey'd,
And so were forced to flee,
To this, our happy mountain home,
Where truth has made us free.
O ne'er will we forget our God
Wherever we may be,
But strive to win a glorious name,
In Heaven's nobility.

Guided by leaders wise and brave
We've conquered ev'ry foe;
And still, with Brigham for our head,
We'll on to vict'ry go.
We'll praise our God in joyful strains
Wherever we may be;
And strive to win a glorious name
In Heaven's nobility.

[Special to the DESERET NEWS.]

By Telegraph.

New York, Oct. 16.

The *Post's* money article says gold is lower to-day, partly in consequence of a desire to realize on the part of weak holders, but chiefly because of the report that the government was about to sell, or was actually selling. Stocks are dull, governments quiet and no disposition to sell.

Per the steamer *Scotia*. A Florence dispatch says the following are the principal conditions of the treaty of peace between Austria and Italy. The frontiers to be added to Italy are those which constitute the front of Venetia while under Austrian dominion. The amount of debt assumed by Italy is thirty-five millions of florins, payable in eleven installments in twenty-three months. Lombardo Venetia is transferred to Italy with its assets and liabilities. Its assets are three million five hundred thousand, and its liabilities sixty-three million florins. Until further arrangements the revenues of two networks of railways North and South of the Alps will be allowed to accumulate to serve as a basis for valuation. Measures are to be taken to separate the net-works of railways and complete the unfinished portion. Venetians residing in Austria are to have the right of preserving their Austrian nationality. All objects of art, as well as archives belonging to Venetia, will be restored and the iron crown of Lombardy will also be given up to Italy. The treaties which formally subsisted between Austria and Sardinia will again come into force for a year, during which period fresh arrangements can be concluded. The private property belonging to Italian Princes, which have been sequestered by the Italian government, is to be restored with the reservation of the rights of the States for one-third. A complete amnesty will be accorded by both Austria and Italy to all persons condemned for political offenses, to deserters from either army and to persons compromised by their political conduct.

Buffalo, 16.

The *Commercial* of this city has intelligence that the Fenians organized an attempt to cross the Niagara River at Lewiston on Saturday, burn the village of Queenstown and blow up Brock's monument, but were prevented by the information that the Canadians were ready to receive them. The whole thing is doubtless a canard.

Quebec, 16.

At a public meeting called to devise means for the sufferers of the late fire, fifteen thousand dollars was subscribed. The number of lives lost is six, and the number of houses burned, 2,300. Nearly 20,000 people are without shelter. The weather is however very favorable.

Quebec, C. E., 17.

Temporary sheds are being erected for the victims of the late fire. Private individuals are contributing largely to provide necessaries. An appeal will be made to the people of England and France for aid.

Liverpool, 17.

Cotton firm and unchanged.

London, 17.

The money market is quiet. Consols for money 89½. United States 5-20's closed at 68½.

New York, 17.

Later advices from the City of Mexico says Maximilian has now taken the

field in person, and as soon as ready he will open the campaign. There is little question that he will restore order throughout the Northern department, and where the Liberals have been quietly permitted to make considerable headway. The energies of Maximilian are now all directed upon the perfection of his native Mexican army, which already amounts to some 40,000 men, splendidly officered and equipped. For the artillery there are some fourteen batteries of rifle six-pounders, with good horses and gunners. There is no Liberal force in Mexico that can cope with these troops. The infantry are equally well conditioned.

Washington, 17.

United States bonds were issued yesterday to the Directors of the eastern branch of the Union Pacific Railroad to the amount of \$400,000; the fifth section of 25 miles in length having been completed and all requirements of law having been complied with, which entitles the division to \$6,000 a mile.

St. Louis, 17.

A terrific boiler explosion occurred at 10 o'clock this morning in the turning shop of J. H. Vanbroek, Franklin Avenue, totally demolishing the shop and a three story brick building on Westst. Twenty-two persons are known to be buried in the ruins three of whom were taken out dead, twelve more or less wounded.

Six more dead bodies were taken from the ruins of the turning shop this evening; it is thought others still remain.

Liverpool, 19.

The weather is quite unfavorable for the crops. The breadstuffs market is declining; flour advanced one shilling per barrel; wheat advanced one cent per hundred pounds.

Paris, 19.

The eminent French statesman, Thouvenot, died to-day.

London, 20.

Consols, 89½, 5-20's 69.

New York, 20.

By Panama dates to the 12th, there is no important news from the southern coast. The papers continue discussing the probable return of the Spanish fleet, and the Republic continue to strengthen their ports. The steamer from Australia had arrived at Panama with \$700,000 treasure. Harvest prospects throughout the colonies continued good. Markets fully supplied with breadstuffs.

Washington, 21.

Lieut. Calder Gascon, of the United States steamer *Tapara*, reports, under date of Nassau, 9th, that on the 30th, when on the line between Bermuda and Hatteras, we encountered a revolving storm of hurricane violence, the circle moving at the rate of 13 miles per hour; its diameter was about 260 miles. We were on the outer circle, and sustained no damage, but the circle passed over the Island of New Providence, on the west, leaving more than half of Nassau in ruins. It was under this circle that the steamer *Evening Star* went down with 275 souls on board. The chapter of casualties from this storm is not half written.

Chicago, 22.

A storm of rain, accompanied by a fearful wind, prevailed here last night, blowing down a new four-story brick building, the walls of which had just been put up on State street, near the corner of Madison. The falling walls crushed four small buildings on the corner of Madison st., burying 12 persons; 5 were taken out dead. The loss of property is about \$35,000.

Annapolis, 22.

The police commissioners, through their council, answered the summons of Gov. Swan, denying his jurisdiction. The case is postponed to Friday.

Chicago, 23.

The hurricane that prevailed here on Sunday night raised the roof of the Lindell Hotel, St. Louis, and demolished the new Catholic church. The total damage in St. Louis is estimated at \$200,000. The storm also caused great damage in Louisville, Cincinnati, Indianapolis, Milwaukee, etc. All the telegraph lines are down.

London, 23.

Consols closed 86½ for money. 5-20's, 86½.

Reports have been received from Candia, that after four days heavy fighting, the Christian forces had repulsed the Turkish troops.

Liverpool, 23.

Flour and wheat is tending upward; corn is quoted at 31s 3d for mixed western.

New York, 24.

The *Post's* article says, money is easy; stocks dull, without disposition to do better.

Washington, 22.

Gen. Robert Allen sailed on Saturday

for California, as Chief Quartermaster to the Department of the Pacific.

William B. Thornburgh was to-day appointed Surveyor General of Nevada. New York, 21.

Foreign files of the 10th contain the following:—The *London Star* says 15,000 persons were present at the Leeds demonstration for manhood suffrage. Bright made a powerful speech, and strong resolutions were adopted.

The Emperor of Austria had decided to renounce the title of King of Lombardy and Venetia. The ratified treaty had been sent to Vienna, with thirty-five millions of florins in treasury bonds in payment of indemnity.

The *London Telegraph* asserts that affairs in Candia are becoming every day less serious, and it was expected Candia would shortly be pacified.

Apprehensions of an uprising in Epirus had caused reinforcements to be sent there.

Halifax, 22.

The steamer *China* brings dates to the 14th, and £80,000 in gold.

The weekly returns of the bank of France show a decrease in cash of over 22,000,000 francs. The Bourse closed firm.

Miscellaneous.

MOWERS AND REAPERS AT THE AUBURN TRIAL.

The following is the portion of the Report of the committee at Auburn, giving the award of premiums on Reapers and mowers:

Having now given in full detail all the particulars of the construction of each machine, and the record of their action under the various circumstances in which we have tested them, it now remains for us to consider which of them is shown to be the best.

CLASS I.

Starting with the swaths in the Monson meadow, there are three which were clearly prominent, viz.: Buckeye, entry No. 10; R. I. Clipper, No. 18, and Wood's Mower, No. 8. Of these the stubble of the two first was slightly the shortest, but for evenness and smoothness of cut, for adaptation to unevenness of surface, and to different kinds of bottom, of weeds and grasses, and to the admirable way in which the grass was left for drying. The cutting of all these machines was nearly all that could be desired, and were all marked by the judges with the number 40, which denoted perfection of work, and they were the only ones thus marked.

Examining the record of these three mowers in the clover lots, we find the following marks indicating quality of work:

Buckeye, entry No. 10, was marked (40.)

R. I. Clipper, entry No. 18, was marked (32.)

Wood's Mower, entry No. 8, was marked (29.)

The Clipper thus appears very uniform on the record as a mower of clover to the Buckeye, and Wood's was inferior to the Clipper, though in a less degree. The construction and workmanship of these machines is such that they ought to make better work than they did. The Clipper, especially, has an excellent adjustment for rotating the finger-bar so as to bring it to the very roots of the grass. But we have no right to go behind the record in making our decisions, and as the Buckeye is the only one which made perfect work in both fields, we are constrained to give the preference to the Buckeye, No. 10, for quality of work. Considered with reference to ease of draft, we find the following record:

	In Reed's Lot.	In Wood's Lot.
Buckeye, No. 10, ...	180.56 lbs.	227.13 lbs.
R. I. Clipper, No. 18, ...	199.06 lbs.	236.22 lbs.
Wood's Mower, No. 8, ...	186.74 lbs.	257.62 lbs.

In the Reed lot the true result was complicated by the different lengths which were cut by the different machines:

The Buckeye cut 3 feet 9½ inches.

The Clipper cut 5 feet.

The Wood Mower cut 4 feet ¾ inches.

To obviate this source of ambiguity, the 2nd trial was made in Coe Wood's lot, where the bars were of equal length. But even here we cannot be absolutely certain, since the stubble was somewhat longer in the Buckeye's swath than it was in the Clipper's, and considerably longer than it was in Wood's, and the bar of the latter machine was new and rough. In view of all the facts, although the apparent draft was in favor of the Buckeye, we cannot conclude that either of the machines had any very important advantage over the other in ease of draft.

Considered with reference to durability, one of the most common ways in

which mowing machines are broken, is by the sudden arrest of their motion by running against a stump or stone. It is therefore of importance in determining this question to study the different modes of resisting this shock. On the Buckeye, a heavy iron hanger is bolted securely to the front of the frame. A wrought iron coupling, 4 inches broad by ½ths of an inch in thickness, hinged at both ends, extends from two ears cast on the side of the inside shoe. A brace, of one inch wrought iron, extends from a point near the upper, or fixed point of the coupling bar, forwards and downwards to ears cast on the front of the inner shoe. Another brace of wrought iron, 2½ inches wide by ½ths of an inch in thickness, with a piece of wood bolted to it, in order to strengthen it, is bolted at its forward end to the centre of the coupling piece, and extends backward and upward to a casting underneath the back timber of the frame.

On the Clipper—To a rectangular iron frame, hinged on the axle, is bolted on the left hand front corner a quadrant-shaped iron coupling piece; an arch piece of iron, having two circular slots on which it rotates, is secured by two three-quarter bolts to the coupling piece. The finger and knife bars play upward and downward on the shoe, the ears on which receive the lower extremities of the arch piece and are fastened thereto by bolts.

In the Wood machine—A rectangular wooden frame, which inclines forward and downward, is hinged to the axle. To the under side of the left hand corner of the front part of the frame an iron spring coupling bar is bolted, to which the shoe is attached by a joint, an iron rod suspended from the under side of the frame, and running parallel with it, is joined to the rear of the shoe. On comparing these arrangements for resisting the shock of a sudden arrest of the motion of the knife, we are of opinion that those adopted by the Buckeye are the best, and that this machine is less liable to injury from such an accident than either of the others. We think, too, that Mr. Wood's very quick motion will cause his machine to wear out sooner than the other two.

The drive wheels of the Clipper are made by casting a rim and hub on wrought-iron spokes. This has been frequently attempted before, but hitherto without success in insuring permanency. The proprietors claim that they have adopted new methods, by which the wheel will remain firm and solid. It may be so, but in our judgment the wheels of the Buckeye are more reliable, and may be expected to outlast considerably those of the Clipper.

We commend the admirable finish of the Clipper, the mechanical accuracy with which all its joints are approximated to each other, the faultless cutting of its gearing, and the admirable style of its execution throughout. Although its journal bearings and gearing are very carefully cased, yet it is impossible to prevent the insinuation of fine grit to the journals, and as very few farmers have enough mechanical skill to take the machine apart and accurately replace the pieces for the purpose of cleaning them, we are afraid that in practice, the journals and bearings of the machine would be found to wear more rapidly than those which, being more accessible, can be more easily cleaned.

Again, it seems to us that when these bearings wear, it will be necessary to replace the whole of that part of the machine with which they are connected. The spur pinion and the bevel driver being on a shaft with very short bearings, a small amount of this wear will cause a great amount of derangement of the gearing, and thus diminish its durability. Experience may demonstrate that these views are erroneous, but until the question is thus decided, the views which we have expressed are the result of our best judgment.

We think that the Buckeye is the most desirable for another reason. It is well known that bevel gearing is not as accurately made as spur gearing; hence spur gearing is universally preferred for high speeds, as they work more smoothly, with less wear, less vibration, and less tendency to mutual displacement. The Buckeye takes a judicious advantage of this principle, and gets up the slower first motion with bevel gearing, and the second fast motion with spurs. For these reasons we award the verdict of greatest durability to the Buckeye.

Buckeye's record for side draft was 2½ lbs.; Clipper's was 5 lbs., and Wood's 6 lbs. The Buckeye, therefore, has the preference in side draft. We cannot see any considerable difference in these machines with respect to simplicity of construction, except that the R. I. Clipper is put together with the fewest bolts.