

shine, was all the life and animation incident to the movements of 20 reaping-machines, and altogether, particularly near the close of the day, formed a picture of beauty seldom equaled, never surpassed in this or any other country; for after the various separate tests of machines had been finished, 15 of them started upon a sort of sweepstakes race to cut down the remainder of the field. It was a concentration of power, and it produced a powerful, as well as picturesque effect. There were two Kirby's, two Cayuga Chiefs, two New York (Seymour, Morgan and Allen's), two Dodge's, two Wood's, one Hubbard's, one Bradley's, one Buckeye, one Brinkerhoff, and one Marsh's Valley Chief.

The most perceptible difference in the working of these machines is in the motion of the machinery that does the self raking. The defect heretofore noticed in that of the Kirby having been remedied, that machine laid its gavels handsomely during all its work to-day, whether upon fast or slow speed. The "chain raker" of the Wood machine is imperceptible to one who looks on at a little distance; he can only see that the wheat falls in neat gavels, in regular order. His sweep rake works well, but it works by a complicated, awkward-looking piece of mechanism. Wheeler's Cayuga Chief made good gavels; and so did Halliday's Marsh machine—any and all of them better than any hand rakes in the field. In my opinion, two of the most successful rakes at work here—and it is difficult to say which is the most popular—is Marsh's rake upon the "Valley Chief," built at Lewisburg, Pa., and Johnson's rake upon the Hubbard machine, built at Syracuse, N. Y. The working of both these rakes is next to perfect, and the Johnson rake has the ability of laying the grain in a swath, which makes it valuable to barley and oat growers. Of this more anon. —[Cor. of N. Y. Tribune.

#### DETAILS OF THE PAYING OUT THE CABLE.

HEART'S CONTENT, JULY 29.—The steamship Great Eastern left Sheerness on Saturday at noon, June 30, arrived at Beerhaven on Thursday morning, July 5, and received the balance of her coals and provisions. The other steamers joined the Great Eastern at Beerhaven, as follows: The William Corry and Terrible on Friday, July 6, and the Albany on the 7th, and the Medway on Tuesday, the 10th inst. On Saturday, the 7th of July, the end of the Irish shore cable was landed from the William Corry, and at 2.30 the next morning the laying was successfully completed, and the end buried in 94 fathoms; latitude 51 40, longitude 11.08; distance from the telegraph house at Valentia 27 1/2 miles; 29 1/2 miles of cable paid out.

Wednesday, 11th inst.—H. M. S. Raccoon arrived at Beerhaven to render all assistance in her power.

Thursday, 12th inst.—The Great Eastern, Medway, Albany, Terrible and Raccoon near one another. Services held at Valentia and prayers offered up for the successful laying of the cable.

Friday, 13th.—The shore end was connected to the main cable on board the Great Eastern, and at 2.40 p.m. the telegraph fleet started for Newfoundland, and the Raccoon returned to Valentia. The telegraph fleet sailed in the following order: The Terrible ahead of the Great Eastern on the starboard bow, the Medway on the port, and the Albany on the starboard quarter. Weather thick and foggy, with heavy rains. Signals sent through the cable on board the Great Eastern and to the telegraph house at Valentia. Two thousand four hundred and forty nautical miles found perfect.

Saturday, 14th.—Distance run, 118 miles; cable paid out 116 miles.

Sunday, 15th.—Distance run, 128 miles; cable paid out, 139 miles.

Monday, 16th.—Distance run, 115 miles; cable paid out, 137 miles.

Tuesday, 17th.—Distance run, 118 miles; cable paid out, 133 miles.

Wednesday, 18th.—Distance run, 105 miles; cable paid out, 126 miles.

Thursday, 19th.—Distance run, 122 miles; cable paid out, 129 miles.

Friday, 20th.—Distance run, 117 miles; cable paid out, 127 miles.

Saturday, 21st.—Distance run, 122 miles; cable paid out, 136 miles.

Sunday, 22d.—Distance run, 123 miles; cable paid out, 133 miles.

Monday, 23d.—Distance run, 121 miles; cable paid out, 128 miles.

Tuesday, 24th.—Distance run, 121 miles; cable paid out, 135 miles.

Wednesday, 25th.—Distance run, 112 miles; cable paid out, 130 miles.

Thursday, 26th.—Distance run, 128 miles; cable paid out, 134 miles.

Friday, 27th.—Distance run, 112 miles; cable paid out, 118 miles, which, with

shore end off Valentia, distance 27 miles, cable paid out 29 miles, making distance run 1669 miles, and paid out 1,804 miles.

Arrived at Heart's Content at 8 a.m. Friday, July 27th. The average speed of the ship from the time the splice was made until we saw land was a little less than five nautical miles per hour, and the cable has been paid out at an average of 5 1/2 miles per hour. The total slack was less than 12 per cent. The weather has been more pleasant than I have ever known on the Atlantic at this season of the year. We have had alternate days of rain, sunshine, fogs and squalls. CYRUS W. FIELD.

#### WHIRLWIND AND CONFLAGRATION.

The Bothwell (C. W.) correspondent of the *Detroit Tribune* describes a series of disasters in the oil regions there:

On Monday afternoon, at two o'clock, a whirlwind passed here which levelled everything in its course. It came on us without notice, and crash went the new store-house of Campbell & Pettit, which was built on the site of the one lately burned. It was enclosed and roofed, and the carpenters were engaged inside when the wind came up. They all escaped uninjured but one, the foreman, who was struck senseless—timbers striking him on the head and back; however, he is not considered dangerous. The hurricane passed on from here in a southeasterly direction, ravaging everything; houses were demolished, large trees, three feet over, were knocked around as if they had no root at all, derricks and engine houses stood no chance, but were destroyed by the dozen, some were lifted off the ground altogether, but the occupants found their way out in a hurry. It passed on and crossed the river above Cashmere, doing as much injury to the farmers as it did to the oil men.—It unroofed every barn and scattered all the fences for miles, and when last heard from was increasing in fury. So far there are no deaths reported, but a great many were more or less injured and some quite seriously.—The damage in this district alone would perhaps amount to \$10,000, counting in the fire and explosion which took place in the evening on the Pepper farm, which seemed to be the finishing stroke to the days up-rear.

About nine o'clock the Wilder well was pumping away as usual, when the gas, with which it had been much troubled lately, ignited from the open lamps, and in an instant the flames ascended the derrick, came back and proceeded down the roof of the engine house, and in less than it takes to write it the whole fabric was enveloped in flames, which instantly connected with the tank, and away went one hundred barrels of oil, worth \$7.50 in gold on the ground. But the danger was yet to come; for the engine was running all the while; the engineer, when the fire broke out, turned on the boiler pumps, grabbed his clothes, and made his escape none too soon to save his hair.

In less than half an hour from the time the fire took place the boiler exploded, and being one of the large Montreal engines the shock was terrible. The force seemed to act both ways, for while the back end of the boiler was scarcely removed, the fire box and larger portion of the engine were thrown in a body some thirty or forty feet, leaving the flues and other portions of the fragments on the spot. The cylinder was hurled into the ground midway between where the fire box was thrown and the engine house, and the dome and heater were carried, what was left of them, several rods, while several pieces of the boiler, torn out in all shapes, were thrown off into the woods fifteen or twenty rods.

Altogether it was an awful destruction of property and done up terribly quick.—Thousands of persons were on the ground in a few minutes, and a few were hurt with flying fragments, but none dangerously.—The flame could be seen for ten miles, and the shock was plainly felt three miles away. The writer was about two miles from the spot, where it seemed to jar the whole house, after which something seemed to fall to the floor.

#### LORD DERBY AND HIS CABINET.

Lord Derby has formed his Ministry entirely from the ranks of the Tory party, and out of fourteen Cabinet offices, nine are filled by men who held office in the Derby government of 1858-9. The following is the list of the leading men:

Premier.—Earl of Derby. This nobleman is 67 years of age, and entered Parliament as Mr. Stanley in 1821. He

made his maiden speech in 1824 and won high encomiums, and was a few months afterwards recognized as one of the ablest debaters in the House of Commons. He was inducted into office as Under Secretary for the Colonies in 1826 in George Canning's Ministry. In 1834 his grandfather died, and his father succeeded to the Earldom, the Hon. Mr. Stanley became by courtesy Lord Stanley. In 1844, he was raised to the peerage by being created Baron Stanley of Bickerstaffe. In 1851 his father died, and he became Earl of Derby, and possessor of the vast ancestral estates.

Chancellor of the Exchequer.—Rt. Hon. B. Disraeli, author and politician, entered Parliament in 1837. He had previously sought to be elected for Wycombe, and O'Connell, who was interested in the canvass, in a public altercation with Disraeli, retorted: "For aught I know the present Disraeli is the true heir at law of the impenitent thief who died on the cross." Disraeli made his reputation as a debater by attacking Sir Robert Peel's defection from the Conservative ranks, and conversion to free trade principles. In 1840 he was recognized leader of the Tories in the Commons—in 1852 he was Chancellor of the Exchequer, and holds that position now for the fourth time.

Foreign Secretary.—Lord Stanley, son and heir of the Premier, entered Parliament in 1848, and was made Under-Secretary for Foreign Affairs in his father's ministry in 1852. He has travelled in Canada, the United States, and the East and West Indies. He has always taken a deep interest in the welfare and intellectual improvement of the working classes, and to his humane exertions for their benefit may be attributed much of his popularity. He is a liberal Conservative. In the last Tory Ministry he was Secretary for India.

Secretary for the Colonies.—Lord Carnarvon. His father having died while he was young, he entered the House of Peers on attaining his majority. He bears a high character for his social qualities, but does not obtain credit for much ability. He was Under-Colonial Secretary in the last Tory Ministry.

Home Secretary.—The Rt. Hon. Spencer Walpole holds the seals of the Home Office. He is a man of great ability, and is a great grandson of the famous Sir Robert Walpole, first Earl of Oxford.

Secretary for India.—Lord Cranbourn, son of the Marquis of Salisbury, held subordinate offices in one of Lord Derby's former Cabinets. He is a fair speaker, and has raised himself into considerable prominence during the late debates.

Secretary for War.—Gen. Peel has occupied the same position before. He is the youngest son of the first Sir Robert Peel and uncle of the present Baronet. He is slow and prejudiced, and carries no weight in Parliament beyond what his name and social rank give him.

Lord High Chancellor.—Lord Chelmsford, the "elegant Thesiger," the most popular pleader at the English Bar, was raised to the peerage in 1858, and held the Great Seal in 1858-9. He is 72 years of age.

President of the Council.—Duke of Buckingham and Chandos, was in the last Tory Cabinet as Lord Commissioner of the Treasury. He is distinguished not only for the historical lustre of his family, but for his noble self-sacrifice in giving up his life interest in the Buckingham estates to meet his father's liabilities.

President of the Board of Trade.—Sir Stafford Northcote; Bart., was once private secretary to Gladstone; was Financial Secretary of the Treasury with the Tories in 1859. He is a lawyer by profession, and a man of great ability, and looks forward some day to be Conservative Chancellor of the Exchequer.

President of the Poor Law Board.—Gathorne Hardy is the man who defeated Gladstone for the University of Oxford at the last election. He has not distinguished himself hitherto, but his friends prophecy great things of him.

First Lord of the Admiralty.—Sir John Parkington, an able man and a warm enthusiast in educational matters. He opposed free trade, showing considerable acquaintance with commerce and tariffs, and Sir Robert Peel, in spite of their political difference, offered him a baronetcy. He held the same office in 1858-9 as in this Ministry, and attracted some attention by his boast that he would "reconstruct the navy."

Lord Lieutenant of Ireland.—Lord John Manners, the hero of Disraeli's novel, *Coningsby*, was the leader of the white-waistcoated Young England party, but has turned out a political failure. His appointment as Viceroy of Ireland is considered the weakest Lord Derby has made.—[S. F. Bulletin.

MAGENTA.—The tinting power of the of Magenta seem incredible. One grain in a million times its weight of water gives a pure red; in ten millions, a rose pink; in twenty millions, a decided blush; and even in fifty millions, in which is discovered, an evident glow.

A SORT of plague has broken out in a village near Suez. The victims drop in the streets as if they were shot. Their appearance at first is that of brown paper, and immediately afterward they become as black as charcoal.

### PACIFIC AND COLORADO STEAM NAVIGATION CO.

THE PACIFIC AND COLORADO STEAM NAVIGATION COMPANY have Established A REGULAR DESPATCH LINE OF VESSELS FROM SAN FRANCISCO to the MOUTH of the

### COLORADO RIVER,

Connecting with the Company's Steamers,

### Esmeralda & Nina Tilden,

FOR

### CALLVILLE,

AND ALL INTERMEDIATE LANDINGS ON THE RIVER.

The PACIFIC AND STEAM NAVIGATION COMPANY have the pleasure to announce to the people of Utah that they have prepared and fitted up their Steamers *ESMERALDA & NINA TILDEN*, expressly for running THROUGH to CALLVILLE, and are now ready to receive Freight and give THROUGH BILLS of LADING from SAN FRANCISCO, guaranteeing the delivery of Shipments at CALLVILLE with dispatch and no detention on the River.

For further particulars and information, address

K. C. ELDRIDGE, Agent P. & C. S. N. Company, San Francisco.

Sw-J5swt

Corner First South & East Temple Sts.—Also Second Door above Salt Lake House.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t

Call, Inspect and Make Your Purchases.

W30-4t