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## THE EASTERN MAIL LINE.

We have so frequently alluded to the difficulties on the eastern mail route, that we recur to the subject at the present time with some degree of diffidence. We are well aware that persons connected with the mail line and on the road have "felt sore" at our strictures on their operations, and not unlikely in their sickness have said hard things about us; but these are small affairs. Such persons are terribly too dull and heavy to perceive the good others intend them—probably they never read that "the stripes of a friend are better than the kisses of an enemy"—no matter. When they have let some few things alone that they should never touch, and given better attention to known duties, they may yet conclude that Utah is not an unprofitable school.

Having whispered a few unpleasant facts, we feel it our duty, now that the Overland Mail institution is accomplishing more than the Department or the public have any right to expect, we shall not be less backward in our meed of praise, and the more especially do we feel the force of the obligation on learning by telegraph from the east, that interested parties are striving their utmost to misrepresent the actual condition of affairs on the route between this and the Missouri river, with the view, evidently, of breaking up the Daily Overland Mail to the Pacific.

At the first outbreak of Indian troubles in March or April last, we freely stated our opinion—we thought there was no occasion for the excitement among the employees and the stoppage of the mails, and we have never since learned anything to change our opinion. Had Mr. Ben. Holladay, the present proprietor, had the management of the eastern division from the commencement of the daily mail, there would have been no interruption of mails. The C. O. C. and P. P. Express Company was a used-up institution, and everything on the route from St. Joseph to Salt Lake bore evidence of its bankruptcy. A severe winter had not been provided for, and it came and smashed up everything. Mr. Holladay was not to blame; we never blamed him; we were only disgusted with the stupidity of other folks who wanted everybody to see vigor where there was languor, to see strength where there was weakness, and to see activity where there was nothing but dullness. If argument were needed to sustain our statements, we have only to refer to the change in the condition of the eastern route since it had the personal supervision of Mr. Holladay. The western division had once a slight test of its strength from deep snows and floods; but the difficulties were battled with vigor and served as a monitor to some advantage, and to-day there is no better regulated stage line on the continent of America. The eastern division is fast coming to the same status.

Since the opening of the new route on the Cherokee trail, the mails have arrived from St. Joseph considerably within schedule time, with a visible decrease of time every week. The stage that arrived last evening brought St. Joseph dates up to the 23d of August, making it a little over ten days between that city and this. When the stations on the route are properly established and the new road itself improved by travel, we expect to see the time still further abridged; as it is, however, we are satisfied, and shall be much pleased to never find ourselves worse served than at the present time.

While then everything is favorable to expeditious traveling, and the ensemble of the organization is infused with new life, and giving every promise of stability, a clique in the east are evidently bent on moving everything to its destruction. The last of their moves is representing the mails and travelers in danger

from Indians, while positively not a person on the new route has reported a single word of apprehension. Within the last few days the Post Office Department have again ordered the Pacific through mails to be sent to New York by the Isthmus, and vice versa. Of course, the inference is danger, and travel Overland ceases. We understand that Mr. Cook, presently in San Francisco, has faced this opposition both by press and telegraph, and may possibly succeed in disabusing the public mind and restoring confidence. We have no personal interest in it either way; but on matters of fact, we will speak out, and on this subject our testimony is that we know of no cause for apprehension of difficulties on the eastern mail line. There are troops enough to keep off the Indians, and the mail service was never better performed.

## WAR MOVEMENTS IN VIRGINIA.

Of the operations of the mighty armies before Washington from the time that Gen. Pope fell back with the army of Virginia to the Rappahannock, on the 19th of August, till the 23d, nothing was announced.

General Halleck caused all the reporters south of the Potomac to occupy the right bank of that noted stream forthwith, after it became known that the Confederate hosts were marching northward, and a great dearth of news from the immediate scenes of strife was soon announced throughout the north.

It is believed that some very important movements were made by both the Federal and Confederate armies, during the four or five days immediately following the arrival of General Pope's army on the banks of the Rappahannock from the Rapidon, but the public were kept in ignorance of what was transpiring for prudential reasons as understood.

On the 23d, it became generally known that the army of Virginia had occupied the right bank of the Rappahannock, and Gen. Pope had made that stream his line of defense; that the enemy were in great force on the south side and making daily efforts to get further north; that desultory fighting had been going on for several days; that the enemy had without doubt been everywhere repulsed; that for three days heavy firing had been heard on the left, and it was believed that the Confederates had been repulsed there, and that general success had attended the Federal arms.

A subsequent report stated that, on the night of the 20th, the Confederates constructed a bridge across the river in front of Sigel's camp, and the next morning an attack was made, and three regiments of the enemy rushed across the bridge, which Sigel soon demolished, and took most of the men prisoners who had the audacity to cross the bridge into his encampment, under such uninviting circumstances. An attempt was subsequently made to ford the river at another point, but success did not attend the effort, and the enemy was repulsed.

On the 27th it was reported that the Federal army occupied the north bank of the Rappahannock from Fredericksburg to Warrenton—a distance of forty miles, which line was fifty-six miles from the capital, and that McClellan was re-organizing the army of the Potomac, in the vicinity of Alexandria. It was also announced that it was believed in Washington that fighting was still going on.

On the 28th it was made known through the medium of letters, which found their way into the public journals that on the 23d there was the heaviest artillery duel fought across the Rappahannock ever fought on the American continent, as supposed. The Northern chivalry attacked the Southern early in the morning, along the entire line of defence, to which the Southerners were not slow to reply. Shells were principally used, it was stated, during the day, and the firing was kept up till nine in the evening. The casualties have not been reported.

The next heard from that sanguinary region was, that the Confederates had turned the right of Pope's army and had occupied Manassas Junction; following which a series of battles were fought of a most desperate and bloody character, the details of which have not been made public with sufficient certainty to give any accurate statement in relation to them. It is believed, however, that when the facts in relation to the operations of the Federal and Confederate arms before Washington, during the ten days preceding the first day of September, shall be made

known, it will be fully made to appear that more blood was shed, and more men killed and wounded, during that time than during the sojourn of the army of the Potomac on the Peninsula.

## MISCELLANEOUS EASTERN ITEMS.

A tornado similar to those which visited the many portions of the Eastern States just before the commencement of the war, is reported to have swept over McHenry county, Illinois, a few weeks since, destroying a vast amount of property. The course of the wind was from east to west, and whatever was movable when it came was blown away, over or down. Houses, barns, fences, orchards, hay and grain stacks, standing grain, and everything else was prostrated, leveled to the ground, moved out of place and destroyed. But few lives were lost. A school-house in which were about twenty children was demolished, but it is stated that none of the juveniles were seriously injured.

Arrests of disloyal editors and the suppression of publications deemed traitorous, have been frequent of late. The publishers and editor of the *Democratic Standard*, Ill. were arrested and started off for Washington about three weeks since. The arrest is said to have created quite a sensation and violence was threatened, but the threats were not put into execution. The editors and publishers of the *Patriot and Union*, Harrisburgh, Pennsylvania, charged with issuing treasonable posters embarrassing recruiting, were taken into custody about the same time, and forwarded to Washington.

On the 2d of August, says the *Hawkeye*, the brig *Sleipner*, of two hundred and fifty tons burthen, of and from Bergen, Norway commanded by Capt. Woage, arrived at Chicago with one hundred and fifty passengers and a cargo of herring, being the first European vessel that ever reached that port direct with emigrants and consignments. She left Bergen on the 23d of May, arrived at Quebec July 6th, passed through the Welland canal on the 21st, and was at Detroit on the 23th. She would return freighted with grain.

The members of the City Council of Louisville, Ky., on refusing to take the "Long Oath," were recently arrested by the Federal authorities, but were soon released on their resigning and entering into bonds for loyal behavior. The Mayor had fled to the Confederate army, and his property was considered as having escheated to the government.

Hon. Reverdy Johnson, who was sent to New Orleans by the President to investigate and inquire into certain matters connected with the administration of affairs there by Gen. Butler, about which so many complaints have been made at home and abroad, returned to Washington two or three weeks since, and made report in the premises to the effect, as understood, that Gen. Butler had been a little too fast in some things, and recommended the eighty thousand dollars seized in the bank belonging to or in charge of the consul of the Netherlands be returned to that functionary, and that some seven hundred thousand dollars taken in like manner be returned to the French Consuls. A large quantity of merchandize which had been seized, belonging to foreign merchants, it was suggested should also be restored to the owners, the learned commissioner being fully of the opinion that the taking of those things by Butler could not be justified, as the acts were violations of international law. It is reported that the President approved of Mr. Johnson's report and recommendations.

The destruction of railroad bridges has, it is said, commenced in Ohio, and two were burned lately on the Marietta and Cincinnati road. Secession sympathizers were accused of having committed the diabolical deeds.

Baltimore papers announce that, after the promulgation of the order for drafting, three hundred thousand men for the Federal army, many of the citizens of Maryland subject to its provisions immigrated instantly, and that at least five thousand went south, and some sought refuge in the British provinces. All of those who thus immigrated, of course, had secession proclivities.

On the 21st of August, a steamer was snagged and sunk near Memphis, by which about eighty persons, mostly convalescent soldiers returning to their regiments, were drowned.

An order for the impressment of twelve or fifteen hundred negroes in servitude to work

on the railroads in Kentucky, and Tennessee which have been damaged by the operations of the war, was recently made without distinction as to owners, further than loyal men were to be paid for the services of their slaves thus required without delay, while the disloyal would be referred to Washington for payment.

## NEVADA ITEMS.

From the multitudinous accounts given of the mining operations in Nevada, the mines throughout the Territory must be exceedingly productive, and fortunes are often made in the course of a few days. New discoveries are constantly being made.

Some fears, it seems, are entertained, by parties interested in the mines in that Territory, that government will assume to exercise the right of domain over them in consequence of the embarrassed state of its finances, a measure which will not be endorsed by the Nevadans, their loyalty to the government, as it is, to the contrary notwithstanding.

When Col. Sims' cavalry, attached to Col. Connor's command, were in need of barley for their animals, in passing through Carson to join the expedition, there was none for sale on government terms, not however in consequence of the disloyalty of the dealers, as it is understood they were willing to furnish all that was wanted in exchange for specie.

The arrival of several trains from Salt Lake, recently, is announced, among them the train of J. M. Bollwinkel, which took out grain for the Overland Mail Company to Middle Gate station, sixty or seventy miles east of Fort Churchill, and returned freighted with government stores for Col. Connor's command, and that of Walker Bros., with fifty thousand pounds of flour and thirteen thousand pounds of butter, and which, after discharging freight, proceeded to California for merchandize for the Utah market. A rain is also reported to have arrived from Utah at Unionville, Humboldt county, a few weeks since, with one hundred and twenty thousand pounds of flour, which was being sold by the agent, Mr. Martin, at thirteen dollars per hundred.

About two hundred thousand dollars worth of bullion, it is stated, is transported over the mountains from Washoe to California weekly, by Wells, Fargo & Co.

The number of applications for divorces in the Probate Courts of Nevada are said to be multitudinous according to the number of inhabitants. The *Age* says they are a liberal people over there, and presumes the next Legislature will enact a law allowing people to enter into marriage contracts for a term of five years on trial. An arrangement of that kind might not be without its conveniences in that Territory when so many matrimonial knots have to be untied. The people of Utah have had no excuse of late to find fault with the liberality of their western neighbors, but cannot indorse all their Christian practices and expedients.

The "fighting season" had set in, according to appearances, and personal combats have been of frequent occurrence of late. Sunday being a favorite day for such performances, magistrates, lawyers and ministerial officers have plenty of business, and offenders are made to pay for such privileges more punctually than in some of the Territories. Offices pay well in the mining districts.

Governor Nye and Indian Agent Wassen are reported to have arrived at Carson, on their return from California, on the 20th ult. The appearance of both evidencing that they had fared well and been furnished, while on the western slope, with a good article of brandy.

It has been estimated that the freight brought from California, consisting of machinery, merchandize and provisions, will, this season, amount to nearly thirty millions of pounds, at a cost of nearly a million and a half of dollars.

REMARKABLE CELERITY.—Within the past few days we have been in receipt of some valuable mail matter—letters and papers—which must have been transmitted with great celerity. Papers from Denver city, Colorado Territory, that had been only three months, and letters from Nebraska Territory, that had been only two months in transit, found their way to our table yesterday morning. There can be but little use for lightning where such excellent mail facilities exist. This is certainly a fast age.