

## "LET THERE BE LIGHT."

BY MRS. SIGOURNEY.

Light for the dreary vale  
Of ice-bound Labrador!  
Where the frost-kiss breathes on the slippery sals  
Till the mariner wakes no more.  
Lift high the lamp that never falls  
To that dark and sterile shore.

Light for the forest child!  
An outcast though he be  
From haunts where the sun of his childhood smiled,  
And the country of the free.  
Pour the hope of Heaven o'er his desert wild,  
For what home on earth has he?

Light for the cliffs of Greece!  
Light for that trampled clime,  
Where the wrath of the spoiler refused to cease  
Ere it wrecked the boast of time.  
See, the Moslem hath dealt the gift of peace!  
Grudge ye your boon sublime?

Light on the Hindoo shed!  
On the maddening idol train;  
The flame of the Suttie is dire and red,  
And the Fakir faints with pain;  
And the dying moan on their cheerless bed,  
By the Ganges laved in vain.

Light for the Persian sky!  
The Sophi's wisdom fades,  
And the pearls of Ormus are poor to buy  
Armor when death invades;  
Hark! hark! to the sainted martyr's sigh,  
From Ararat's mournful shades.

Light for the Burman vale!  
For the islands of the sea;  
For the land where the slave-ship fills its sails  
With sighs of agony;  
And her kidnapp'd babes the mother wails  
Neath the lone banana tree.

Light for the ancient race  
Exiled from Zion's rest!  
Homeless they roam from place to place,  
Benighted and oppress'd;  
They shudder at Sinai's fearful base,—  
Guide them to Calvary's breast.

Light for the darkened earth!  
Long midnight fleets away,  
The gospel day-star springs to birth,  
Whose bright, prelusive ray  
Shall glow till a glorious morning brings  
Eternity's cloudless day.

## NEWS ITEMS.

**NEW ORLEANS.**—The citizens at an early hour, on June 3, seized upon the depositaries of the public arms, took possession of a public square, and put into working operation the machinery of a Vigilance Committee. Subsequently the committee issued a proclamation, setting forth their design of superseding the municipal authorities, and warning all evil disposed persons to leave the city or die. During the afternoon barricades were erected in the streets, and preparations made for forcibly resisting whatever armed opposition might be attempted by the authorities. It was expected that a collision would occur during the night.—[N. Y. Herald, June 4.]

**PUBLIC CORRUPTION.**—We take from the *Congressional Globe* the following episode, which occurred the other day in a speech of Senator Toombs:

"We speak of the corruptions of Mexico, of Spain, of France, and of other Governments, with a great deal of truth, according to all accounts; but from my experience and observations, which have been somewhat extensive, I do not believe to-day there is as corrupt a Government under the heavens as that of the United States.

Mr. Hale: Nor I either.

Several other Senators: I agree to that.

Mr. Toombs: And most of all its corruption is in the Legislative department."

## Great Exposure in Wisconsin.

We find in *The Milwaukee News* of yesterday (the 14th) a telegraphic synopsis of the report of the Committee of the Wisconsin Senate upon the question of the amounts expended during the session of the Legislature of 1856, to secure the passage of the bill apportioning the lands granted by the United States to Wisconsin for railroad purposes among the several roads. The great effort was to get a portion of the lands for the Milwaukee and La Crosse Railroad. The synopsis of the report says:

MADISON, May 13, 1858.

In the Senate, Mr. Worthington is engaged in reading the report of the Land Grant Investigating Committee, which shows that all who voted for the land grant, directly or indirectly received bonds or stock from \$5,000 to \$25,000.

Mr. Knowlton is reading a duplicate copy in the Assembly.

The members of the Senate of 1856, to whom bonds or stock was assigned by the La Crosse and Milwaukee Railroad Company, was as follows:

S. W. Barnes, bonds, \$10,000; C. Clement, bonds, \$10,000; George E. Dexter, bonds, \$10,000; Edgerman, stock, \$10,000; W. J. Gibson, stock, \$10,000; B. G. Gill, bonds, \$10,000; Jackson Hadley, bonds, \$20,000; E. B. Kelsey, bonds, \$20,000; J. C. Mills, bonds, \$10,000; E. O'Neil, \$20,000; S. L. Rose, \$20,000; B. S. Weil, \$25,000; stock, \$5,000 for son; C. L. Sholes, bonds, \$10,000—of these it appears that C. L. Sholes did not accept the amount.

The following members of the Assembly of 1856 voted for the land grant bill, and received each \$5,000 in bonds or stocks, with the exceptions of Robert Aiken, A. A. Bird, William Chappel, E. Cramer, A. W. Foot, Geo. W. Parker, Geo. P. Thompson and Wm. Hall, who each received \$10,000; and Thos. Flavey, who received \$20,000:

R. Aiken, Janson B. F. Barney, Charles Berger, A. A. Bird, Louis Bostle Bird, A. Briggs, J. F. Brown, H. Butterfield, D. D. Cameron, W. D. Chapin, Wm. Chappell, P. G. Cheever, W. Chapman, Wm. Bollady, L. Conner, E. Cramer, J. C. Raymond, H. Crawford, H. C. Drake, Thomas Flavey, A. W. Farr, D. Fletcher, M. S. Floyd, A. D. Gray, A. Greulich, G. Hapin, Wm. A. Hawkins, Charles S. Hamlay, C. H. Hays, O. C. Howe, A. A. Huntington, John James, H. Johnson, P. Johnson, E. Knowlton, J. Lauderdale, P. Lavis, A. McCormick, J. Mitchell, D. L. Morrison, M. Murphy, J. Noin, J. T. Palmer, George W. Parker, J. Sell, B. F. Seymour, R. Smith, H. S. Bonus, George P. Thompson, John Tobin, W. N. Vogenitz, J. Wagner, Charles H. Walker, J. Weaver, Wm. Whipperman, J. Woodman, Wm. Hall.

The only members who voted for the bill and received no bonds or stocks were, Charles Buchard, M. M. Davis, J. F. Potter, J. Stark.

The following persons, who were State officers in 1856, also received bonds, as follows:

Wm. Dennis, Bank Comptroller, \$10,000; Arthur McArthur, Lieut. Governor, \$10,000; B. F. Hopkins, Private Secretary of Governor, \$55,000; A. D. Smith, \$1,900.

The following persons, who were officers of the Senate or Assembly in 1856, also received bonds as follows:

James Armstrong, Chief Clerk of Assembly, \$5,050; W. Pitt Dewey, Assistant Clerk of Assembly, \$10,000; E. Moseley, \$2,000.

The following persons, who were not members of the Legislature, State officers, or officers of either the Senate or Assembly, in 1856, also received bonds as follows:

A. Mitchell, \$10,000; Levi Hubbel, \$10,000; E. Cramer, \$10,000; Rufus King, \$10,000; J. R. Sharpstein, \$1,000; W. B. Hubbard, \$15,000; E. H. Goodrich, \$25,000; Moses Kneeland, \$25,000; C. E. Jenkins, \$25,000; Byron Kilbourn, \$25,000; M. M. Strong, \$25,000; James Ludington, \$20,000; H. L. Palmer, \$1,000; Isaac Woodlee, \$10,000; Samuel Hale, \$10,000; N. R. Norton, 2,000; H. T. Saunders, \$5,000; C. C. Sholes, \$5,000; Z. G. Simmons, of Kenosha, \$5,000; D. Thayer, \$1,000; I. D. Raymond, \$1,000; Daniel Wells, jr., \$10,000; E. L. Dimock, \$5,000. In addition to this, S. D. Carpenter received \$5,000 from the Company, and M. Schoeffler, of *The Milwaukee Banner*, \$10,000. The remaining portion of the reports show that \$50,000 in bonds were paid to Governor Bashford.

Politically speaking, this report will not benefit either of the political parties of Wisconsin at the expense of the other, because it embraces men of all grades of politics. We are gratified, however, with one fact which this report exhibits, that in buying up supporters of the bill, the two lowest in value are a Leecompton Editor and a Judge of the Supreme Court. The former was bought with bonds which at par were worth only \$1,000, and the Judge of the Supreme Court was satisfied with \$1,900. Think of that, a Leecompton Editor in Wisconsin is to be had cheaper than a Judge of the Supreme Court!

The public will look for the full details of the report of the Committee with much interest. According to our footing up of the above statements, the amounts paid were as follows:

Governor of State.....\$50,000  
Governor's Private Secretary.....55,000  
State Officers.....20,000  
Supreme Court.....1,900  
18 State Senators.....200,000  
66 Assemblymen.....385,000  
Legislative Clerks.....17,000  
Editors and others.....261,000

Grand total.....\$989,900

This amount of bonds was given to secure the passage of the bill, and it will strike the public very strongly that it must be a profitable thing to hold office in Wisconsin.—*Chicago Times*.

**NEW PAYING-OUT MACHINERY OF THE ATLANTIC TELEGRAPH.**—Our readers will recollect that a few weeks since we mentioned that the plan of the new paying-out machine to be used in the next attempt to submerge this gigantic cable was in course of construction at the works of Messrs. Easton and Amos, Southwark, and likely soon to be brought to a successful completion. We are glad to say that it has now been perfectly finished, and during the last day or two has been in full operation, and fitted with a short length of the coil, to illustrate practically its mode of working, the facilities which it affords for paying out the rope, and the simple but efficient manner in which the jerk on the wire, caused by the sudden rise of the vessel to a heavy sea, is almost entirely obviated.

Ordinarily in matters of this kind it is useless attempting to convey to the general reader by mere verbal description an accurate impression of the principle of a machine by describing in technicalities its many and complex fittings. In this instance, however, the main feature, and upon which all else in a paying-out machine entirely depends—the "brake"—is pretty generally known, and the other portions of the apparatus are of so simple a character as scarcely to need more than mentioning. The whole of the important part of the machine, then, may be said to consist of Appold's self-regulating brake, which is so adjusted and so constructed as always to exert a certain amount of resistance (which can be regulated) by the revolutions of the wheels to which it is applied.

More than this fixed amount of resistance, whatever it may be, it cannot produce, no matter whether the machine is hot or dry, or covered with sand, and neither can it be worked at less than this amount; no matter to what extent all the friction surfaces of the wooden brake itself may be oiled.

This well-known brake was first exhibited in the Great Exhibition of 1851 in the new labor machine constructed for prisons, in order to insure a certain amount of work from each convict. For this hard-labor purpose the brake is still extensively employed. It is made of bars of wood laid lengthways across the edge of the wheel, over which it is held with massive weights fixed to the ends of levers. It is the number and size of these weights which regulate precisely the degree of resistance to the revolutions of the wheel, and which of course, enable those in charge of the machine to fix the pressure of the brake at what they please, and when once so fixed nothing can alter it. In the present paying-out machine this brake is attached over to drums connected with the two main grooved wheels, round which the actual cable passes in running out. These latter are simply broad, solid, iron wheels, each cut with four very deep grooves, in which the cable rests, to prevent it flying up or "overriding." It passes over these two main wheels, not in a double figure of eight, as in the old ponderous machine of four wheels, but simply round over one, on to and round the other, and so on four times, till it is finally paid down into the water.

Thus, then, the wire will be wound up from the hold of the vessel, pass four times over the double main wheels, which, as we have said, are each connected with the brake or friction drums, past the register which indicates its rate of paying out and strain upon the cable, and then at once into the deep. The strain at which the cable breaks is 62 cwt., and to guard against any chance of mishap not more than half this strain will ever be put upon it. The brakes, as a rule, will be fixed to give a strain of about 16 cwt., and the force required to keep the machine going, or about 8 cwt. more, is the utmost that will be allowed to come upon the wire. Thus, therefore, the force required to sever the cable can never be exerted even by accident or mishap, no matter who may be in charge of the machine nor how much the vessel may pitch and roll.

The brake of the paying-out machine used on the occasion of the last attempt was capable, by a movement of the band, of exerting the most prodigious resistance to the turning of the wheels, and this formidable invention was used with so little care, that not until the injury was irreparable was the danger seen.

The chief beauty, however, of the new machine is that, while nothing can add to the fixed strain of the brakes, any one, no matter who, can in a moment ease them as much as he thinks necessary, and until, in fact, there is no resistance at all beyond the 8 cwt. strain on the wire, which, as we have said, is required to keep the machine turning. So simple is the operation, too, by which this important relief can be effected that a child even could remove the whole resistance of the brake and put it on again as often as 20 or 30 times in the course of a single minute. For this purpose, at a few feet from the paying-out machine, the cable passes over a wheel which registers precisely the strain in pounds at which the coil is running out. Facing this register is a steering wheel, precisely similar to that of an ordinary vessel, and connected in the same way with compound levers, which act upon the brake. Thus the officer in charge of the apparatus stands by this wheel, and, watching the register of strain or pitch of the vessel, opens the brakes by the slightest movement of his hand, and lets the cable run freely as the stern rises.

The same officer, however, cannot by any possible method increase the actual strain on the cable, which must remain always according to the friction at which the brake, is first adjusted by the engineer. During the last two or three days that this machine has been at work, the value and simplicity of the whole apparatus have been made so manifest that it is evident, as far as the paying machine is concerned, all that mechanical skill can effect in aid of the great undertaking has been accomplished. Both the Niagara and the Agamemnon will each be fitted with one of these paying-out machines, which, of course, when connected with and turned by steam, can be used for the purpose of under running or drawing back the cable in case of any hitch rendering such a rather dangerous operation necessary.

As we intimated some time since, a preliminary expedition—if we may so term it—will start from this country about the middle of next month, when both the Agamemnon and Niagara will steam away into deep water, and then try a variety of experiments connected with submerging the cable, with a view of ascertaining practically the value of this new apparatus, and also how far some suggestions which have been made with regard to buoying it at intervals can be carried out. During the brief experimental cruise every known test which can be attempted to prove the efficiency of the paying-out machines, and those for under-running, &c., will be resorted to, and the result of the experience thus obtained applied to improving any little defects which may exist in the apparatus before the final starting of the expedition in June next.

Up to the 30th of April 1260 miles of cable was coiled on the Agamemnon and 990 miles on the Niagara. The Directors had decided to order 100 miles more cable, so that there should be on board each ship a surplus of more than 500 miles, making altogether over 1,000 miles above the actual distance.

## MELANCHOLY ACCIDENT.

NEPHI CITY, July 2nd, 1858.

MR. EDITOR, SIR:

I drop you a few lines to inform you of the death of Thomas Mosley, hoping that a disclosure of the fatal accident through the columns of the News may be a warning to the careless and inexperienced portion of community in the use of firearms.

This young man, aged 16 years, went out from this place on the 1st inst. as one of the herdsmen. Soon after reaching the herd ground, and while yet quite early in the day, a report of a gun was heard by the other herdsmen; but not suspecting anything wrong, they paid no attention to it. Missing one of their number, however, late in the afternoon, search was immediately made for him, and br. Mosley was found lifeless in the direction whence the report of the gun had been heard. He was lying by the side of a log, with his shot gun resting against the opposite side where it had evidently slipped from off the log, striking the hammer in its descent and discharging the whole load, consisting of six balls, into the side of his face a little forward of his right ear; the balls passed out at the back of his head. Word was immediately sent to the city and several persons went out to bring him in. They found himself and gun in the position in which they fell. His death was instantaneous as no signs of struggling were manifest. He was a good boy, an only son, and has left a mother and five sisters to mourn his decease.—Yours, &c., R. N. ALLRED.

Plain honesty is the very best kind of politeness; and temperance the very best physician.

## TABLE,

CONTAINING A SUMMARY OF METEOROLOGICAL OBSERVATIONS FOR THE MONTH ENDING JUNE, 1858, IN UTAH VALLEY.

BY W. W. PHELPS.

MONTHLY MEAN		BAROMETER.	
6 a.m.	9 a.m.	3 p.m.	9 p.m.
25.375	25.379	25.350	25.277
MONTHLY MEAN.		THERMOMETER ATTACHED.	
6 a.m.	9 a.m.	3 p.m.	9 p.m.
56	74	79	69
MONTHLY MEAN.		THERMOMETER DETACHED.	
6 a.m.	9 a.m.	3 p.m.	9 p.m.
55	77	84	68
MONTHLY MEAN.		WET BULB.	
6 a.m.	9 a.m.	3 p.m.	9 p.m.
56		66	
HIGHEST AND LOWEST RANGE OF BAROMETER DURING THE MONTH.		HIGHEST AND LOWEST RANGE OF THERMOMETER DURING THE MONTH.	
Max. 25.650 Min. 25.025		Max. 104 deg. Min. 42 deg.	

## MONTHLY JOURNAL FOR JUNE.

- 1—Clear; a gale all night the first.
- 2—Clear, with few flying clouds.
- 3—Clear; clouds hanging about the mountains.
- 4—Clear and beautiful.
- 5—Clear, not a cloud through the day.
- 6—Clear and serene.
- 7—Clear, but a little murky.
- 8—Clouds indicating showers, but no rain.
- 9—Clear at intervals. Wind, a gale N. W.
- 10—Partially clear; strong wind N. W.
- 11—Clear. New Moon, 7h. 18m. a.m.
- 12—Clear and smoky.
- 13—Clear, sultry and smoky.
- 14—Clear and a little murky.
- 15—Hazy; high wind S. W.; sprinkled.
- 16—Cloudy; shower at 2½ p.m.
- 17—Cloudy; rained a part of the day.
- 18—Partially clear.
- 19—Clear a.m.; shower p.m.
- 20—Clear a.m.; hazy p.m.
- 21—Clear; longest day, 15h. 1m. 12s.
- 22—Clear and serene.
- 23—Clear and hot.
- 24—Clear and sultry.
- 25—Clear and brilliant.
- 26—Clear. Full Moon, 1h. 45m. a.m.
- 27—Clear and very hot.
- 28—Clear and ditto.
- 29—Clear, hot and disagreeable.
- 30—Clear, but cool and pleasant.

The amount of rain water measured .779, which is three-fourths of an inch and 29 thousandths. An appearance of an abundant harvest.

## LOST OR STRAYED.

FROM Fillmore City, a red and white STEER, a little over one year old. Branded T P on high hip, and U on high side.

Whoever will bring information of his whereabouts to the Printing Office at Fillmore, will be rewarded for his trouble, by the owner,

JOHN M. MORGAN.

## NOTICE IS HEREBY GIVEN,

THAT the Machinery, formerly belonging in the Public Machine Shop, G. S. L. City, has been removed to Parowan, Iron county, and is now in complete operation. All persons wishing to procure new machinery, or get old work repaired, would do well to favor us with a call. Iron, copper, brass, zinc, and all kinds of produce taken in exchange for work.

NATHAN DAVIS, Foreman.

Public Machine Shop, Parowan,  
Iron county, July 3, 1858.—18-3

## WOOL CARDING.

THE Subscribers wish to inform the Public that they have procured a new Carding Machine, which will be in operation by the 15th inst., and they trust by doing good work and being accommodating that they will receive a liberal share of public patronage, as the machine is not inferior to any in the Territory.

W. S. SNOW,

GEORGE PEACOCK.

Maui, May 6th, 1858.—10-3m