

has been displayed, and would merely state my reasons for suggesting the Great Eastern's suitability for carrying out this important undertaking:

1. This monster vessel will be large enough to stow all the wire required, and which I would suggest should be coiled upon reels, so that there would be no chance of fouling, as in the "unfaking" of a coil.

2. She will not "pitch," and if she does, there may be a trunk constructed through her bottom amidships, which would obviate the danger experienced in paying her cable over the stern.

3. By the cable being on a series of reels, a high speed may with safety be used, and thus save much slack being carried away by currents and deviations in the course, which a slow speed must necessarily be attended with.

Thus, sir, with a ship having capacity enough to carry the cable thus and to spare, and with any velocity that may be required, it is only a matter of £. s. d. that can prevent this great desideratum being accomplished. The sinews, I am sure, will not be withheld when certainty must crown the nation's efforts with success.

ISLE OF WIGHT, Aug. 28. VECTIS.

THE DESERET NEWS.

ALBERT CARRINGTON, EDITOR.

GREAT SALT LAKE CITY, WEDNESDAY, NOV. 11.

WOOD AND HAY—wanted immediately at the 'News' office.

ARRIVALS.—Elders Nicholas Groesbeck and George Knowlton arrived from the States, on the 7th inst. Elder Knowlton left Florence, K. T., on the 1st of October, and brought several letters and papers; the New York papers were to Sep. 14 and the St. Louis to Sep. 19, but contain nothing of special import, except the candid and very truthful admission that their 'social system is rotten to the core,' a fact which we were long ago aware of, but were not looking for them to admit it, for such an admission is too truthful to be in keeping with the lying matter they are so fond of publishing to please the morbid appetites of members of so rotten a 'social system' as they at last now confess theirs to be.

On the 9th inst., Elders Miner G. Atwood and W. H. Branch arrived; and nearly all the brethren lately engaged in the transportation of the mail have returned home.

Snow, on the 7th inst., was 4 feet deep at the upper saw mill on Big Cottonwood creek, 3 feet at the next mill below, 2½ at the next, 1½ at the next, and 8 inches deep at the mill nearest the mouth of the canyon.

Summary.

Banks are reported to have broken in the States to the amount of \$30,000,000, from the latter part of August to the middle of September last.

—The steamer Central America, bound from Havana to New York, sank in the ocean in September last, drowning some 425 persons and enriching the ocean's bed with \$1,600,000 in specie from California, besides a large amount of money in the hands of passengers.

—The publication of 'The Mormon' was suspended for the present on the 19th of September, Vol. 2, No. 31.

—Kansas affairs were still in an unsettled position, pending the election and the collection of taxes in October.

Delhi, the Ancient Capital of the Mogul Empire.

As the fate of England's Indian empire is to all appearance involved in the successful resistance or capture of this city—the ancient capital of the Patan and Mogul dynasties—a description of it may not be unacceptable to our readers.—We have, therefore, compiled from the most reliable sources the following interesting sketch of it:

The city of Delhi is situated in the centre of a sandy plain, upon a rocky ridge, rising to an altitude of 120 feet on the right bank of Jumna, here a deep and broad river at all seasons of the year, in north latitude 28 deg. 41 min., and east longitude 77 deg. 5 min.; 956 miles from Calcutta by the Birbhum road, and 880 miles from Bombay by Ahmedabad. According to tradition this city was founded 300 years B. C. by Delu. It formerly stood on the left bank of the river, and is supposed to have covered a space of 20 square miles. Major Rennell mentions 3,000,000 as the number of inhabitants which Delhi was supposed to contain at the end of the 17th century; and the extent of the ruins seems to justify this estimate.—The Emperor, Shah Jehan, built a new city in 1631 on the right bank of the Jumna, and gave it the name of Shahjehanabad, by which only the Moslem part of the population continue to call it.

This is the modern Delhi, which is about five miles in circumference, and is seated on a range of rocky hills, and surrounded by walls construct-

ed of large blocks of gray granite, and fortified with a good loop holed parapet. Several gateways and bastions occur in the walls at intervals, and the whole has been strengthened and put in repair by the English government. The gateways are magnificent buildings, and are named after the provinces and cities to which they point. The city has seven gates, and contains the remains of several fine palaces—the former dwellings of the chief emirs of the empire. These palaces are each of considerable extent, and surrounded by high walls, enclosing baths, stabling, and numerous outbuildings.

The modern city contains many good houses, chiefly brick, and of various styles of architecture. The streets are in general narrow, as in other Eastern cities, but the principal ones, Bishop Heber says, are really wide, handsome, and, for an Asiatic city, remarkably cleanly, and the bazaars have a good appearance. There are two fine streets, one called the Chandery-choke, 90 feet broad and 1,500 yards long; the other 120 feet wide and one mile long. Down the middle of the first of these streets runs an aqueduct, which is shaded by fine trees and supplied with water from Ali Mordan Khan's canal. The other streets are narrow, but contain many good brick houses.—The crowd of an Indian city, always picturesque, is here particularly rich in showy figures of men and animals. Elephants, camels and horses, gayly caparisoned, parade through the streets, jingling their silver ornaments and the many colored tufts and fringes with which they are adorned.

The suwarri of a great personage sweeping along the highways, little scrupulous of the damage it may effect in its progress, forms a striking spectacle when it can be viewed from some safe corner or from the back of a tall elephant. The coup d'œil is magnificent; but to enter into details might destroy the illusion; for, mingled with mounted retainers, richly clothed and armed with glittering lances, pikes, and shields, and nobbed with silver, crowds of wild looking, half-crazed wretches on foot are to be seen, increasing the tumult and the dust, but adding nothing to the splendor of the cavalcade. No great man—and Delhi is full of personages of pretension—ever passes along in state without having his titles shouted out by the stentorian lungs of his followers.

The cries of the venders of different articles of food, the discordant songs of itinerant musicians, screamed out to the accompaniment of the tom-tom, with an occasional bass volunteered by a cheela, grumbling out in a sharp roar his annoyance at being hawked about the streets for sale, with the shrill distressful cry of the camel, the trumpeting of the elephants, the neighing of horses, and the rumbling of cart wheels, are sounds which assail the ear from sunrise to sunset in the streets of Delhi. The multitude of equipages is exceedingly great, and more diversified, perhaps, than those of any other city in the world. English carriages altered and improved to suit the climate and the peculiar taste of the possessor, are mingled with the palanquins and bullock carts, open and covered, the chairs, and the cage like and lantern like conveyances of native construction.

There are several fine mosques in Delhi in good preservation, with high minarets and gilded domes. The largest of these, the Jumna Masjid, was built by Shah Jehan. It is a splendid and enormous edifice, built of white marble and red granite, and is considered the largest and handsomest place of Mussulman worship in India. Bishop Heber thought the ornamental architecture of this mosque less florid and the general effect less picturesque than the splendid group of the Imampura and its accompaniments at Lucknow; but its situation, he says, is far more commanding and the size, solidity, and rich materials of the edifice impressed him more than anything of the sort he had seen in India.

The Mogul palace, built by Shah Jehan, on the west bank of the Jumna, is surrounded on three sides by an embattled wall 30 feet high, and more than one mile in circumference. It is a place of no strength, the walls being adapted only for bows and arrows, or musketry; "but, as a princely residence," Bishop Heber says, "it is one of the noblest that I have seen. It far surpasses the Kremlin, but I do not think that, except in the durability of its materials, it equals Windsor. Sentries in red coats—spoys of the company's regular army—appear at its exterior; but the internal duties, and indeed most of the police duties at Delhi, are performed by the two provincial battalions raised in the Emperor's name, and nominally under his orders.

These are disciplined very much like Europeans but have matchlock guns and the oriental dress, and their commanding officer is considered as one of the domestics of the Mogul, and has apartments in his palace." The chief hall of audience is an open quadrangular terrace of white marble, richly ornamented with mosaic work and sculptures in relief; and the chapel of Aurezebi, also of white marble, although small, is of beautiful workmanship; altogether the building, even in its present neglected state, attests the magnificence of its former occupants. The gardens, which were formed by Shah Jehan, are said to have cost £1,000,000. Their original character has long been completely lost, and they now present the appearance of a small neat park, with some charming groves of orange trees. The circuit of the walls finishes at the east and west sides of this palace, which forms the river face in their line.

Among the remarkable edifices of Delhi are the Tykunas or underground houses, which are formed under ground, having outlets for light above, and ingress at one place only. They are handsomely arranged and furnished; and, possessing a temperature of 12 deg. or even 14 deg. below that of rooms at the surface, furnish a pleasant retreat in the hot months of April, May and June. One of the most generally useful works of Emperor Shah Jehan in this city is a well, excavated out of the solid rock upon which the Jumna Masjid is built. The water is raised from a great depth by complicated machinery to a suc-

cession of reservoirs and fills a pond from which the inhabitants obtain a supply. The principal wheels having been broken, and the whole machinery out of repair, it was restored by the English a few years after they obtained possession of the city.

Among the ruins of the ancient city, on the east side of the river, are some mausoleums in good preservation, those of the Emperors Hometou and Mahommed Shah, and of Jehanara Begum, daughter of Shah Jehan, are the most remarkable. The tomb of Hometou, who died in 1655, is a square with an immense central dome, and four small domes at the corners. Shah's fort is on a large scale, with high bastions, and lofty and solid walls. The Togluckabad is also an immense fort, five or six miles in circumference, with a high and commanding citadel.

The Katub Minar is an enormous column in the centre of the old city, supposed to have been built by a monarch of that name, who reigned about 1206. It is a round tower rising from a polygon of 52 feet in diameter and 27 sides, in five stages, gradually diminishing in circumference to the height of 242 feet. A spiral staircase of 384 steps leads to the summit. "It is really," says Bishop Heber, "the finest tower I have ever seen, and must, when its spire was complete, have been still more beautiful." These Patans built like giants; and finished their work like jewellers; yet the ornaments, florid as they are in their proper places, are never thrown away, or allowed to interfere with the general severe and solemn character of their edifices.

The palace of the present imperial family is a large but paltry building, in a bad style of Italian architecture, and with a public road actually leading through its court-yard. "From the gate of Agra to Hometou's tomb," says Bishop Heber, "is a very awful scene of desolation; ruins—tombs after tombs—fragments of brick work, freestone, granite and marble—scattered everywhere over a soil naturally rocky and barren, without cultivation, except in one or two small spots, and without a single tree. I was reminded of Caffa in the Crimea; but this was Caffa on the scale of London, with the wretched fragments of a magnificence such as London itself cannot boast." The cantonments are three miles north of the city, coched under a range of sandstone rocks.

Delhi is well situated for carrying forward the trade between the peninsula of India and the countries to the north and west; the inhabitants consequently exhibit a considerable degree of industry and commercial activity, and the shops are crowded with all sorts of European products and manufactures. Cotton cloths and shawls are manufactured in the city, and indigo is produced in the surrounding country. The trade of Delhi is very extensive in shawls, for which it is a grand mart. A constant intercourse is kept up between this city and Cashmere, whence the splendid fabrics so much prized all over the civilized world are brought in immense quantities, some plain to have borders sewed upon them, others to be embroidered in silk or gold, whence they derive the name of Delhi shawls.

Nothing can exceed the beauty of the Delhi needlework, which is in the highest esteem throughout Asia, and eagerly coveted by the rich of both sexes, the caftans of the men being often of velvet, edged with rich embroidery.

The goldsmiths of Delhi are also celebrated beyond those of any other Indian city, and eminently merit their high reputation. It is difficult for persons best acquainted with the chef d'œuvres of European artisans, to imagine the surpassing beauty of the Delhi work—the champagne necklaces in particular, so called from the flower whose petals it resembles. They do not succeed so well in cutting and arranging precious stones, though they are improving very fast, from the instructions native workmen now obtain when in the employment of English jewellers at Calcutta.

There are a great many carvers of stone and ivory in Delhi, but they have not attained to anything approaching perfection in their art. A considerable trade is also carried on in precious stones, and large black and red corallians. Since the completion of the canal from Rair to Delhi, four mills and saw mills have been erected in and about the city.

The Jumna, like the other great rivers of this country, overflows during the rains a wide extent; but, unlike the Ganges, does not confer fertility at Delhi. In this part of its course it is so strongly impregnated with natron, extensive beds of which abound in all the neighborhood, that its waters destroy instead of promoting vegetation; and the whole space between the high banks and the river, in its present low state, is a loose and perfectly barren sand, like that of the sea shore. The bridge of boats across the Jumna at this city is necessarily an important line of traffic. The subjoined statement of the number of laden animals and conveyances paying toll which crossed the bridge during 1852, with the weight of goods, is curious and important:—

Name.	No.	Each cart-load of 82 lbs.	Each bullock-load of 1,000 lbs.	Total.
Buffaloes laden	109,104	5	2,234	
Tattoos, mules	44,718	4	6,624	
Donkeys	85,178	2	6,300	
Bullocks	13,323	4	1,973	
Camels	17,518	5	3,249	
2-bullock hackeries	8,819	15	4,899	
3 do do	7,093	20	5,257	
4 do do	12,829	25	11,878	
5 do do	13,673	30	15,192	
6 do do	6,218	40	9,211	
7 do do	822	45	1,370	
8 do do	37	50	67	
Bungara bullocks	20,921	4	3,099	
1-bullock carts	500	5	92	
4-wheel wagons of 2 bullocks	59	40	87	
2 do do do	389	40	288	
Coolies	108,434	20	3,012	
Total			91,840	

The above table shows that nearly 100,000 tons of goods crossed the bridge during the year, making an average of about 8,500 tons every month. This is equal to the cargoes of seven or eight first class ships monthly. About half as many unladen animals and conveyances of all descriptions also crossed, likewise paying toll, and a great quantity of government stores and military officers' baggage was passed over free. The returns for the year 1853 were expected to be much larger, as certain improvements in the roads in that quarter only came into operation in August, 1852. This Delhi bridge of boats is stated to be excellently constructed, and has approaches of substantial masonry. With facilities of transit such as are attainable from a good system of cross roads and railways, the traffic of Upper India would probably be immense.

It has been proposed to connect Delhi with Calcutta by means of a line of railroad passing Mirzapore, crossing the Jumna at Asahabad, and then taking a direct line by Mynpuri to Delhi; or, as an alternative, proceeding from Cawnpore, by Shuckabad to Agra; crossing the Jumna at that city, and then pursuing a nearly direct course through Maitra to Delhi. Should such a line ever be executed, it will doubtless be ultimately pushed forward to Kurnal, and the highest navigable point on the Sutledge, and thus connect the two great rivers, the Indus and the Ganges.

The population of Delhi amounted in 1847 to 137,977, besides 22,302 in the suburbs. A committee of public instruction, which was planned and brought into operation between 1823 and 1825, established a college at Delhi, and funds were assigned for its support by the central government; in addition to which a sum equal to £17,000 was presented to the college by Nawab Inlaimaid-ood-Dowlah, Minister of the King of Oude.

In June, 1827, there had been opened 247 schools in Delhi and its immediate vicinity, for the instruction of poor children. The number of pupils at the college, which in 1829 was 152, had increased in the following year to 257. More recently another school has been instituted, at which the children of the native gentry are taught the English language, and as many as 68 scholars attended in the first year of its establishment.

The Emperor of Delhi, the representative of the great Timur, though still recognized by the British government as a sovereign prince, has long been shorn of all his grandeur, and except within his own palace exercises no attribute of royalty; though looked up to and regarded by all the Mahomedan population of India with respect and attachment.

Lord Wellesley, on the destruction of Scindiah's power, assigned to Shah Allum the great palace of Delhi as a residence, and for the support of himself and the royal family he made over to him certain districts in the neighborhood, which were to be placed under British management, but the Emperor was to be allowed to check the accounts of revenue received from them. It is said that the revenue of these districts has now reached £300,000 a year, while the Emperor's allowance does not exceed £130,000, and that much of this latter sum is in reality spent in his name by the British resident.—[N. Y. Herald.

FOURTH OF JULY IN SOUTH CAROLINA.—The "Fleabite Company," a military corps in St. Matthew's Parish, S. C. celebrated the Fourth of July by a parade, after which they had an oration, and a public dinner. At the latter the "Fleabites" illustrated their love for the Union by applauding the following toast:—"The only Union that we want, is the union of the South to dissolve her connection with the North."

MODERN SERMON.—Rev. Mr. Ryle, the well-known author, thus describes a modern sermon:—"A modern sermon is to open a dull, tame, pointless, religious essay, full of measured, round sentences, Johnsonian English, bald platitudes, timid statements, and elaborately connected milk and water. It is a leaden sword, without edge or point—a heavy weapon, and little likely to do much execution."

THE ELECTRIC FLASH.—Recently, while telegraphing to establish a correct longitude for solar observation at different places, the lines were simultaneously in operation between Chicago and Quebec, a distance, by the telegraphic route, of one thousand four hundred miles; yet the electric fluid occupied no appreciable time in passing.

A FAIR APOLOGY.—A western editor once apologized to his readers somewhat after this fashion:—"We intended to have a death and a marriage to publish this week, but a violent storm prevented the wedding; and the doctor being taken sick himself, the patient recovered, and we are accordingly cheated out of both."

TORNADO.—On the 24th of July, a tornado passed through Tewkesbury and other towns in Middlesex county, Massachusetts, demolishing everything in its range, including orchards, corn fields, two barns, and other property. Large trees were uprooted, and, in some instances, carried a distance of eighty feet.

FOR BLACKSMITHS.—It is said that a new machine has been invented for "upsetting" or "stretching" wagon tires. A few inches of the tire having been heated it is placed in the machine and by a few turns of a crank is contracted or lengthened as desired.

CURIOUS DISCOVERY.—A copper kettle has been found seventeen feet below the surface, near Altona, Illinois, imbedded in a vein of coal. It was found on Buffalo Rock, on the Illinois river. All ask, how could it come into a solid bed of coal?

RUSSIA became possessed of her territory in North America by right of discovery in the sixteenth century.