

CORRESPONDENCE.

CAPT. A. O. SMOOT'S COMPANY.

NOON HALT, 424½ miles East of G. S. L. City, }
May 15, 1856. }

EDITOR DESERET NEWS:—

Sir:—The grass has been almost entirely wanting, from East Canyon Creek to the Platt Ferry. When we arrived at the upper crossing of Sweet Water we took a right hand road, denominated 'Hunk's Out-off,' traveled five miles and camped on the evening of May 3d, near an alkali pond.

At 10 p.m. a dreadful storm commenced from the northeast and continued to increase until morning; the men turned out of their beds and tied blankets upon the animals, and thus preserved them from perishing. They were driven in the teeth of the storm to a patch of willows in a bend of the Sweet Water, about three miles distant, where they could get a little shelter and some brush to eat. The storm continued with unabated fury for fifty-six hours.

The snow was drifted to a considerable depth. Most of the men got no sleep during the storm, but kept their bedding tied upon their animals, also fed them flour, biscuits etc., and all but two were saved, though the whole were greatly weakened.

On the 6th we left our stormy camp, and regained the road with considerable difficulty, which we could not follow as the snow was drifted in all the hollows, in many places five or six feet deep. Most of the day was cloudy, but in the afternoon the sun came out for a few hours, and all our faces were severely sunburnt. Elder Orson Pratt, Thos. King, O. P. Rockwell and several other were struck blind, and suffered the most excruciating torture for several days. Most of the camp were also afflicted with inflammation of the eyes.

While on Greasewood creek, on the night of the 10th, we encountered another severe storm, which lasted most of the next day.

While at Willow Creek, snow covered the ground nearly one foot deep.

On the 13th we crossed Richard's bridge over the Platte, paying \$3 per wagon, and 50cts each for horsemen—Capt. Heath is stationed there with 65 men.

He has a Shian chief in irons, and intends to keep him until his nation delivers up some Indians who murdered a white man near that post, about two weeks since.

Capt. Smoot exerts every energy in his power to facilitate the movements of the company, which have been retarded beyond all our expectations by the storms and the want of feed. Our animals are however improving, and the feed in the Black hills promises well. All in camp are enjoying usual health.

BRANCH OF LABONTE, 443½ miles from }
G. S. L. City, May 16. }

We camped hurriedly last night, seven miles back, in consequence of a heavy rain; the storm king pelted us merrily all night, rendering the ground very soft. We seem to be blessed with storms of great severity.

The grass, since we struck the Platte, has been continually improving, and promises a greater abundance than we have heretofore seen on the plains, if the grasshoppers, which seem to be hatching out in millions, do not devour it all.

SMALL CREEK, 461 miles from }
G. S. L. City, May 17, 7 a.m. }

Br. Benson found a ford, which with considerable difficulty, was crossed. The crossing of the Labonte was also troublesome, as in both cases we had to drive from the main road and cross the creeks in very rough places.

Our hunters brought in an antelope; which was the third since we left home. Game very scarce. Camp ready to start.

Yours truly, Geo. A. SMITH.

Culture of Cotton.

[[From Elder S. M. Blair to Elder Jacob Hamlin.]]

DEAR SIR:—In answer to your enquiries on the growing of cotton, I take this method of communicating to you for the benefit of all who may feel an interest in our future independence in the development of the inexhaustible resources of nature within the limits of our mountain Territory.

CLIMATE.—We find the best cotton growing region in the eastern States between latitudes 30 & 35° north—the best portion of those cotton districts are, I believe, situated at a reasonable distance from the sea coast, and generally will be found in timbered districts; the timber sheltering the plant from winds which are never desirable to a cotton planter.

Again: in timbered districts are the most warm and sultry nights, also desirable to the cotton grower.

We find cotton successfully cultivated as a staple product as far north as 36 degrees, or even to the Kentucky line, 36 degrees 50 min. but the great body of cotton lands lie south of 36.

SOIL.—The plant having a long tap root, it needs a loose and deep soil. The color of soil which I have seen it flourish best in is a mulatto and black loam; such being the deposits found on the river bottoms in Texas, and on the tributaries of the lower Mississippi. The next best soils are a dark gray upland, with a clay sub-soil, and a black prairie loam, like the uplands of Missouri, Illinois and Iowa. The preparation of the soil is like that which is necessary for a good crop of any other product.

PLANTING TIME.—The usual time of planting, varies with the season and latitude, from March to May—March and the early part of April being as late as farmers would think of planting in latitudes 30 to 34° and from the first of April to first of May as late as the cotton can be planted to make a crop; as the climate that will not admit of its being planted as early

as the first of May, is in most instances too short in its seasons to give the plant time to mature before frost.

VARIETIES.—The tea-island and petit gulph cotton seed are held in the highest esteem with the cotton planter in the South, and further north, the little green has been for some time a favorite; as it is said to be a more hardy plant.

PREPARATION.—The manner of preparing the seed is simple; merely wet the seed with water sufficient to cause ashes or dirt to adhere to it, which should be rubbed or mixed with the lint to prevent them sticking together, that they may be the more uniformly dropped in their drills.

Having your land prepared, run off your field in drills with a common shovel or what we call a bull-tongue plough, that will leave a drill 4 or 6 inches wide and 3 deep and in the best cotton districts 12 feet apart, but in a middling district 8 to 10; and never less than 6 to 8 feet in any country where cotton will pay.

PLANTING.—Drop the seed from 4 to 8 inches apart where seed is plenty or the spring is cold and backward, as the cut worm is then most generally bad; but in general 1 foot apart is near enough for stalks to stand in the drill. Cover it about 3 inches deep.

The Cotton is a tender plant; and if cut down by frost will have to be replanted, after being ploughed up again. Its culture is much like that of corn; it begins in latitude 30 to 34 deg. to open as early as July, and continues to blossom and open until frost, and after frost it will continue to open (if the bolls were matured when nipped by the frost) until all the bolls on a stalk are opened.

YIELD.—From 200 to 325 bolls will ripen on a stalk and from 100 to 125 bolls will make a pound of cotton in the seed. A good hand will pick from 100 to 300 pounds per day; and an acre of cotton will produce from 500 to 4000 pounds in the seed, according to the kind of cotton and the district where it is cultivated. One hundred pounds of seed cotton will average from 28 to 35 pounds of lint; and one hand will cultivate, pick and market, from 4 to 10 bags, each weighing 500 pounds, worth in the south, from 4 to 10 cents per pound.

I would presume from your description, the district of Santa Clara or Rio Virgin may be rated as a medium cotton district; and from the sample of cotton shown me, grown on the Santa Clara, should judge that it will favorably compare with any cotton crops grown on the uplands of North Alabama, Georgia, or near Memphis, Tennessee.

From the length of the lint, quality of cotton, and appearance of seed, I feel you may anticipate a yield of not less than an average of from 1600 to 2000 pounds to the acre; the lint of which will weigh about 500 pounds, worth in this city \$200, deducting transportation, gin tolls, &c; which is 150 per cent better than the best cotton growers have done in the United States, since the year 1825.

GENERAL FEATURES.—Cotton must be put up and kept perfectly dry; and the clearer from trash, the better the article.

The cotton plant as I have remarked, is tender; and is subject, like wheat, to rust; also to the ravages of the cut worm, when quite young; and sometimes the army worm and caterpillar proves destructive. Its growth is quick, and like the mustard stalk, occupies much space when fully boled.

It is not the best cotton that grows the tallest, and cotton averaging from 3½ to 6 feet is usually the best; and to prevent cotton from growing too high, and to cause it to bole more fully, the planter often resorts to topping.

The construction of a hand gin, as I represented to you, will enable you to readily gin cotton enough through the winter evenings for your own family use; and at the cost of \$5, each family in the Territory having the seed cotton, could easily gin their own cotton; and with the aid of the big wheel and cotton cards they can make a better article of cotton yarn than they can buy.

I will say for the encouragement of many, that within my recollection, this mode was adopted from North Carolina to Louisiana. The first patent for a cotton gin of the kind now used, was granted about the year 1825, and it was many years before it found its way to the poorer class of cotton growers, although of such simple construction that many had gins already in operation similar to the one patented.

Fannington's spining jenny, that both gins and spins, would be both useful and profitable, until a manufactory shall be established.

To bag your cotton for transportation, in the absence of hemp, cotton bagging will make a good substitute; and in the absence of rope, hoop iron from your neighboring iron works. For a cotton press you can use a press like the late patented Pennsylvania chesse press. As yours will be chiefly a home market, these suggestions will doubtless be found practical for the present.

MR. ROBERT STEPHENSON, M.P., ON RAILWAYS.—On taking the chair for the first time since his election as president of the Institution of Civil Engineers, on the 8th instant, Mr. Stephenson delivered an address, in which he described British railways as spreading, like a net work, over Great Britain and Ireland to the extent of 8,054 miles; in length exceeding the ten chief rivers of Europe united, and comprising more than enough of single rails to make a belt of iron around the globe. The cost of these lines had been £286,000,000, or about one-third of the amount of the national debt.

Already, in two years, more than one-fourth of £286,000,000 had been spent in the war; and yet, how small were the advantages obtained by it in comparison with the results secured by railways. There were fifty miles of railway tunnels, eleven miles of viaduct in the vicinity

of the metropolis alone, 550,000,000 cubic yards of earthworks, the earth of which would form a pyramid a mile and a-half in height, on a base larger than St. James's Park.

Trains ran 80,000,000 miles annually, with a working stock of 5,000 engines and 150,000 vehicles. In a straight line, the engines would extend from London to Chatham, and the vehicles from London to Aberdeen. The railway companies employed 90,400 officers and servants; the engines consumed annually 2,000,000 tons of coals, so that in every minute of time four tons of coal flashed into twenty steam tons of water, an amount sufficient for the supply of the domestic and other wants of the town of Liverpool. The coal consumed was almost equal to the whole amount exported to foreign countries, and to one half of the annual consumption of London.

In 1854 the railways conveyed 111,000,000 of passengers, each traveling an average of twelve miles. The old coaches carried an average of ten passengers, and for the conveyance of 300,000 passengers a-day twelve miles each, there would have been required at least 10,000 coaches and 120,000 horses.

In 1854, railway receipts amounted to £20,215,000; and there was no instance where receipts had not been of continuous growth, even where portions of traffic had been abstracted by competition or new lines. The wear and tear was great. 20,000 tons of iron required to be replaced annually; 26,000,000 of sleepers annually perished; 300,000 trees were annually felled to make good the loss; and 300,000 trees could be grown on little less than 5,000 acres of forest land. The principle of a renewal fund, to meet these annual depreciations, was, he said, questionable.

After a certain period in the history of every railway, deterioration reached an annual average, and as that annual depreciation became a charge, as fixed and certain as the cost of the fuel, or the salaries of the officers, it should be admitted as an annual charge against receipts. —[Liverpool Albion, Jan. 28.]

STATISTICS.—The N. Y. Cour. and Enquirer contains some interesting statistics taken from a proof sheet of another volume, prepared under the direction of the Census bureau, showing the distance between some of the leading points of the United States by the nearest post roads. That a better judgment may be formed of the extent of the country, they are compared with nearly equi distant foreign cities:—[Ex.

AMERICAN CITIES.	Distance in m. les.
Pittsburgh to Boston	616
New York to Mobile	1,470
Philadelphia to Pensacola	1,443
Boston to Nashville	1,590
Albany to Richmond	506
New York to Charleston	790
New York to Cleveland (Ohio)	671
Boston to Galveston (Texas)	2,256
New York to Astoria (land route)	3,523
New York to Astoria (via Cape Horn)	17,500
N. Y. to Astoria (via Panama)	6,260
New York to San Diego, Cal. (land route)	3,732
Charleston to Hartford	900
New York to New Orleans	1,640
Falls of St. Anthony to mouth of Miss. river	2,200
Sources of Mississippi to mouth of Mississippi	2,986
Pittsburgh to New Orleans, via river	2,175

Nearly equidistant American and Foreign Cities.	Distance in m. les.
Paris to Vienna	625
Paris to St. Petersburg	1,510
St. Petersburg to Constantinople	1,450
London to Constantinople (land route)	1,490
Paris to Berlin	540
London to Vienna	760
Paris to Rome	700
Stockholm (Sweden) to Madrid*	2,160
London to Spain, Persia*	3,580
Liverpool to Canton (via Cape of Good Hope)	18,000
London to Delhi (Hindustan)*	6,337
New York to Bremen (across Atlantic)	3,800
London to Rome	910
London to Constantinople (by land)*	1,490
Stockholm (Sweden) to Tunis (Africa)*	2,200
St. Petersburg to Thebes (Egypt)*	2,800
St. Petersburg to Madrid*	2,100

The citizen of the United States arriving at New Orleans from New York has passed over a distance more than equal to that separating London from Constantinople, or Paris from St. Petersburg. If he has taken the land route to Astoria, his travel will be nearly as great as from New York to Bremen; if the water route, he will have made a voyage nearly equal to one from London to Canton.

The density of population is shown in the following table. Belgium and England are thus represented as the most populous countries in Europe:

Table exhibiting the Population and Number of inhabitants to the Square mile in various American and European Countries:

Countries.	Population.	Density.
United States	23,191,876	7.90
Canada	1,842,265	5.31
Mexico	7,760,919	7.37
Central America	2,049,950	10.07
Brazil	6,035,000	2.19
Peru	2,106,492	3.63
Russia in Europe	60,315,350	28.44
Austria	36,514,466	141.88
France	35,733,170	172.74
England	18,901,888	332.00
Great Britain and Ireland	27,475,271	225.19
Prussia	16,381,187	151.32
Spain	14,216,219	78.03
Turkey in Europe	15,500,000	73.60
Sweden and Norway	4,645,007	18.83
Belgium	4,426,202	388.60
Portugal	3,473,758	95.14
Holland	3,267,698	258.31
Denmark	2,296,597	101.92
Switzerland	2,392,740	160.05
Greece	998,266	55.70

* Estimated.

SUICIDE IN FRANCE.—There have been 300,000 suicides in France since 1800, and the number is increasing with appalling rapidity. There were in France, in 1843, 154 suicides more than in 1842, 206 more than in 1841, 268 more than in 1840, 273 more than in 1839, 434 more than in 1838, 577 more than in 1837, 680 more than in 1836, 715 more than in 1835, 942 more than in 1834—that is to say, there has been an increase of about 33½ per cent. in ten years, without any relation to the increase of

population, and the total number from 1843 to 1853 will present a still more rapid increase.

Suicide is more common among men than among women; three times more common in Paris than in the provinces; rare among children, it is now spreading among them; it occurs more frequently in old age than at any other period of life; bachelors and widowers are most given to suicide; out of 4,595 suicides, 282 are attributed to poverty, 697 were committed by persons of large fortune, 2,000 were committed by persons who worked for their livelihood, and the others by persons more or less poor. Suicides increase most rapidly, and are most common in the best educated departments; the number of suicides, crimes and insanity augment invariably from January to July, and decrease progressively from August to December; they are more common on the first and second days of the month than at any other period; the number of suicides increases in the departments in the ratio of their vicinity to Paris; charcoal is the favorite means of death. Out of 4,595 cases 1,426 were committed by this means, 989 sought death by drowning, 796 by hanging; 578 by firearms, 424 by leaping from windows, &c., 207 by daggers, 158 by poison, 16 by throwing themselves under locomotives, &c., and 1 by starvation.—[Paris Letter.]

THE BEGINNING OF VEGETATION.—On old walls and damp palings, or in glasses in which we have left soft water standing for several days in summer, we find often a delicate, bright green, and almost velvety coat—this is the first beginning of all vegetation.

What we see is a number of small round cells, and one of these delicate cells, a little globe as large as the thousandth part of an inch, is the beginning of every plant in creation. These cells are the living stones of which this great temple of nature is built. Each minute cell, moreover, is an independant plant, vegetating as a living organism, and having a life of its own.

There are whole races of plants, like the algae and the common mould forming on decaying matter, which consist each only of a single cell, although in varied and often most elegant forms, with a brilliant display of bright color. The first germ of a plant, then, has already a life—for it feeds, works, and produces. It takes all its nutriment from without. How, we know not, for although plants have no table hanging at their gates with a surly No Admittance; although they work, on the contrary, before every body's eyes, unfortunately, human eyes are not strong enough to discern the mysterious process that is going on in their minute chambers.

Even armed with the most powerful microscope, we cannot penetrate the mystery, and know not yet by what incomprehensible instinct these diminutive cells, all unaided, pick up and select their food, and arrange the new material so as to present us, at last, with a perfect double of the graceful palm, the queenly Victoria or the gigantic Baobab. It heightens the wonder that all this power lies in a seed minute enough to be invisible to the naked eye, and to be wafted about by a breath of air.—[De Vere's Leaves from the Book of Nature.]

MONSTER HOTEL IN LONDON.—The large profits promised to the shareholders of the recently built Hotel de Louvre, in Paris, have induced a number of the bankers and monied men in London to form a society for the construction of an hotel in Trafalgar Square—the most central and desirable situation for such an establishment in the city—of colossal dimensions and the greatest magnificence.

The estimated expense of the undertaking is a million sterling; of which £400,000 are to be expended in the purchase of the site and the demolition of the small houses at present occupying it. £400,000 for the erection of the building, and the remaining £200,000 to be laid out in the decoration and furniture of this palatial structure.

It is stated that the internal arrangements of the hotel, and the mode of management, are to be on the same plan as those of the large hotels in New York and our other principal cities; and, what is still more desirable, the price of board and lodging is to be on a similar scale to that adopted on this side of the Atlantic, namely, from \$2.50 to \$4 per day; a sum which would hardly pay for a very scanty luncheon at a fashionable London hotel, according to the present system.

All those who have visited London must have experienced the want of good and comfortable accommodation on anything like reasonable terms.—[Ex.]

SLAVE TRADE IN CHINA.—The Friend of China says:

Very few coasting vessels ever leave Shanghai or Ningpo without an assorted lot of boys, thrown in to make up the cargo. The traffic in girls is still more general, in consequence of the prevalence of infanticide, which countenances the murder of female infants as soon as they are born.

We hear of 100 girls ready for shipment at one place for the cigar factory at Manila, and an order for 2000 girls for Cuba has lately been received. Boys can be sold at a profit for \$3 to \$3.75, and girls as low as a shilling to twenty-five cents.

CORN HUSKS.—We heard a good deal of prophetic talk last fall, about thin corn-husks and an open winter. It may have been true that the corn husks were thin,—and it may be that being so, is an unerring sign of an open winter, and it may be, also, that the winter, thus far, has been open(?) Guess upon the whole, that it has. We therefore embrace this early opportunity, to express our decided preference for thick husks, these open winters let too much cold in.—[Logan Gazette.]