

THE following copy of a letter from Asael Smith, grandfather of Joseph Smith, first President of the Church of Jesus Christ of Latter-day Saints, written seventy-six years ago, will be acceptable to our readers, especially to the relatives and friends of the writer, and interesting as a memento to the family and as a historical document to the public:

"TUNBRIDGE, Jan. 14th, 1796.

"Respected Sir.—Having a favorable opportunity, altho' on very short notice, I with joy and gratitude embrace it, returning herewith my most hearty thanks for your respect shown in your favor of the 30th of November, by Mr. Willes, which I view as a singular specimen of friendship, which has very little been practised by any of my friends in Topsfield, altho' often requested.

"My family are all, through the goodness of the Divine Benediction, in a tolerable good state of health, and desire to be remembered to you and to all inquiring friends.

"I have set me up a new house since Mr. Willes was here, and expect to remove into it next spring, and to begin again on an entire new farm, and my son Joseph will live on the old farm (if this that has been but four years occupied can be called old), and carry it on at the halves, which half I hope will nearly furnish my family with food, whilst I with my four youngest sons shall endeavor to bring to another farm, etc.

"As to news, I have nothing, as I know of, worth noticing, except that grain has taken a sudden rise amongst us, about one-third.

"As to the Jacobin party, they are not very numerous here, or if they are they are pretty still; there are some in this State, viz, in Bennington, who, like other children crying for a rattle, have blared out against their rulers, in hopes to wrest from them, if possible, what they esteem the plaything of power and trust. But they have been pretty well whipt and have become tolerably quiet again, and I am in hopes, if they live to arrive to the years of discretion, when the empire of reason shall take place, that they will then become good members of society, notwithstanding their noisy, vicious behavior in their childhood, for which they were neither capable of hearing or giving any reason.

"For my part, I am so willing to trust the government of the world in the hands of the Supreme Ruler of universal nature, that I do not at present wish to try to wrest it out of his hands, and I have so much confidence in his abilities to teach our Senators wisdom, that I do not think it worth while for me to interpose, from the little stock of knowledge that he has favored me with, in the affair, either one way or the other. He has conducted us through a glorious revolution and has brought us into the promised land of peace and liberty, and I believe that he is about to bring all the world into the same beatitude in his own time and way; which, altho' his ways may appear never so inconsistent to our blind reason, yet may be perfectly consistent with his designs. And I believe that the stone is now cut out of the mountain without hands, spoken of by Daniel, and has smitten the image upon his feet, by which the iron, the clay, the brass, the silver and the gold, (viz.,) all the monarchical and ecclesiastical tyranny will be broken to pieces and become as the chaff of the summer thrashing floor, the wind shall carry them all away, that there shall be no place found for them.

"Give my best regards to your parents and tell them that I have taken up with the Eleventh commandment, that the negro taught to the minister, which was thus—

"The minister asked the negro how many commandments there were, his answer was, 'Eleben, sir.' 'Aye,' replied the other, 'what is the Eleventh?' 'That is one I never heard of.' 'The Eleventh commandment, sir, is mind your own business.'

"So I choose to do, and give myself but little concern about what passes in the political world.

"Give my best regards to Dr. Meriam, Mr. Willes, Joseph Dorman, and Mr. Cree, and tell Mr. Cree I thank him for his respects and hope he will accept of mine. Write to me as often and as large as you can and oblige your sincere friend and well wisher,

"(Signed) ASAEI SMITH.

"MR. JACOB TOWN, JUN."

The following appears on the back of the first page of the letter, being evidently of the nature of a postscript—

"Give my hearty thanks to Mr. Charles Rogers for his respect shown in writing me a few lines, and tell him that I should have wrote to him now had I had time, but now waive it for the present, as I have considerable part of what I intended to a writ to you.

"If I should live and do well, I expect to come to Topsfield myself next winter, which, if I do, I shall come and pay you a visit. Farewell.

"Tell Mr. Joseph Cree that if he will come here and set up his trade, I will warrant him as much work as he can do, and good pay."

On the margin of the second page of the letter appears the following—

I expect my son Joseph will be married in a few days."

On the outside of the letter, besides the superscription, "Mr. Jacob Town, Topsfield, Commonwealth of Massachusetts," is this, "Rec'd. Feb. 14, 1796, from Asael Smith." From which it appears that the letter was one month on the journey from Tunbridge, Vt., to Topsfield, a distance of 150 miles, and was probably carried by private conveyance.

The letter amounts almost to a prophecy, and manifests the strong faith of the writer in the stability and permanence of the then new government of the United States, under the overruling hand of the Almighty.

We are indebted to President Geo. A. Smith for this copy, he having obtained it, on his recent visit in the East, from a son of Mr. Jacob Town, now the Town Clerk of Topsfield, who wished to retain the original copy.

THE telegraphic dispatches have stated that the New York Standard was temporarily suspended. The paper itself says its circulation varied from 12,000 to 30,000. It was a Republican and Administration paper. This is a bad time for an Administration paper to succumb, just as the grand political campaign is really beginning in earnest. The Standard gives the reasons for its suspension—

When the Standard was started, only one-third of its stock subscription was paid in. After the first year the paper was an immense success; but its first instalment being spent, after that it relied, not upon capital, but upon restrained and almost superhuman labor. The stockholders, seeing that the paper has been getting along moderately, have committed the financial suicide of not coming forward with the remaining two-thirds of their subscription money. The present editor and publisher, therefore, deems it prudent and sensible to make a temporary suspension of the publication of the paper from this date until further notice.

The Standard was an ably edited paper, and we shall miss it from our table.

AUSTRALIA is going through another gold fever. A Sydney letter to the London Times says gold, tin or copper is being turned up every where. Prospects of new and jaw-breakingly named mining companies crowd out general intelligence from the papers, or oblige the proprietors to issue extra sheets. New companies appear every morning, and sharebrokers rapidly increase. Money is so plentiful that it can be borrowed for 3½ per cent., and capitalists, hitherto preferring any other investment, are forced to stimulate mining industry, and cautious people invest in many ventures in order that by all means they may win something handsome. During the first quarter of this year the gold yield was 90,691 ounces, a great increase over previous yields. It is supposed that the three remaining quarters will exceed that ratio. An importation of skilled miners is required, but of pretenders and bunglers there is already an abundance. Of the situation and the prospects the Sydney Herald says—

The No. 1 South Nil Desperandum claim, in the Tenterfield district, has, during the past few days yielded some very rich stone—a piece weighing about 50 ounces was supposed to contain fully 30 ounces of gold, the precious metal being about an inch thick, and running right through the stone. The party from whose claim the above specimen was obtained have some 300 tons of rich stone to crush. At Solferino a large area of new ground has been taken up, and there are now some 250 or 300 people on the field, and the number is daily increasing. To show the

auriferous wealth of this locality it may be mentioned that a short time ago some twelve tons of specimens yielded about 300 ounces. Some excitement was caused a few days ago by the discovery of a new reef; it was found near the surface, and some splendid specimens have been obtained from it. Of course there was a rush to the place, and a number of claims were at once marked out. At the Perseverance Reef, in the Clarence district, some stone has been struck in a shaft that was being sunk which is said to be so rich that shares placed in the Sydney market for sale were withdrawn. The last stone taken out of the claim will yield, it is reported, more than an ounce of gold to the pound of quartz. Another splendid reef has since been discovered in the same neighborhood. Some little excitement has been caused at Tumut, in the south, by a report of further discoveries. For some little time past prospecting has been going on at a reef which had been deserted for several months. Some extraordinarily rich stone has at last been struck. Simultaneously with this discovery another rich vein has been unearthed in the same locality. These valuable discoveries have given an impetus to mining operations in this district. The last crushing at one of the claims on this field yielded about eighteen ounces to the ton. A company has recently been formed to work the celebrated Phoenix claim at Wentworth. Extraordinary rich yields of gold were formerly obtained from this field, and there is every prospect of success before the new company."

A MECHANICAL TRIUMPH.

AN INVENTION WHICH DOES AWAY WITH THE "DEAD POINT" IN THE CRANK.

Thomas Morton, a member of the senior class of Racine College and a resident of Racine, has invented an improvement upon the crank, which is deemed by many practical engineers and scientific men likely to prove one of the most valuable and greatest inventions of the age.

Persons familiar with machinery are aware that there are two dead points in the crank, where all the power is lost; a balance-wheel is necessary to carry the machinery beyond these points; the balance-wheel is not able of itself to generate any force, so that double the power is required, one-half to turn the machinery while the crank is working, and the other half to give sufficient momentum to the balance-wheel to carry the machinery beyond the points where the cranks cannot act.

Mr. Morton's improvement does away with the dead points entirely, and keeps the power continually upon the long lever, or, as the engineers call it, the half-centre, thus very nearly doubling the power, and so saving a great amount of fuel in engines. It can readily be applied to all kinds of crank machinery, engines, lathes, sewing-machines, etc.

Mr. Morton went in person to Washington and procured a patent. He said the men in the Patent Office pronounced his invention wholly new from anything they had ever seen; also the engineers at the Capitol building gave as their opinion that it was a very excellent improvement, and a perfect success.

Not one has given a reason why it will not work, and the only argument raised against it is that it has been labored at ever since steam engines were first invented, many men have spent their fortunes and lives in searching after it, and people cannot believe that Mr. Morton, being young, and not a practical mechanic, has really found the secret.

The simplicity of the invention is almost ridiculous, and makes one laugh and wonder why it was never thought of before. It consists of a ratchet wheel which takes the place of the crank, over this ratchet wheel runs a frame, in the two sides of which are movable cogs or pawls, when the connecting rod drives the frame out the cogs on one side act upon the teeth of the wheel and carry it half way round, while, at the same time the cogs on the opposite side, working in a contrary direction, when touched by the teeth of the wheel are thrown out of the way, and the instant they scrape the teeth of the wheel they adjust themselves by their own weight or by means of springs, and so are ready to carry the wheel the remaining half revolution when the connecting rod is drawn in; thus a revolution is obtained

with every stroke of the piston, and no time is lost.

Mr. Morton got up the invention and demonstrated it in two days, and declares that he never thought of it before in his life; in fact he never knew that there was anything wanting in the crank. His surprise can only be imagined when he found that his simple little idea had opened a prospect for fame and wealth.—*Racine, Wis., Argus.*

Communication Between England and France.

At the recent meeting of the English Mechanics Scientific and Mechanical Society of Manchester, the vice president, Mr. A. Tolhausen, read a paper "On the proposed Channel Transits," in the course of which he briefly described the eight different schemes brought before the public to improve international communication. One plan, the crudest of them all, was to stretch a wire across the Channel, upon which cars were to slide to and fro; another proposal, equally as ridiculous, was to sink islands at easy distances, and to bridge them over with girders; a project, which is now prominently before the public, proposes to drive a tunnel under the Channel bed, and a company has already been formed, with its first object to make a short driftway under the sea in order to ascertain whether a tunnel of sufficient dimensions can be made through the lower chalk which connects the two countries underneath the Channel. The engineers of this undertaking, Mr. Hawkshaw, Mr. Brunles, M. Thome de Gamond and Mrs. William Low, from some experiment made recently, conclude that this can be done comparatively easy. The capital of the present company, £30,000, has been privately subscribed for the experiment, and, if successful, the interests of the present company will be transferred to a larger one. The interest on capital expended on this project was estimated at £2,000 per day, and the working expenses of the twenty-six miles of railway would at least be £300 per diem. Another plan of bridging the straits was to fix strong piers of iron and concrete, and then to connect them. The plan of M. Mattier, exhibited in the French annex of the International Exhibition, suggests the construction of a series of large based conical piles, each resting on a rubble bed, and sixteen large artificial stone blocks, 33 yds. x 5 yds. x 4½ yds. thick each, which are to be floated over and then sunk upon the rubble, leaving the interstices to be filled with rubble, so that the whole would form a solid circular base, 335 ft. at the base and 325 in height, the submerged part consisting of a sheet-iron structure, somewhat resembling a gasometer. Each of these monoliths contains 250,000 cubic metres, and weighs 600,000 tons, and the spaces would be spanned by tubular bridges 550 yds. long. The bridge itself consists of a tube 33ft in diameter, constructed of rivetted wrought iron plates 2 in. thick, and braced with tubular work, the whole length being made in two pieces. M. Mattier intends this monstrous bridge both for steam and ordinary traffic, and estimates the whole at £12,000,000. Coming to ferry schemes, we find the foremost to be the well known proposal of Mr. John Fowler, involving the construction of large steamers to carry the whole trains across the straits, and land them safely at the opposite shore. The advantages claimed for this scheme were increased speed and comfort, and safe transfer of freight.—*Iron Age.*

DECEASED.

In Montpellier, I. T., July 2nd, BETSY HUFF, daughter of Jonathan and Charlotte Adams, aged 73 years, 9 months, and 13 days.

Deceased was a member in the Church of Jesus Christ of Latter-day Saints, in full faith and fellowship. She bore fourteen children, spent all her time for the interest of the same and in teaching them to do right, went to rest after a severe illness of about ten hours, quite calm and easy, finishing her days with a glorious hope and promise to come forth in the morning of the first resurrection.—[COM.]

In Provo City, U. T., June 25th, HARRIET VIRGINIA, wife of W. H. Dusenberry, in her 28th year. She leaves a husband, three small children and numerous friends to mourn the loss of her society who are only soothed and sustained by an unfaltering confidence in the restoring agency of the gospel.

Deceased was born in the covenant, and her whole life was characterized as a faithful daughter, wife, mother, and saint.—[COM.]