

THE DESERET NEWS.

ALBERT CARRINGTON, EDITOR.

GREAT SALT LAKE CITY, WEDNESDAY, NOV. 4.

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

THE CALIFORNIA MAIL arrived at 10 p.m. of the 2d inst., bringing the Western Standard to Sep. 18, the Sacramento Weekly Union to Sep. 26, the N. Y. Herald to Sep. 5, full packages from our friend J. W. Sullivan of the 'News Depot,' San Francisco, and, for a wonder, some dozen exchange papers. The California news is unimportant. As this mail has at last brought eastern dates later than those furnished from the frontiers, room has been given to a liberal selection from the latest papers, which will be found under the head 'News.'

FROM CARSON VALLEY.—The company from Carson began to arrive on the 1st inst., and will probably all be in by the 3d. This company, with a few exceptions, embraces all who were sent on missions to that region, also several from Oregon and California. It is reported that the gentiles were mad when the 'Mormons' settled in Carson, and madder still when they left, proving the truth of the saying that 'the wicked are like a troubled sea, casting up mire and dirt.' But as they are not pleased with themselves, how can it be expected that they should be with anybody else? With them it is, 'life and salvation to do everything to serve the devil, but death and destruction for the Latter Day Saints to serve the Lord.'

Elder Henry P. Richards arrived with this company, from his late mission to the Sandwich Islands.

THE FINEST APPLE we have seen in this Territory was lately shown us by Gov. Young, and had it been exhibited at the Fair would readily have entitled him to the first premium on apples. It has the appearance of a Rhode Island Greening, and measures 11½ inches around its shortest diameter. Last season's fruit from the same tree kept sound until the following February, and is said to possess the Greening flavor as well as appearance. Whether a true Greening or not, it is a very choice kind to bud from.

NEWS.

KANSAS.

WASHINGTON, Aug. 31.

The Cabinet held special meetings to-day relative to Kansas affairs. Additional troops have this day been ordered from different parts of the country to proceed immediately to Kansas. They are intended to replace those ordered to Utah, and will be despatched in order to enforce the laws and preserve the peace. Among the troops ordered are three companies from Fort Monroe; two companies from Fort McHenry, Baltimore; three companies from Fort Snelling, Minnesota; and two or three companies from Baton Rouge, Louisiana. It is probable that additional troops will be ordered from Florida. Col. Sumner's command, now returning from the expedition against the Cheyenne Indians, is also ordered to Kansas.

WASHINGTON, Sep. 2.

The War Department to-day sent out orders to the following troops to put themselves en route for Kansas:—Ten companies of the 1st Cavalry, under command of Colonel Sumner and Lieutenant Colonel Johnson; seven companies of the 6th Infantry, under the same command; ten companies of the 4th Artillery, from Florida; two companies of the 2d Artillery, from Fort Monroe; two companies of the 2d Artillery, from Fort Snelling; one Light Battery company from Fort McHenry; which, if the average strength of the companies be sixty, will give a force of upwards of two thousand men. General Harney will remain in command of Kansas. Colonel Albert S. Johnston, late from Texas, has been assigned to the command of troops to Utah.

WASHINGTON, Sept. 2.

The War Department has issued an order to the following effect:

It being deemed inadvisable to detach Brevet Brigadier General Harney from service in Kansas, Col. A. S. Johnston, of the Second Cavalry, is assigned to the command of the Utah expedition, and will proceed to join the same without delay.

As Col. Sumner of the First Cavalry may be daily expected with his column of horse and foot, General Harney will, in anticipation, despatch six companies of the Second Dragoons to escort the civil officers to Utah on their mission, and remain attached to the command of Colonel Johnston. The companies so detached will, if possible, be carried to at least sixty privates each, by transfers from the remaining companies.

The staff department will supply all the wants of those dragoons as well as the wants of other portions of the Utah expedition that may be remaining behind.

Brevet Major Porter, Assistant Adjutant General, will promptly report himself for duty to Colonel Johnston before the latter shall pass Fort Leavenworth.

WAR THREATENED.—The Tribune says that Kansas is to be placed under martial law, from which we may infer there will be more blood letting. We know very well that our Seward agitators are doing their best to stir up another border war in Kansas.—[N. Y. Herald, Sep. 5.]

TEXAS.

WASHINGTON, Sept. 4, 1857.

The Texan papers abound with statements of Indian outrages. The Indians appeared in the vicinity of San Antonio, and Captain Whiting, of the Second Cavalry, who went in pursuit, recaptured all the horses and mules taken from the San Diego mail train.

Captain Pope's party had arrived at Fort Clarke, all well. The Indians were very troublesome along the route; but were defeated in two engagements near Fort Lancaster, when a sergeant of the 8th Infantry was killed. The Indians were mounted and armed with Sharpe's and Colt's rifles.

A thousand head of cattle had died of starvation on the island of Galveston.

[From the Chicago Press, August 25.]

TERRIFIC HURRICANE IN WISCONSIN.

Yesterday morning the Press contained a telegraphic despatch informing our readers of a terrific hurricane that had passed over a portion of Wisconsin on Friday night last. The Milwaukee papers of yesterday contain further particulars of it.

THE STORM AT WOODLAND.

At Woodland, on the La Crosse Railroad, the station-house was blown down, curs blown from the track, and others set in motion. The station master, Mr. Fox, while endeavoring to stop one train of freight cars set in motion by the wind, was run over and killed. At the time the building was blown down there were some ten persons within, seven of whom were more or less injured; and two or three, our informant states, so severely that fears are entertained they will not recover. A store near the depot was blown down and a man severely injured.

The telegraph office was in the freight depot, which was all blown down, leaving nothing but the platform. The instruments were taken off, severed from the wires, and carried a distance of forty feet. The operator, whose name our informant did not know, was severely injured.

A Frenchman was taken up by the whirlwind and carried a distance of one hundred feet, and only saved from destruction by being cast against the stump of a tree. When the eating house was taken up, three women were inside washing dishes. The house was lifted over their heads, and strange to say, they were not injured in the least. The Post office was in the south side of the depot, and the following morning letters and papers were found a distance of two miles off. The tavern was nearly demolished. It was a large sized building, and when the wind struck, the upper story was taken off and the brick of the chimneys came tumbling down. It was in this building that most of the injured ones received their wounds.

Woodland is laid level with the dust, the only thing standing being the railroad water tank and one log hut.

AT COLUMBUS.

At Columbus, on the Watertown road, the hurricane was scarcely less fearful. Everything was prostrated. One man was killed—a Mr. Clark—his house being demolished over his head. Fearful that a more than ordinary storm was coming, he sent his family into the cellar, and while attempting to secure the doors and windows the storm struck, and in an instant the house fell upon them. Mr. Clark was killed almost instantly, and his wife was injured so severely that no hopes are entertained of her recovery. Several others in the town were more or less injured.

LATER.

The Milwaukee American says: Items of destruction still reach us as we go to press. A gentleman from Saukville, in this State, informs us that in that vicinity the whirlwind was no less destructive than at Woodland. Houses were blown down and trees uprooted.

For miles and miles the whirlwind made its wake, laying everything before it. We are fearful that the damage to the southern portion of Wisconsin is of great amount. Fields of corn and stacks of wheat were torn up and scattered. Several persons were slightly injured, but none severely that our informant heard of.

AT PORT WASHINGTON.

From a gentlemen who arrived in this city this morning from Port Washington, we learn that at that place a large number of houses were unroofed, buildings blown down and trees torn up. No lives however were lost.

CAMELS.

WASHINGTON, Sep. 4.

An interesting report, which I send by mail, has been received by the War Department from Mr. Beale, Superintendent of the wagon road expedition from Fort Defiance. The camel experiment is pronounced successful. These animals carried seven hundred pounds burthen, principally provender for mules, and were much less jaded than the mules. They eat but little except bushes, preferring them to grass. Mr. B. conceives it easier to manage a train of twenty camels than one of five mules. Their temper, tractability, capacity for bearing burthens, and going without water, while they live on food upon which other animals would starve, render them valuable for transportation on the prairies. Every unshod animal reached El Paso lame but the camels, not one of which even exhibited fatigue.

COLORADO.

WASHINGTON, Sep. 3.

The following persons have received appointments in the scientific party attached to the expedition under the command of Lieutenant Ives, for the exploration of the Colorado river:—Dr. J. S. Newberry, of Ohio, physician and geologist; H. B. Molhausen, of Prussia, naturalist; F. W. Egloffstein, of the District of Columbia, artist and topographer; Paul H. Taylor, of Richmond, and Charles Booker, of Hampton, Va., Assistant Surveyors.

THE ATLANTIC CABLE, &c.

WASHINGTON, Aug. 31, 1857.

The following interesting despatch from Capt. Hudson, of the steam frigate Niagara, has been received by the Navy Department:—

UNITED STATES STEAM FRIGATE NIAGARA,)
PLYMOUTH, England, Aug. 14, 1857 }

SIR—I have the honor as well as the mortification to report the arrival of the Niagara, at this port, after having run out three hundred and thirty-four miles of the telegraphic cable, some portion of it in a depth of over two thousand and fifty fathoms, or more than two and a quarter miles, when it was broken by too much pressure on the brake attached to the machinery for paying it out. I have every reason to believe, from what we have thus far experienced in wire laying, that under ordinary circumstances of weather, and machinery adapted to the purpose—for such as we have on board requires altering and improving—the cable may be laid in safety on the track marked out over the Atlantic ocean.

At the time the cable parted—August 11, 3:45 a.m.—the ship was going along four knots, and had been running at the rate of from three to four knots through the night, with some motion from a moderate head sea, and the Company's chief engineer and men attending their brakes to lessen the expenditure of cable, until they finally carried it away, which made all hands of us through the day like a household family which had lost their dearest friend, for officers and men had become deeply interested in the success of the enterprise.

Mr. Field left the ship soon after the accident occurred in H. B. M. steam brig Cyclops, for Valentia Bay, Ireland, requesting that the Niagara, Susquehanna and Agamemnon should proceed to this place, after making certain experiments with the wire and machinery in deep water. The Leopard proceeded at once to Spithead.

Whether the company intend to supply additional cable and try it again this season, or defer it until next season, I am as yet unadvised. If the latter, the wire will have to be taken out of the ship and re-tarred, to save it from the effects of rust. I presume a few days will solve their present difficulties as to further action; and if the effort is not to be renewed at this late season of the year, I shall require further instructions to govern my future proceedings with this ship.—Your obedient servant.

WM. L. HUDSON, Captain.

Hon. I. TOUCHEY, Secretary of the Navy.

Capt. Hudson also sends letters from Mr. Bright, engineer of the directors, speaking in the highest terms of Capt. Hudson and all on board, and concludes by saying, 'I feel it my duty, before leaving the Niagara, to state that I do not consider the fracture of the cable to be in the least degree attached to any one connected with the ship. On the contrary, I must take this opportunity of expressing, on the part of the Company, the great obligation we are under to the officers and yourself and men; and I will esteem it a favor if you will thank them on my behalf for the never failing zeal and attention which have so universally been displayed in our cause.'

There were buyers in London on the 21st ult. of the £1,000 shares of the Atlantic Telegraph Company at £200 discount. It appears that the company are now considering whether they shall renew the attempt in October, which is often a quiet month on the Atlantic, or wait till next July, and meanwhile accept one of the two offers which are understood to have been made for the purchase of the cable with a view to its being applied to a communication with India.

A trial of speed was also made on their returning to England, between the Agamemnon and the United States frigates Niagara and Susquehanna. The Niagara with a lease passed the Agamemnon, showing that her speed was superior, which was exceedingly gratifying to our people.

We have been permitted to see an extract of a letter received at the Navy Department, dated August 13, from which it appears that, on returning to England, a trial of speed took place between H. B. M. ship the Agamemnon and the United States steam frigates Niagara and Susquehanna. The Niagara soon evinced her superior speed. This circumstance is very gratifying, as the Agamemnon is said to be the 'crack' vessel of the English navy, easily making 11 or 12 knots per hour. The circumstances attending the race are as follows, described in the letter above mentioned:—

We had something of a race to-day, and a good deal of excitement for awhile. The Agamemnon and Niagara have each large fenders or yards over their propellers. The former has a load of about 1,500 tons, and we now about 1,150, both load and guard not much of an assistance in a race, and besides I was little afraid of the Agamemnon, as every one declares in England that she can steam eleven and twenty knots easy, and I thought certainly the Susquehanna would lead us bodily. In this trim we are. So, with all these reasons, I managed to keep a little back than otherwise. This morning at nine the Susquehanna was about two miles ahead, and we were just abreast of the Agamemnon. Captain Sands signaled 'I am going to Plymouth,' as much as to say I can't wait for such slow coaches.

I asked Captain Hudson to let us try and go to Plymouth also.

Each ship's smokepipes told the story of hard firing at once. The sea was smooth and the wind light after us—smoke just up and down when at full speed. At 5 p.m. the relative positions were nearly as follows:—The Agamemnon was more than hull down astern. We could just see her smoke, and the Susquehanna was seven or eight miles astern. As Captain Hudson wanted to keep company with the Agamemnon, we stopped and waited for her.

The Niagara's speed was twelve knots in the contest.

PRUSSIA.

A Berlin despatch states that great anxiety was felt at the continuous fires that were taking place throughout Prussia, believed to be the result of an incendiary spirit, although it was thought they might have been caused by the heat of the sun's rays. In the town of Bojanudd, in the province of Posen, 350 out of 420 houses were burnt down, rendering 2,000 persons entirely houseless.

RUSSIA AND CIRCASSIA.

The Russians were stated to have been defeated on the banks of the Kuban; they lost 6 guns and 64 pack horses. It is said that Schamyl, with 25,000 Circassians, had also defeated the Russian army, which attempted to dislodge him from the banks of a river commanding some passes. After a battle which lasted ten hours the Russians were driven across the river. Several fortified places, built by the Russians at great cost for the maintenance of their communications, fell into Schamyl's hands.

INDIA.

The advices from India, received by the Vanderbilt on Wednesday, are fifteen days later than our previous advices, but are very meagre in their details. Delhi still remained in possession of the rebels, and the mutinies reported by the last mail are confirmed. General Havelock had beaten the insurgents thrice in the field between Allahabad and Cawnpore, and was following them in their retreat.

The most important point in the despatch as it has reached us, is, that General Bernard, the Commander-in-Chief, who had succeeded General Anson, had also died of dysentery before Delhi, and Sir Henry Lawrence had died of his wounds before Lucknow.

It is a pleasing fact that no disturbances have occurred in either of the other two Presidencies, and that the mutiny in Bengal is not announced as assuming any more effective organization. The reinforcements will soon begin to reach Calcutta, and if no reverse of moment occurs for a few weeks to the English troops now holding the rebels in check, the tide of affairs will take a favorable turn.

Sir Colin Campbell, however, will not arrive a moment too soon to revive the drooping spirits of the English in India.—[N. Y. Herald, Sep. 5.]

Table

CONTAINING A SUMMARY OF METEOROLOGICAL OBSERVATIONS FOR THE MONTH ENDING OCT., 1857, G. S. L. CITY.

BY H. E. PHELPS.

MONTHLY MEAN.		BAROMETER.		
6 a.m.		9 a.m.	3 p.m.	9 p.m.
25.800		25.800	25.850	25.750
Monthly Mean.		Thermometer attached.		
6 a.m.		9 a.m.	3 p.m.	9 p.m.
52		59	66	56
Monthly Mean.		Thermometer detached.		
6 a.m.		9 a.m.	3 p.m.	9 p.m.
43		56	64	53
Monthly Mean.		Wet Bulb.		
6 a.m.				3 p.m.
45				50
Highest and lowest range of Barometer during the month.		Highest and lowest range of thermometer during the month.		
Max. 26.030 Min. 25.400		Max. 86 deg. Min. 28 deg.		
Rain water measured 1.1 inch.				

A JOURNAL FOR OCTOBER, 1857.

- 1—Very warm, clear and pleasant.
- 2—“ “ “
- 3—“ “ “ Indian summer,
- 4—“ “ “
- 5—“ “ “
- 6—A.m. clear, p.m. hazy.
- 7—Light rain all night of the 6th; to-day cloudy.
- 8—Heavy rain at 7 a.m.
- 9—Partially clear.
- 10—“ “ “
- 11—Rained in the valley and snowed on the mountains.
- 12—Partially clear.
- 13—Clear and pleasant.
- 14—“ “ “
- 15—“ “ “ frosty nights,
- 16—Partially clear.
- 17—Clear and pleasant.
- 18—Cloudy and chilly.
- 19—“ “ “
- 20—Variable.
- 21—6 a.m. thin ice; clear.
- 22—Clear and pleasant.
- 23—“ “ “
- 24—Partially clear.
- 25—“ “ “
- 26—Variable.
- 27—Partially clear.
- 28—“ “ “
- 29—Hazy.
- 30—Clear and pleasant.
- 31—“ “ “