THE EVENING NEWS.

Tuesday, - - November 30, 1869.

Correspondence.

For the DESERET NEWS.

LOCOMOTIVES.

Now that railroads are fairly begun in this Territory and the necessity for their more extended use generally admitted, it may be as well to take into consideration the character of the locomotives to be used on them, in accordance with the nature of the traffic to be accommodated.

It is not necessary or even advisable to use the thirty or forty ton engines in common use on trunk lines, as, where the traffic is light, a lighter engine costs less at first, less in running, and is above all, easier on the track; so that the cost of maintaining the permanent way is very much reduced.

Many of our settlements are, or will be within a short distance of our main lines of road, and will probably construct branch lines connecting therewith, which, by the use of engines adapted to the amount of their traffic, may be made to pay a reasonable dividend, while otherwise they would not.

Several years ago (1848) this subject was agitated in England by Mr. Bridges Adams, who constructed several composite carriages with engines attached, and Mr. England, who built several light locomotives for branch traffic, resulting in all cases in an increase of dividends on the lines using them.

In America also, on the Boston and Providence and the Cumberland Valley railroads, very light engines have been worked since 1850, with considerable success, until the increased traffic rendered larger engines necessary.

Probably the smallest locomotive yet worked is the "Tiny," employed in the Crewe works of the London and North Western Railway. This runs on a track one quarter of a mile long, eighteen inches guage, with curves of fifteen feet radius, and connecting the various points of the works. The cylinders are 4½ in. by 6 in., with four 15 in. coupled wheels. The engine over all is 7 ft. and 7 in. long, by 2 ft. 6 in. wide and weighs, in working order, two and a half tons. Loads of 12 to 15 tons are easily taken.

Near Wigan is a railway of 2 ft. guage and one mile long, with grades of 1 in 37 to 1 in 70, and curves of 27 ft. radius, with a tunnel 6 ft. 6. in. high. Engines weighing 3 ton 12 cwt. are used, which have hauled 15 tons up the steepest part of the line.

Several engines have been made for the Willenhall furnace line, of 2 ft. 6 in. guage with inclines of 1 in 30, these weigh 8 tons each and regularly draw 30 tons at 5 miles per hour up the grades.

The Neath Abbey engine, in the International Exhibition (Paris), was for a 2ft. 8 in. guage, and weighed 6 tons 17 cwt., with 8 in. x 16in. cylinders.

The "Adams Express," on the Eastern Counties Railway, weighed but 23 cwt., was not used for trains, and ascended the Lickey incline of 1 in 37, burning but 3½ pounds of coke per mile when carrying the engineers on their journeys of inspection. This had cylinders of 3½ in. x 6 in.

The Steam Carriage "Enfield," weighing 15 tons, carried 84 passengers, and occasionally hauled another carriage with 116 passengers at 37 miles per hour, the running consumption of coke without the extra carriage being 6 lbs. per mile, while the ordinary engines doing the same duty used from 20 to 35 lbs. per mile.

Messrs. Smith and Porter, of Pittsburg, Pa., make the building of light locomotives a speciality, and it has been proved by the best of all tests, actual use, that a locomotive may be so constructed as to conform in shape to the peculiarities of the road bed or tunnel, and yet lose none of its steaming qualities or power of traction. The Black Dwarf, a locomotive built by this firm for Johnstown, is 4 ft. 11 in. from the rail to the top of the stack, guage 3 ft., length 13 ft. 6 in., and is easily run around a street corner.

These large engines are in use in several States; hauling ore to the St. Lawrence River, north of the Adirondacks, and to the shores of Lake Champlain in New York; on both sides of the Ohio River, in Ohio and Kentucky; on the Lake shores and in the timber regions of Wisconsin, with a probability that in a few more years they will have their representatives in every State in the Union.

WM. J. S.

The following correspondence from the wife of Brother C. V. Spencer, now on a visit in the East, to her mother, in this city, will be read with interest by many of our readers:

WEST STOCKBRIDGE,
Berkshire County, Mass.

My Beloved Mother:

Claudius and Bro. Gates are gone to Vermont, the friends of the latter live there; they leave me at the house of Miss Abby Ann Hunt, where I shall stay till their return. This lady has a blind sister, and a very infirm father, living with her; the sister has been married, but her husband left her; they see as much misery as they think we do in plurality! That, with them, is the great bugbear. "If you did not believe in having more wives than one, I should be a Mormon," is their cry. You would shudder to hear of the impurity that is going on between men and women, and boys are even boasting over their unholy deeds with the other sex! You would feel to glory that you were in Zion; yes, it is well named. I have seen nothing here that I would exchange my home and standing there for. The people you meet here (there are exceptions) seem dead to all religion and the things of God. Mrs. Rogers, Claudius' cousin, has treated us so very kindly—she seems to enjoy a conversation on "Mormonism." Her mother (aunt Sybil) was a "Mormon," but never gathered. Mrs. Rogers, they say, was very bitter till Claudius came this time, and now she seems so much the other way. She is a pretty woman, forty-three years of age; they keep an hotel; she works very hard. I am going to dine with her to-day. It is "Thanksgiving day" all over the States. Abby Ann is a "Mormon" at heart, but has been held down on all sides; but no better woman can be than she is. She has seen much sorrow. I am in the house Claudius was born in. I have been to see his mother's grave; she was only twenty-six when she died. Here are two handsome houses his father built and lived in.

When Mr. Spencer embraced "Mormonism" many others believed it, but that is all they troubled about it, and when once people taste of the gospel, if they do not go forward and do the work required of them, they dwindle away; just so with the people here. They look at me as if I were a monster, and the children point me out as the "preachers wife." I surely feel I am on a mission. I value my home more than ever, and only wish every dissatisfied woman could come and see what I see. Give my love to father. I hope he is well, and also to all my kind friends, and accept a large portion for yourself.

From your affectionate child,
LOUISA KING SPENCER.

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