

THE DESERET NEWS: WEEKLY.

SUBMARINE RAILWAY BETWEEN FRANCE AND ENGLAND.

A project for connecting England and France, via the Straits of Dover, has long been talked about, and varied have been the schemes that have been broached for its accomplishment; but hitherto nothing has resulted but talk among some of the leading engineers of the two countries.

The distance between Dover and Calais—the nearest points on the English and French coasts—is twenty-six miles; and to traverse this distance in a more satisfactory manner than by steam and sailing vessels, it has been proposed to build a line of railroad to rest on a series of bridges at the most convenient distances from coast to coast across the Straits. Another idea was that of building a railroad in an iron tube, which should rest on the bed of the sea; while still another plan is to construct a submarine tunnel, in which a railroad may be built. The railroad on bridges is the most popular, from the fact that air and daylight in unlimited quantities might be enjoyed by all who esteem such things as necessary to their comfort while traveling; but it has been abandoned as impracticable. The iron tube resting on the bed of the ocean met with little or no favor, and is discarded; but the project for a submarine tunnel—a French idea—seems to be meeting with considerable favor, and it is said that the Emperor Napoleon is really intent upon the execution of the project.

Investigations in relation to the nature of the bed of the channel, and other matters materially affecting the success of the enterprise have been made, and the reports seem to favor the idea, that at no distant day submarine travel between England and France—so long talked of—will be *un fait accompli*.

borings made in St. Margaret's Bay, on the English side, and at about three miles east from Calais on the French side, show that the bed of the channel is composed of a stratum of white chalk, one of gray chalk, and then green sand; and it is conjectured that the soil over which the sea flows is of the same nature the whole distance. Tunnelling through chalk is a matter about which there is little difficulty, and the depth of the channel is such that it would offer no obstacle to the successful accomplishment of the project.

The only point upon which dubiety is said still to rest is the possibility of the existence of a fissure in the channel bed, so considerable as to admit water into the works in too great quantities to be controlled. It is thought that land shafts, sunk on each coast, and a preliminary driftway driven under the sea would settle this point, and so determine the feasibility of the successful performance of this great engineering enterprise.

The estimated cost of the work is £10,000,000, about \$50,000,000, a fearful amount to spend on an enterprise for which there really seems so little need, and promising such small returns. But then it is a novelty, and Napoleon knows that it is a necessity with his people. The nation must have something exciting to occupy their time either in the arts of peace, or war at home or abroad; and if he does not find it for them, they may one day serve him as they served his predecessor, and others of the same class; and £10,000,000 had better be spent in a work as useless as a submarine tunnel and railway between England and France—a work of peace, than in war and bloodshed.

NEW ATLANTIC CABLE.

OCEAN telegraphy long looked upon as a thing almost impossible of accomplishment, has at length been proved not only possible, but its difficulties have been completely vanquished and overcome; and it is now one of the great necessities of the age. The Atlantic cable between Valencia, Ireland, and Heart's Content, Newfoundland, has proved a great success pecuniarily and otherwise; but it is not sufficient to meet the requirements of the great public. Its completion, too, has given experience in this particular branch of human art and skill that nothing else could have given, and the inconveniences and risks which are now unavoidable, may with another cable be avoided. Among the most obvious of the inconveniences now existing are those arising from the fact that in sending a

message from the continent of Europe to New York, owing to the route chosen, four submarine cables have to be used, which of course entails the necessity of the same number of transmissions by the land cables. The submarine cables are the ones across the English channel, the Irish sea, the Atlantic ocean, and the one across the sea between Newfoundland and the American continent. The land journeys are across England, Ireland, Newfoundland, and from the coast of British America to New York.

This, of course, causes considerable delay in the transmission of messages, and oftentimes has caused delay for several days, as the storms by land, which in this country are often very violent, and extend over vast districts of country, are the cause of greater delay than any contingencies that are likely to arise affecting the ocean cable. In view of these varied casualties and emergencies, a new line—the Franco-American—is in contemplation, by which many of the risks now incurred will be completely avoided. The Franco-American cable, unlike the Anglo-American, will effect an unbroken communication between the two continents. It will be laid from the city of Brest, in France, direct to the city of New York. The right to lay the proposed cable has been granted to the company, by the French government; and a similar concession by the State of New York; and in all likelihood in less than a year there will be another Atlantic cable in successful operation, as the new cable is to be ready for laying by June next. It is expected that by this line messages between Brest and New York will be sent and answered in half an hour, and from Berlin and Frankfurt in an hour.

Another of the prospective advantages of the new line will be the decrease in the tariff of prices; for the line being unbroken, with only two stations—one each for Brest and New York—the expense of working it will necessarily be much less than that of the Anglo-American line. This, in all probability will work greatly to the advantage of both the public and the company, and may place the luxury of telegraphing from continent to continent within the reach of almost all classes of the people.

CATTLE PLAGUES—DISEASES FROM EATING FLESH.

It is but a short time since the cattle plague in Britain, known as the Rinderpest, created such an excitement there, that many seemed to think the whole of the cattle in that country would be swept away. The terrible disease, produced by trichina, through eating the flesh of swine, which prevailed so very extensively in some parts of Europe; and the Rinderpest among cattle, which was not confined to Britain, but was prevalent in some parts of the European Continent, caused many thinking men to reflect seriously with regard to the excessive use of flesh in those nations, and the serious results arising from partaking of infected meat. Every means that could be devised in Britain, to protect the consumer of flesh from buying contaminated or diseased meat, was resorted to; yet there is little doubt entertained to-day that many suffered through eating the flesh of animals more or less diseased with the Rinderpest, as thousands suffered from trichina, who ignorantly ate of swine's flesh in which the dangerous parasites had bred.

The telegrams of a late date inform us that a cattle plague, somewhat similar to the Rinderpest, has made its appearance in the Eastern States, and that cattle are dying from it in great numbers. On the 11th inst. the wire brought information from New York, that "the cattle plague excitement continued;" that Dr. Harris stated that large quantities of diseased meat had been sold in that city; that "the deaths the previous week from diarrheal diseases exceeded those from sun-stroke during the heated term; and that this sickness was mainly attributed to diseased meat." Considering that the number of deaths from sun-stroke, as reported in the New York Tribune, during the heated term, was over a thousand in one week, this mortality arising from the use of diseased meat assumes a magnitude which forces itself upon the consideration of the public, in their quest after knowledge for self-preservation.

This disease made its appearance in Texas, and is now rapidly spreading all over the country, and seems to baffle the best veterinary skill. The means adopted to retard its progress has been the slaughtering of infected animals which thus far has proved ineffectual.

The San Francisco Times speaking on this subject says:

"There is great danger that this cattle plague will prove a national calamity. Appearing at so many different points, it will be practically impossible to prevent its spread. Cattle may be infected themselves, and spread the contagion to others, before their owners know it; and not all owners will have conscience enough to submit to the pecuniary loss involved in slaughtering their infected or suspected cattle, so long as by disguising the fact they can sell them and shift the loss to other parties. According to agricultural reports the cattle of the United States have of late years been diminishing instead of increasing, and the country is in a poor condition to have a serious loss in live stock. Meat, milk, butter, &c., have for some time, in the Eastern States, ruled at prices which cannot be explained by the inflation of currency. The loss almost sure to generally result from this new disease, unless some efficacious remedy is quickly found, will send these articles up to famine prices, and seriously curtail the comforts of the poorer classes of our population."

If beef has not yet reached the high price which prevailed in Britain, during the reign of the Rinderpest, frequenters of restaurants in Eastern cities have ceased to use it, in many instances, for fear of being poisoned.

Flesh meat, whether of fowls or of beasts, we have been taught in the Word of Wisdom, is "to be used sparingly; and it is pleasing to the Lord" that "it should not be used only in times of winter; or of cold, or of famine." This knowledge the Latter-day Saints have been in possession of for years, and in this, as in every other counsel given for their guidance, events and circumstances prove the Infinite wisdom which dictated it. The experience of every person who has abstained from the use of flesh meat, or who has used it very sparingly, apart from the dread of any special diseases caused by its use, has been most positive and strong in favor of the superiority of a vegetable diet. The body is relieved from the presence of an excess of carbon, which the free use of meat produces; the intellectual powers are unclouded; the physical abilities are in regular working order, and the powers of vitality are held in a more equable state.

The whole experience of this people should teach them the importance of every item of counsel which may come from the servants of God. And when we are recommended to cease the use of swine's flesh, and to partake sparingly of that of other animals, the source from whence such counsel comes should be sufficient authority for our accepting it readily. But when such strong corroborative evidences are furnished of the value of their instructions, as are given in the spreading of these cattle plagues and the diseases resulting therefrom, he must be worse than foolish who would fail to heed the voice of instruction and the counsel given.

AMENDED TAX BILL.

The attention of the merchants of this Revenue District is invited to the following section of the amended tax bill:

Sec. 57.—"That any person owning or having in his possession any distilled spirits, intended for sale, exceeding in quantity fifty gallons, and not in a bonded warehouse at the time when this act takes effect, shall immediately make a return, under oath, to the Collector of the district wherein such spirits may be held, stating the number and kind of packages, together with the marks and brands thereon, and the place where the same are stored, together with the quantity of spirits, as nearly as the owner can determine the same. Upon the receipt of such return, the Collector, being first satisfied that the tax on said spirits has been paid, shall immediately cause the same to be gauged and proved by an internal revenue gauger, who shall mark, by cutting, the contents and proof on each cask or package containing five wine gallons or more, and shall affix and cancel an engraved stamp thereon."

The same act also provides that it shall be the duty of every dealer in manufactured tobacco having on hand more than twenty pounds, and every dealer in snuff having on hand more than ten pounds, to immediately make a true and correct inventory of the amount of such tobacco and snuff, respectively, under oath or affirmation, and to deposit such inventory with the Assistant Assessor of the proper division.

A child was born in Joliet, Illinois, a short time since, which weighed eighteen pounds and a half.

Correspondence.

42 ISLINGTON, LIVERPOOL,
July 26th, 1868.

Elder George Q. Cannon:—Beloved Brother,—Your two letters reached me safely. As you are not the only one of my friends whom I may seem to have neglected by not writing, if you deem this or a part of it worthy of a place in the News, perhaps it might serve a general purpose for others who would like to hear from me.

The Saints in this mission are just now sharing with the Saints in Zion those mournful reflections which attend upon the departure of one of earth's greatest and best men from their midst. We cannot think of President Kimball as dead—only absent; but this is sufficiently saddening, when we reflect how much degraded earth needs more, rather than less, of such saviors upon Mount Zion. My last visit with him has ever since seemed invaluable, but more especially since the news of his decease has reached us. What numbers in Zion will remember his administrations to them in the holy place! And how well may all seek to obey his counsels and to imitate his virtues till we see him again!

Last year the Saints had for their absorbing topics the gathering of the poor, fighting the locusts and making some defence against the Indians. We are thankful to hear so little lately of the hostility of the red man, and to learn by various means that the locusts are not so bad but that by replanting and varying the crops a sufficiency is likely to be realized for all necessary purposes; and now that the emigration is started from these shores, perhaps your readers would like to know how some of their contributions have been applied.

The number of this season's emigrants is three thousand and two hundred, who went out in the following vessels:

John Bright, sailed June 4, carrying 720 Saints			
Emerald Isle, " " 20, " 876 "			
Constitution, " " 24, " 457 "			
Minnesota, " " 30, " 534 "			
Colorado, " July 14, " 600 "			

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The remaining number, sufficient to make up the total 3,200, went on different vessels, as the peculiarity of their circumstances required. Of this number about one hundred intended to stop in the States, the balance started for Utah. The total is made up from the following named countries: England 1845, Wales 232, Scotland 193, Ireland 16, Channel Isles—Jersey 24, Isle of Man 5, Denmark 540, Sweden 216, Norway 63, North Germany 3, Switzerland 41, Italy 8, Bavaria 2, France 1, Netherlands 3. Returning missionaries are not included in the foregoing; they number 40.

My first attention was given to those who were prepaid and ordered out by the President. All those, (if belonging to the Church,) have been sent out, or the reasons returned to the President why they did not go. Of this class there were about four hundred. Then the numerous instances where parties had received drafts, which in many cases put with what they had deposited in the Fund, or with what they could obtain by disposing of their effects, enabled a considerable number to get away.

When I came to choosing, I found some who had been thirty-one years in the Church, here, and faithful. Of this number, I believe all were helped out that I could learn of, except one, who is united to an unbelieving husband, and therefore could not go. Many who could date their standing from thirty down to twenty years, and had almost enough, but not quite, have been assisted to complete their required amounts, and thus the funds have been extended to and become a means of deliverance to a considerable number who could not otherwise have got away; while there are many of this class remaining, who having a good part, a few pounds would help them out; and though I had great joy in assisting so many, yet I could but feel grieved when I was obliged to cease rendering the desired assistance to worthy Saints, and some, too, whose adverse circumstances rendered it specially desirable that they should have aid.

Hundreds of the remaining Saints have already some part of their emigration money deposited in the office, and will toil on adding their drops to make the necessary bucket-full, and hoping that the aid of friends in Utah will come by draft or by prepayment and order through the President, to complete the amounts necessary for their deliverance next year.

The peculiarities attending the present season's operations here have required much of the assistance of the