

GEORGE Q. CANNON,
EDITOR AND PUBLISHER.

Wednesday, March 22, 1878.

A RECENT number of Appleton's Journal contained a long and interesting article on "Iron Ships and Iron Shipbuilding," in which the history and progress of that branch of naval architecture is traced from its commencement in England to the present time in this country. Iron-bottomed ships, like all innovations upon long established usages, met with the most determined opposition from British shipbuilders, the British Admiralty and the Lloyds, the latter refusing to rate such ships until it had been proved that they were seaworthy. One of the then leading English shipwrights, still alive, declared that building ships of iron was against Nature, and that he, for one, never would use that material.


In a country like England, so proud of her "wooden walls," and at a time when Conservatism and red tape had a much firmer hold than now, and where the ship-building interest was extensive, such opposition was not to be wondered at. But like the railway system, so scouted when introduced, time demonstrated the superiority of the innovation, and now, even in England, iron for the hulls of ships is acknowledged to be superior to the much vaunted "British oak."

The date of the first iron vessel is a disputed point: it has been asserted that an iron boat was run on the river Severn as early as 1789, but the first reliable account of iron boats being used is 1812. In 1822 an iron vessel was built and was run from London to Brest, and eight years later they were common on the chief canals of Great Britain. The first iron ship which took a long sea voyage was built at Liverpool, by Jackson & Gordon, for Cairns & Co. She was named the *Ironside*, 271 tons burden, and was launched on the 17th of October, 1833. She sailed to Rio de Janeiro, and returned safely.

Among the most enterprising of the early builders of iron ships was the predecessor of the Lairds, Mr. Fairbairn; the Lairds also carry it on extensively. Mr. Fairbairn said he built a hundred iron ships and saw them all successfully sailing on the ocean before the Admiralty and Lloyds would admit the success of iron as a material for shipbuilding.

The theory of iron shipbuilding, briefly stated, is as follows:

"A stick of timber, of a given size and length, weighing just a ton, will displace so much water and float; make a water-tight box of iron, the same size of the timber, so constructed as to also weigh just a ton, and it will also float, and displace the same quantity of water. Hence, it will carry just as much weight as the timber; when make your box the same size, but weigh only half a ton, and you find that it will sustain the other half ton weight in cargo. Therefore, as iron is ten times stronger than oak, or other ship-timber, it may be made ten times thinner, relatively lighter, and more buoyant."

The method of building first adopted was to bring both edges of the iron flush to each other, and then to strengthen them by a plate inside the seam. This method was superseded by lapping one edge of the plate over the next under, as in slate roofing; this latter method has again been almost entirely superseded by a system of alternate lapping, every other plate resting over the edges of its neighbor. Framing, transverse, or longitudinal, or a combination of both, is used as in wooden ships. The ribs, rising in one solid piece from keel to deck-sides, are usually J shape, or square L placed sideways, or thus , sometimes an L.

The building of iron ships is not now confined to England or France, but is rapidly growing in this country. The chief points of this branch of industry are Wilmington, Delaware, and Chester, Pennsylvania. The only ocean-built steamers yet constructed in the United States were built in New York City. Their cost in this country is only, it is said, five per cent more than in England, and this increase of cost is counterbalanced by the superiority of American over British iron. The only drawback to iron ships is the action of salt water on the bottom; no remedy having yet been invented or discovered to prevent the rust and the incrustations of barnacles or grass.

THE New York Tribune regrets to hear that the English bishops have declined to authorize the revision of the English translation of the Bible. It thinks that though the translation of the received version had been inspired, there are reasons for revision, which, to-day, seem irresistible. Among the reasons which it quotes, is the radical change which time has effected in the meaning of English words. Many words, as they stand in the received version, mislead the unlearned and puzzle a great many. Then, again, the translators have supplied a great many words, (printed in Italics) which serve only, as it thinks, to weaken the text. It thinks that a re-translation of the Bible is not needed, and would not generally be accepted; what is needed to-day, is just such another revision as took place in King James' day, his being the revision of the old English translation as it had come down from Wicliffe and Coverdale. The light cast upon the text by the discovery of the Samitic manuscripts, the researches of modern scholars and the results of two

centuries of criticism, are sufficient reasons, in the Tribune's opinion, for such a revision; and it thinks the English speaking races ought not to be required to wait for it many years.

This may be a convenient way of repealing some parts of the Bible, which contain, as at present printed, too many proofs of the divinity of patriarchal marriage and other doctrines which are unpalatable to the present generation. Men would not like to see steps taken to repeal the Bible; but a thorough revision, in the interests of monogamy and other modern ideas, might be a convenient mode of dispensing with the Bible arguments on these questions. If a revision be wanted, let us by all means have a revision; but revising the word of God does not change God's purposes and designs, nor render His commands less obligatory.

THE effort to introduce "silver palace cars" on the railroads of the country, the New York Tribune declares is a trick upon travelers' and is in violation of law. It says these cars are built and run at the personal expense of private individuals, and the road managers are not only free from the cost of building and maintaining passenger cars, but they are actually paid for the use of their rails. It is therefore the interest of the railroad companies to introduce as many of these cars as possible on their roads; and in order to force passengers to use them, they keep their old cars in the worst possible condition of comfort and repair. The Tribune says the charge for riding in a silver palace car is illegal; the proprietors know it, and when a passenger refuses to pay for the privilege, they take good care not to turn him out. It thinks travelers, by acting upon this hint, may aid in abolishing the tax.

[SPECIAL TO THE DESERET NEWS.]

By Telegraph.

AFTERNOON DISPATCHES.

OHIO.

Found Dead.

CINCINNATI.—A young man, named Herbert Walker, from Detroit, was found dead in his room, at his hotel to-day. Suicide was the cause, and was induced by vain efforts to reform his dissipated habits.

WASHINGTON.

Sanction of the Union and Central Pacific roads.—Railroad bills.

WASHINGTON.—The House committee on the Pacific railroad, to-day, agreed to report favorably on the Senate bill defining the point of junction for the Union and Central Pacific railroads which lies to the north-west of Ogden, and gives these companies about nine sections of land for a station. The Mormons claim the ownership of this land; but the bill in effect asserts this title in the U. S., and thus disposes of it.

The committee also agreed to report, with amendments, the Senate Missouri, Kansas and Texas railroad bill and the Senate Atlantic and Pacific railroad bill.

NEW YORK.

\$25,000 Fire.—Address to the Fenians.—Will sail for China.—Mehan out of danger.

NEW YORK.—A fire, this morning, at 63, Cross street, extending to several of the adjacent numbers of the same street and to a number of houses on Sprague street, destroyed property to the value of \$25,000.

John Savage has issued an address of counsel to the Fenian brotherhood. He reports that the organization is financially strong, and declares his opposition to allowing bloodshed in Canada, and hopes the day is not far off when the leaders of the home organization will be prepared to unfurl the banner of freedom on Irish soil.

The frigate *Colorado* will sail to-morrow for China.

Mehan, editor of the *Irish American*, is pronounced out of danger.

ALBANY.—The New York police bill, the new charter and the new supervisor's bill were all killed in the Assembly, to-day, after a warm debate, disclosing a want of unanimity on the part of the majority.

PENNSYLVANIA.

Fatal Boiler Explosion.

PORTSMOUTH, Pa.—This morning a boiler attached to the machine coal mine, near Minersville, exploded; the building was demolished and the boiler carried over a hundred yards' distance; three boys and one man, John Kelley, were instantly killed, and ten men and boys were badly injured in various ways. The cause of the explosion is unknown. The boiler was in good condition previous to the accident. The Coroner's inquest is progressing.

FOREIGN NEWS.

FRANCE.

PARIS.—The workmen of La Cresset are again on strike; but no disorder has occurred.

GREAT BRITAIN.

Approved.—Giving Readings.—Billiard Match.

LONDON.—The new Canada banking law is approved in financial circles.

The wife of O'Donovan Rossa commenced a series of public readings, at Limerick, last night. Her elocution is pronounced very fine; the enthusiasm of her audience was exuberant.

The billiard match last night, at Cambridge, between the young champion, Cook, and Roberts, ex-champion, was won by the latter after a close game.

Who Lost an OX?

CAME to my place, last fall a Red sided Lincolnbred OX, about 8 years old, branded A. G. on left horn.

The owner is requested to prove property, pay charges and take him away.

ALBERT SMITH, Draperville.

THE PNEUMATIC TUNNEL UNDER BROADWAY, N. Y.

Let the reader imagine a cylindrical tube eight feet in the clear, bricked up and whitewashed, neat, clean, dry and quiet. Along the bottom of this tube is laid a railway track, and on this track runs a spacious car, richly upholstered, well-lighted, with plenty of space for entrance and exit. The whole arrangement is as comfortable and cozy as the front basement dining-room of a first-class city residence. The tunnel has not only the positive comforts described but it is absolutely free from the discomforts of surface car-travel. The track is smooth and level, and not being subjected to incessant battering from heavy trucks, is easily kept in first rate condition. It is not cold in winter. It will be delightfully cool in summer. The air will be constantly changed in it by the action of a blowing engine. The filthy, health-destroying, patience-killing, street dust, of which up-town residents get not only their fill, but more than their fill—so that it runs over and collects on their hats and clothes, fills their hair, beards and eyes, and floats in their breaths like the vapor on a frosty morning—will never be found in the tunnel. Add to these advantages that the cheap, rapid, and uninterrupted transit, free from the dangers of collision with loaded trucks, and we have a pretty fair showing in favor of the tunnel over street railway.

When the tunnel is opened to the public it will be no dirty hole in the ground, the people will be invited to enter, but a handsome subterranean avenue, through which they may be very rapidly transported to their homes up town.

This system in our opinion is vastly superior to subterranean steam transit under Broadway as has been proposed. Its first cost is very much less. It is free from the smoke nuisance and from the dust of locomotives. There can be no accumulation of carbonic acid gas in it, an evil which may be estimated from the fact that for every pound of coal burned, three and one-third pounds, or twenty-nine and one-half cubic feet of carbonic acid will be generated. Granted that this gas will find free exit from the area ways at the side of the street so that people can breathe and live below, it will float off into the stores alongside, descend into the cellars and become a general nuisance.

In the pneumatic system the cars will be impelled by compressed air only. This air will be uncontaminated by gas or dust, the track will not be crushed and damaged by heavy locomotives, and all the discomforts of steam travel through tunnels will be eliminated.

The present apparatus in the basement of the building at the corner of Warren street and Broadway, comprises a stationary engine of one hundred horse power, with boiler and a Root's Pressure Blowing engine, capable of delivering to the tunnel one hundred thousand cubic feet of air per minute. *Scientific American.*

CHERRY TREES

Black Heart Cherries,
White Heart Cherries,
Red Cherries.

Or all the best Sweet kinds, very large and fine varieties, 5 to 7 ft high. For Sale Cheap.

ENGLISH CURRANTS.

Black, Red and White varieties.

1 year old, 2 ft high, 75c per doz 150 "

GRAPE VINES!

Red, Yellow and Black colors.

In unequalled variety and excellence.

T. W. ELERBECKE,
Near Union Square, Salt Lake City.

VIOLIN AND VOCAL MUSIC

PROF. GEORGE CARELESS

DEGS to announce to his friends and the public that he is now at liberty to take a FEW PUPILS in Singing and Harmony, and on the Violin.

Pupils will be taught Singing and Harmony, in classes, if desired.

For terms apply at his residence, 7th Ward, d10-13

TREES! TREES! TREES!

I HAVE for sale Apple, Plum, Peach and Apricot trees, from one to four years old from the best English Currants and Gooseberries. A large variety of Double Roses, also Mulberry, Balm of Gilead and Poplar trees.

All kinds of yard taken, at the Farmer's Nursery, Sixth Ward, four blocks south of the Railway Depot.

THOMAS FENTON, Proprietor

JAMES COULT

WISHES to inform the public that he is on hand to do

WHITENING AND PLASTERING

ON

SHORT NOTICE AND REASONABLE TERMS.

Orders can be left at W. HARRISON'S Tin Store, West side East Temple Street, or at J. COULT'S residence, near the 11th Ward Meeting House.

d10-1m

HOME MUSEUM

AND

MENAGERIE!

SALT LAKE CITY,

Half-a-block East of the "Deseret News" Office,

NOW OPEN

Every Day, except Sunday, from 9 to 5.

ADMISSION, 50c. CHILDREN, 10c.

—

FINDING TIME, 3 P.M.

People visiting Salt Lake City, should not neglect calling at the above establishment to see the finest collection of Rocky Mountain BEASTS and BIRDS ever seen in the West.

CURIOUSITIES and RELICS, together with a fine collection of NATIVE MINERALS and natural productions of this Territory.

JOHN W. YOUNG.

d10-1m

Special Notices.

See Dr. Ormsby's advertisement of horse lost.

For cash I will sell Lumber, shingles and Lath, as cheap as they can be imported, at the Ninth Ward Lumber Yard.

JACOB GIBSON, Agent.

d10-1w

A BEAUTIFUL HEAD OF HAIR is rendered still more beautiful by the use of Burnett's Cocaine.

THE SWEETEST Perfume is Burnett's Florida.

BURNETT'S Preparations are sold by all druggists, and are deservedly popular.—*Cincinnati Commercial.*

LADIES SHOULD USE Burnett's Kallitron to retain the bloom and freshness of beauty unimpaired.

JONAS WHITCOMB'S REMEDY FOR ASTHMA has acquired the reputation of being a sure specific in that dreadful disease.

"The Best Ever Made."

"Can not use any other." "Never could use baking powder until I tried yours." "My family will not use any other." "It is perfectly splendid." "I find it much cheaper than others." "Think it superior to any I have ever tried." These are a few of the many expressions in favor of DOOLEY'S BAKING POWDER, which well deserves the rapidly increasing sale it has attained for making sweet, light and healthy loaves, rolls, pastry, &c. It can be obtained at your Grocers.

NEW ADVERTISEMENTS.

BYASS' LONDON PORTER,
ARROL'S SCOTCH ALE, and
SANDS' CHICAGO STOCK ALE.

On Draught at

Salt Lake Billiard Room.

d10-1m

STRAYED OR STOLEN

FROM the residence of Dr. Ormsby, 14th Ward, on Sunday night, the 20th inst., a BAY HORSE. Had a halter on when lost. Any person returning the above horse to Dr. ORMSBY will be suitably rewarded.

d10-1s

UTAH CENTRAL RAILROAD!

RETURN Tickets are good only on ACCOMMODATION TRAINS FIVE and SIX.

JOS. A. YOUNG.

d10-2w

OYSTERS! OYSTERS!!

JOE SIMMONS,

PROPRIETOR "REVERE HOUSE SALOON."

IS receiving daily, Fresh Oysters direct from Baltimore. Also Pike's Feet, Calves' Tongues, Old English and Scotch Ale and Porter, Brewed, Bemas & Co.'s celebrated Ale, Waggoner's Ale and Lager Beer, Golden Crown Cigars, Premium Fine Cut Tobacco; in fact, to speak seriously you must call and see and taste for yourself.

d10-1f

W. H. Hooper, H. S. Eldredge, L. S. Hills

HOOPER, ELDREDGE & Co.,

BANKERS,

SALT LAKE CITY, UTAH.

Gold Dust, Coin, Land Warrants and Exchange bought and sold.

w10-1f

JOS. C. GRUBB & CO.

No. 712 Market Street, Philada.

Wholesale Dealers in every description of

FIRE-ARMS:

Materials for the same, and

SPORTSMEN'S ARTICLES GENERALLY

d10-1y

NOTICE!

ALL persons knowing themselves indebted to me are requested to make immediate settlement, and by so doing save me the unpleasant necessity of collecting the same.

d10-1m

EDWARD MARTIN.

NOTICE.

I WILL SELL the following described property at private sale, any one wishing good Lots or property, should call on me immediately.

TERMS, CASH.

SALT LAKE CITY PLAT.

Lot 2 Block 38 Flat 11

" 2 3 " 37 " "

BIG FIELD SURVEY, 5 ACRE LOTS.

Block 9 Lots 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

BIG FIELD SURVEY, 10 ACRE LOTS.

Block 12 Lot 2 containing 10 Acres.

17 Lots 7, 8, 9, containing 30 Acres.

H. J. FAUST, Assignee,

for M. J. Snedaker.

Salt Lake City, March 1, 1878.

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ZION'S

Co-operative Mercantile Institution

Has received from England, a consignment of very Choice Standard Literature, including

History,

Biography,

Science,

Art,

Architecture,

Drawing,

Music,

Poetry

and Novels.

The Books can be seen and Catalogues obtained at THE WAREHOUSE, west of

DRY GOODS DEPARTMENT.

H. B. CLAWSON,

SUPR.

d10-2w

Z. C. M. I.

The Several Departments of this

Institution are now

COMPLETELY STOCKED!

And the PRICES are

LOWER THAN EVER

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