

## DESERET NEWS:

WEEKLY.

TRUTH AND LIBERTY.

WEDNESDAY, - SEPT. 3, 1873.

## THE BALLOON FOR EUROPE.

It is announced that four persons only are to start with the *Graphic* balloon across the Atlantic for Europe, namely, Professors Wise and Donaldson, a navigator, and the artist correspondent of the *Graphic*. Over a thousand applications have been made for seats in the balloon, some applicants offering to pay any price for the privilege. It was at first expected to take a number of persons along, but it was afterward decided not to take more than the four mentioned, the managers preferring to fill the extra available space with ballast. All those who are anxious to go are requested to wait until the next trip.

Prof. Donaldson has visited Staten Island, Coney Island, Long Branch, and Sandy Hook in his paper canoe, sleeping on board at night. This canoe is to go along with the balloon, to be ready for possible sea service.

Additional hands have been put on the balloon, and the work is crowded day and night. The great envelope is to be ready for filling by Saturday next, and all else is to be in readiness before that time. The precise day of starting is not yet announced, if known.

The dimensions of the balloon are magnificent. When inflated and ready to start it will rise to more than double the height of the Astor House or the Fifth Avenue Hotel, New York. Lying on its side inflated its diameter would more than fill Broadway at Chambers Street, and rise nearly as high as the Domestic Sewing Machine building on the former street.

Some of the carrier pigeons which will be taken on board the balloon have made long flights at the rate of a mile in less than half a minute.

At Buffalo, Professor King is constructing a large balloon for an inland voyage, on which about seven persons are expected to go.

At a late meeting of the Aeronautical Society, in London, a machine or engine, was exhibited, in which steam was generated by the use of in gas less than two minutes, to a pressure of 100 lbs. to the square inch. The engine occupies less than a square yard, weighs only forty pounds, and is of four horse-power. One of 100 horse-power, it is said, can be made to weigh under 700 lbs. One of these engines has been ordered by the Aeronautical Society of Vienna, for a balloon made at a cost of £1,200. A good kind of engine, one would imagine, for steam buggies.

## ANOTHER PRINTING MACHINE.

A CORRESPONDENT of the New York *World*, writing from London, says that Mr. Hoe and Mr. Conquest, the London manager of Mr. Hoe's works, after fifteen years' endeavors, have succeeded in perfecting a "Perfecting Printing Machine," the last difficulty, which was the perfect delivery of the printed sheets from the press, having been recently surmounted. The inventors and constructors really believe that in this machine they have attained to perfection, and some others in the printing business appear to think so too.

The new press is claimed to be an improvement upon the Walter, the Bullock, the Marmonetti, and all other printing presses in existence. The cylinders are so wide (long) that each will print two copies at once, the roll of paper being made double width, and the paper being cut in two by a very ingenious device just before delivery. This must double the numerical capacity of the machine. The sheets are delivered perfectly, being laid down in piles so accurately as to present the appearance of having been put into a press and trimmed. The Walter press requires a change of blankets once in two hours. This new press needs no such change, and the whole force required to attend it is two men and a boy. The saving of wages between this and the ordinary ten cylinder Hoe press is as fifteen to eighty-four.

The first of these new presses in work is owned by Lloyd's *Weekly Newspaper*, and will accomplish

ment of 22,000 copies in sixty minutes was witnessed at Lloyd's paper mills at Bow, the last day of July, by a number of experienced newspaper men, including the proprietor and engineer of the *Daily Telegraph* office, and, says the correspondent, never was there better printing.

The London *Times* uses the Walter press, so do the *Scotsman* and the New York *Times*.

The representatives of the *Daily Telegraph*, which has "the largest circulation in the world," must have been enamored of the new press, for that firm has ordered ten, at a cost of £3,500 each, or £35,000 total. Engines and other machinery to run these ten presses will swell the expenses to \$200,000 in gold. The ten presses can be constructed in ten months, and within a year, with all running at once, the *Daily Telegraph* will be able to run off 220,000 copies in an hour. Rather rapid work.

At present the establishment of that paper is represented as being near perfection, nevertheless new buildings in the rear of the present premises are to be erected for the new machines, by which, notwithstanding the great cost, the owners expect to save \$75,000 a year, in addition to the advantage of going to press at three a.m., instead of at midnight.

We anticipate the time when a complement of the best and fastest printing machines, whatever they may be, will be required to print the DESERET NEWS.

## THE TIME FOR ENJOYMENT.

WE may have another hot spell or two yet before winter, but it is not likely they will be lengthy, or that they will be so intense as we have experienced the present summer. The days are growing very visibly shorter, and the nights correspondingly longer and cooler. August, with its oppressive sultriness, will be soon a thing of the past, and the pleasant and beautiful days of September will soon be here, followed by the sometimes little less pleasant, though cooler, days of October. But August this year has been a kindly month, the wettest August we have known here, and consequently the atmosphere at times has been deliciously moist and cool, and the earth not so dried up and parched as usual. With the face of Nature so frequently washed by the rains, the foliage and the verdure have been comparatively clean, free from dust, and, particularly the latter, of a clearer and brighter emerald hue than common at the season, very materially enhancing the beauty and splendor of the landscape in city and country, and making it more and for longer than ever a "thing of beauty" and a "joy forever," at least till the Frost King re-assumes the sceptre and re-asserts his dominion.

But about glorious September. The lassitude and the general indisposition to do anything-or-go-anywhere, to which one is more or less subject in the two hottest months of the year, begin to succumb to the cooler nights and the bracing breezes, a resuscitating vigor pervades the system, and one comes to be sensible of the workings of a creative energy that impels one to activity, and almost makes one feel like a new man, fit and more fit for work or play, business or pleasure. One takes a new lease of life, grows younger again, and begins once more to think there is something to live for, and that it is a pleasure and a privilege to live.

Such a time is the time, then, to enjoy life actively, either in labor or recreation, or, better still, in a judicious mixture of both, for too much of either is not so good.

Those citizens, therefore, who are in a position to do it, may now make calculations upon pleasant trips into the country, up the canyons, on the mountains, and commune with Nature in her pleasantest moods, may witness the charming beauties of sunrise, or the glowing splendors of sunset, over mountain, lake and valley, like the golden sunset of last Saturday, regaining health, strength, vigor, life, cheerfulness, bloom and beauty, and acquiring nerve, muscle, energy, and endurance for renewed struggles with the hard, prosy, and exacting, but at present necessary, labors for livelihood and competence. Go, then, into the country, wander in the fields, scour the benches, climb the mountains, ramble in the canyons, visit your rural friends, and take life comfort-

ably and agreeably during the pleasant transition time when the fierce heats of passing summer are cooling before the sharp frosts of coming winter. Take your recreation, make your excursion trips, enjoy the good the gods do send in the glorious season thereof, with as much judgment as prudence suggests, ye old and young, father and son, mother and daughter, widower and bachelor, widow and spinster, matron and maiden, all who love nature, and who delight in pure air and fresh scenery. The time is at hand, the best time in the year. Don't neglect it, but secure all the enjoyment therefrom that you reasonably can.

## A REMARKABLE COUNTERFEIT.

IF one believes what "everybody" says, the conclusion is certain that even greenbacks are not so plentiful in Utah as they might be, and gold coin—well, those who see it may rejoice, and those who handle it may become ecstatic. Nevertheless, in the "good time coming," gold, even in the shape of coin, may become more plentiful. But when one receives coin, one likes it to be genuine beyond controversy. This brings us at once to our present subject, which is a notice of a new and notable method of counterfeiting, practised in the Eastern States, one of the most remarkable that has yet appeared.

Various rumors concerning the prevalence of this method of coining, and of certain official preventive instructions concerning it, having obtained currency, a reporter of the New York *Times* recently called on Mr. Ashley, at the sub-Treasury building, to inquire into the matter. Mr. Ashley said there were filled coins of the denomination of \$20. He presented the reporter with a double eagle from the drawer, a counterfeit, but apparently perfectly genuine. The minutest examination failed to discover a fault, either in weight, ring, size, or workmanship. Acid had no effect on it. Mr. Ashley termed it one of the most dangerous counterfeits ever made.

Another coin of the same kind, cut through the centre, disclosed a composition of platinum in the inside. The milled edge had been cut away, the coin split in halves, the inside scooped out, and replaced with the same weight of platinum composition, and the several parts of the coin carefully and skillfully put together again, so that none but an expert could detect signs of the fraud. Fourteen dollars in gold is thus removed from a double eagle (\$20). Quite a paying business at one counterfeit a day.

Five dollar and probably other pieces are also thus tampered with. One five dollar counterfeit of this coin seemed absolutely perfect, a "marvel of workmanship."

## THE SECOND JUDICIAL DISTRICT.

THE good citizens of the Second Judicial District, head-quarters at Provo, are to be congratulated upon the presence, as presiding Judge for the current term, of a gentleman so intelligent, able, energetic, industrious, and honorable as Judge Emerson. It may not be considered presumptuous in us to suggest that it might be advisable for all persons having business in that court, whether suits, criminal or civil, or naturalization business, to endeavor to have it settled while a fair-minded judge occupies the bench. Because one knows not what a day may bring forth, and changes are always in order in mundane affairs. Besides, those in anywise misanthropically inclined, or biliously afflicted, are apt to consider all good times behind, all bad times before, and every change for the worse, which, however, comprehensively viewed, is oftener and generally and more likely to be quite the contrary. Still in many matters, now is the accepted time, and it is the part of prudence to promptly avail itself of present opportunities.

## THE U. P. R. R.

A RECENT number of *Harper's Weekly* contains an article on the case of the Union Pacific Railroad Company. The article treats the case as a sort of persecution of the Company. It says a powerful and determined effort is being made by

lawyers to break down the credit of one of our most useful and indispensable railroads, without the least prospect of advantage to the government or any one else. "If the Union Pacific Railroad were a public nuisance, if its construction had been a crime instead of a vast national benefit, if its builders had been malefactors and miscreants, if it were to the interest of the people that we should return to the old régime of prairie wagons and pony expresses, the company could not be treated with more implacable hostility than it is at present. If it were the great aim and object to disgust European capitalists with American investments, and to propagate the belief that no reliance could be placed upon the solemn reiterated pledges of the Federal authorities, no different course from the one now taken could be adopted."

The *Weekly* then proceeds to "briefly recapitulate the facts," which, however, we must condense and state still more briefly as follows—

The necessity, commercially, politically and militarily, of a Pacific railroad was allowed by all statesmen from the time California became a State, but the difficulties seemed insuperable, private enterprise recoiled from the task, and bounties in land, money, and bonds were offered in vain. The war, however, in 1862 made it clear that the Pacific states could not be defended against a foreign foe without a transcontinental railroad, and that if private enterprise prize could not be induced to build it the government must. A bargain was eventually made for the construction of such a road, Congress agreeing to advance the company \$27,237,000 in United States bonds, bearing six per cent. currency interest, and also alternate sections of land through the desert the road was to traverse, government transportation to be paid for out of said bonds, until eventually bonds and interest thereupon were extinguished.

Congress in 1864 provided that "only one half the compensation for services rendered the government by the company," was "required to be applied to the payment of the bonds issued by the government." Notwithstanding this provision, Mr. Boutwell in 1871 assumed the right to withhold the whole compensation. In March of that year, Congress, by an act, directed the Secretary of the Treasury "to pay over in money to the Pacific Railroad companies one half of the compensation at the rate provided by law." Last spring, in the heat of the Credit Mobilier sensation, Congress reversed its policy and directed the Secretary to retain the whole compensation, which is now done.

In consideration of the bonds and lands, the Company agreed to construct a first class railroad and telegraph from the Missouri river to the eastern terminus of the Central Pacific by July 1, 1874. Congress afterwards extended the time a year.

The company went to work in the face of much discouragement and difficulty. Soon a financial crisis came on, and negotiations of the bonds became almost impossible. Mr. McCullough contracted the currency, and but for the indomitable energy of Oakes Ames, of Massachusetts, and Thomas C. Durant, of New York, the road would have been abandoned, at least for a time. These men and their friends put their own money into the work, when the bonds were unobtainable, and in spite of their own compulsory suspension of payment, Indians, panics, and Wall street derision, the work was pushed ahead until its completion in May, 1869, six years before the time agreed upon.

For the construction of the road the company contracted with themselves, under the name of the Credit Mobilier. Though this was a suspicious circumstance, the directors claim that all was fair, and better terms could not be obtained.

When the road was completed, the cry was raised of the enormous profits made by its builders. Durant and Ames were accused of robbing the government, although the early opening of the road would save to the government in transportation more than the whole amount of the bonds issued, government refused to allow the bonds to be used as a banking basis, and to issue the patents for a large number of acres granted to the company. The Credit Mobilier investigation came

on, uncandid denials made matters worse, reputations dear to the country were wrecked, Congress waxed furious, and both parties, involved in the disgrace, fell foul of the unlucky Company.

The bill filed in equity by Messrs. Perry, Jenckes, and Ashton, for the government, charges the company with being bankrupt, issuing bonds, not getting par for its stock, not building the road with proceeds of the bonds alone, being in debt to its officers, its stock being of no value, etc., charges which the *Weekly* says are childish. Injunctions have been obtained against the payment of interest on bonds held by stockholders in the Credit Mobilier, and against the transfer of stock in the names of the stockholders, inflicting serious injury upon the credit of the Company and upon the innocent holders of stock. Another injunction is sought against the issue of new bonds with which the income bonds are to be redeemed next year.

This is how *Harper* presents the case, suggesting that if the road was robbed by the builders, the lawyers need not rob it too, also that the Company deserves public support rather than an attempt to ruin it at law.

## MAYOR BROWN OF ST. LOUIS ON UTAH.

A REPORTER of the Missouri *Democrat* recently interviewed Mayor Brown of St. Louis upon local matters, railroads, and Utah. The Mayor had just returned from a trip to the Pacific, and therefore had something to say upon matters and things out this way. Here is the portion of his remarks pertaining to Utah—

Reporter—What do you think of Utah?  
Mr. Brown—I consider the mining district south of Salt Lake the richest on the continent, and think that St. Louis capital should control the whole of it. The development of the district is in its infancy, and now is the time for St. Louis capitalists to take hold of it. I visited Little Cottonwood Canyon while in that neighborhood, and was astonished at the richness and thickness of the veins. They can be mined at a very small expense, as pick and shovel can be used instead of chisel and blast. There are numerous furnaces at the mouth of the Canyon, and in traveling eight miles there one morning I saw more than four hundred wagons loaded with ore on the way to the furnaces.

R—Has St. Louis a good trade in that region?

Mr. B—West of Omaha St. Louis merchants are but little known and have scarcely any hold. I found it almost impossible to get a St. Louis paper there. In Denver and the south it is different. There St. Louisans have most of the trade.

R—You attribute this to the Kansas Pacific Railroad?

Mr. B—Undoubtedly.

R—Have you heard anything about the proposed transfer of the Kansas Pacific Railroad to the Atlantic and Pacific?

Mr. B—I saw Mr. Carr this morning, and he said he knew nothing of it officially. Negotiations are doubtless pending, but no conclusion has yet been arrived at.

R—You think Mr. Carr would not care to take Mr. Edgar's position should it be offered him?

Mr. B—I think not. The office is a sinecure, and few men would want it.

R—Can you give me any information regarding the present condition of the Kansas Pacific?

Mr. B—The Kansas Pacific has 630 miles of track, and in addition controls the Cheyenne branch from Denver to the Union Pacific, 103 miles in length. The Union Pacific is driving through business away from the Kansas Pacific, as they charge them nearly as much for transportation over their road from Cheyenne to Ogden, a distance of 540 miles, as they charge outsiders for transportation from Omaha to Ogden, a distance of 1040.

R—You consider that this prevents St. Louis merchants obtaining a trade there?

Mr. B—I believe that to be the cause.

R—Is there no remedy for this? Is it not proposed to build an addition of 400 miles to the K. P. and by that reach Salt Lake?

Mr. B—I do not know that it has been proposed, although it would be done if the necessary amount of money was raised for the purpose. The thirty-seven miles of road from Ogden to Salt Lake could be purchased from Brigham Young, and we could have direct connection with the Central Pacific and Pacific coast.

R—Do you think that Tom Scott intends to obtain the controlling interest in these roads and make this connection?

Mr. B—I am inclined to believe so. If he does it will be a great thing for St. Louis.

R—You think he would arrange the Popular street track trouble?

Mr. B—Yes, Mr. Scott controls thousands of miles of road, and has never had any serious trouble with any city or corporation. There would be no trouble with him.

R—If the Utah mining regions are so rich, why is it that they have never been operated before?

Mr. B—The Mormons have hitherto had almost exclusive control there, and have opposed any attempt outsiders have made in that direction.

R—What prevents them from taking the same course now?

Mr. B—They are greatly in the minority, and have little or no power left.