

The Graphic Balloon.

DESCRIPTION OF THE MONSTER AIRSHIP NOW CONSTRUCTING FOR PROFESSOR WISE.

In answer to numerous inquiries on the subject, we give the following details as to the dimensions, materials, outfit, etc., of the balloon to be used in the great Trans-Atlantic voyage. They are from specifications made by Mr. Donaldson:

There will be two balloons, the largest of which will be 318 feet in circumference, 100 feet in diameter, and 110 feet in height. When inflated and ready to start, the extreme height of the apparatus, from the crown of the balloon to the keel of the life-boat, will be 160 feet.

The great balloon will require 4,316 yards of cloth. The material is unbleached sheeting—of a thick, close quality, of the brand known as "Indian Orchard," purchased from Eldredge, Durham & Co., 340 Broadway. The crown of the balloon will be doubled for a distance of fifty feet from the top, with 150 yards of the same material, and a third thickness will be added of "Manchester Mills," bleached, of which 250 yards are required.

There will be 14,080 yards, or eight miles of sewing, in which 10,137,600 stitches will be made. The stitching is now being performed at the show-rooms of the Domestic Sewing Machine Company (corner of Broadway and Fourteenth street), by a force of twelve seamstresses. The thread used is silk and cotton, the top spool being silk.

The valve of the balloon will be three feet in diameter, and made of Spanish Cedar, with a rubber-coated clapper closing on a brass plate. The valve fixtures and top of the balloon are the essential parts of the apparatus, and are being constructed with special care to guard against any accident or derangement.

The network will be composed of three-strand tarred rope, known as "marlin." The width of the net will be 212 meshes, and its breaking strength will be 58,300 pounds. Five hundred pounds of "marlin" will be used. From the netting 53 ropes, $\frac{1}{2}$ inch in diameter, of Manila, will connect with the concentrating rings. These ropes will each be 90 feet in length, and 4,770 feet in the aggregate. The concentrating rings will be three in number, to guard against breakage, and will be each fourteen inches in diameter, each ring being of wood, iron bound. These rings will sustain the car, life-boat, and trailing rope, and will bear the strain when the anchor is thrown out in landing. From the concentrating rings twenty-four Manila 1-inch ropes, each 22 feet long, or requiring 528 feet in all, will depend and form the frames for an octagonal-shaped car. They will be kept in place by light hoops made of ash. The lower ropes will be connected by net work, and over the net work at the bottom of the car, a light pine floor will be laid loosely, so that it can be thrown out if required. The car will be covered with duck, of which fifty yards will be needed. Attached to the side of the car will be a light iron windlass, from which the boat and trail rope may be raised and lowered as may be desired. From a pulley attached to the concentrating rings, a heavy Manila rope will fall down through the car, and thence to a sling, attached to which will be the life-boat. This boat will be of the most approved and careful construction. It will have water-tight compartments, sliding keel, and will be so made that it will be self-righting. The boat will be provided with a complete outfit of oars and sails, and to it will be lashed instruments, guns, lines, etc., and provisions for thirty days, all in water-tight cases.

The trail rope, by which the aeronaut can maintain any desired altitude without resorting to ballast, will be of Manila rope, $1\frac{1}{2}$ inch thick, and 1,000 feet long.

The car will be fully provided with instruments, provisions, etc., independently of the boat. It will be so constructed that it can be taken apart piecemeal and disposed of as ballast. It will carry about 5,000 pounds of ballast, which will consist of bags of sand, each carefully weighed and marked. Among the instruments to be carried in the car there will be a galvanic battery, with an alarm, two barometers, two chronometer watches, a compound thermometer, a wet and dry bulb

thermometer, a hygrometer, compass, quadrant, chart, parachutes, with fire-balls attached, and so arranged as to explode when striking the water, so as to indicate the direction traversed; marine glasses, two vacuum tubes, a lime stove, etc. A number of carrier-pigeons will be taken along, and dispatched at intervals on the route with intelligence of the progress of the expedition.

The smaller balloon will be 40 feet in height and 34 feet in diameter, and will be made from 408 yards of "Manchester Mills." Its network will consume 20 pounds of 40 thread cotton cord and 6 pounds of Italian hemp. It will be attached to the concentrating rings of the large balloon, and will be used as may be required to test the upper currents or assist in feeding the large balloon.

The balloons will be coated with a varnish made of boiled linseed oil, beeswax, and benzine, and of these ingredients 1,000 gallons will be used.

The capacity of the great balloon will be 600,000 cubic feet of gas, but it will be inflated with but 400,000 cubic feet, which, at the height of one mile and three quarters, will expand sufficiently to fill the balloon. The lifting power of illuminating gas is about 35 pounds to the one thousand feet, so that the balloon will have a lifting capacity of 11,600 pounds. The pressure will be $1\frac{1}{2}$ pounds to the square inch.

The weight may be summed up as follows:

	Pounds.
Balloon,	4,000
Net and ropes,	800
Car,	100
Boat,	1,000
Dray rope,	600
Anchor and grapnels,	300
Sundries,	300
	7,100

Then 4,500 pounds will be allowed for passengers and ballast.—*N. Y. Graphic.*

—Fashionable young men in New York can hire a gold watch and chain for \$1 a day.

—C. G. C. Canby, brother of the General, died in the Missouri State Lunatic Asylum on the 9th ult., having become insane on learning of the General's murder.

—A somewhat opinionated farmer up in Vermont had a little argument with his wife a few mornings ago, and now he is going about with his head tied up, and saying that his horse kicked him.

—The fatigue of the limbs incident to railway traveling is occasioned mainly by the trembling motion of the floor under feet. Invalids will find great relief by the use of an air-cushion for a footstool.

—Having a bill against a man in a Kennebec town, we sent a letter of inquiry to a newspaper man of that locality. The reply was, "He is dead; but he pays just as well as he ever did."—*Belfast Journal.*

—One of the late Chief-Justice Chase's physicians says he underwent a greater change in the year and a half preceding his death than any man he has ever known. Some of his best friends failed to recognize him when they had not met him for six months. He lost almost entirely his physical identity.

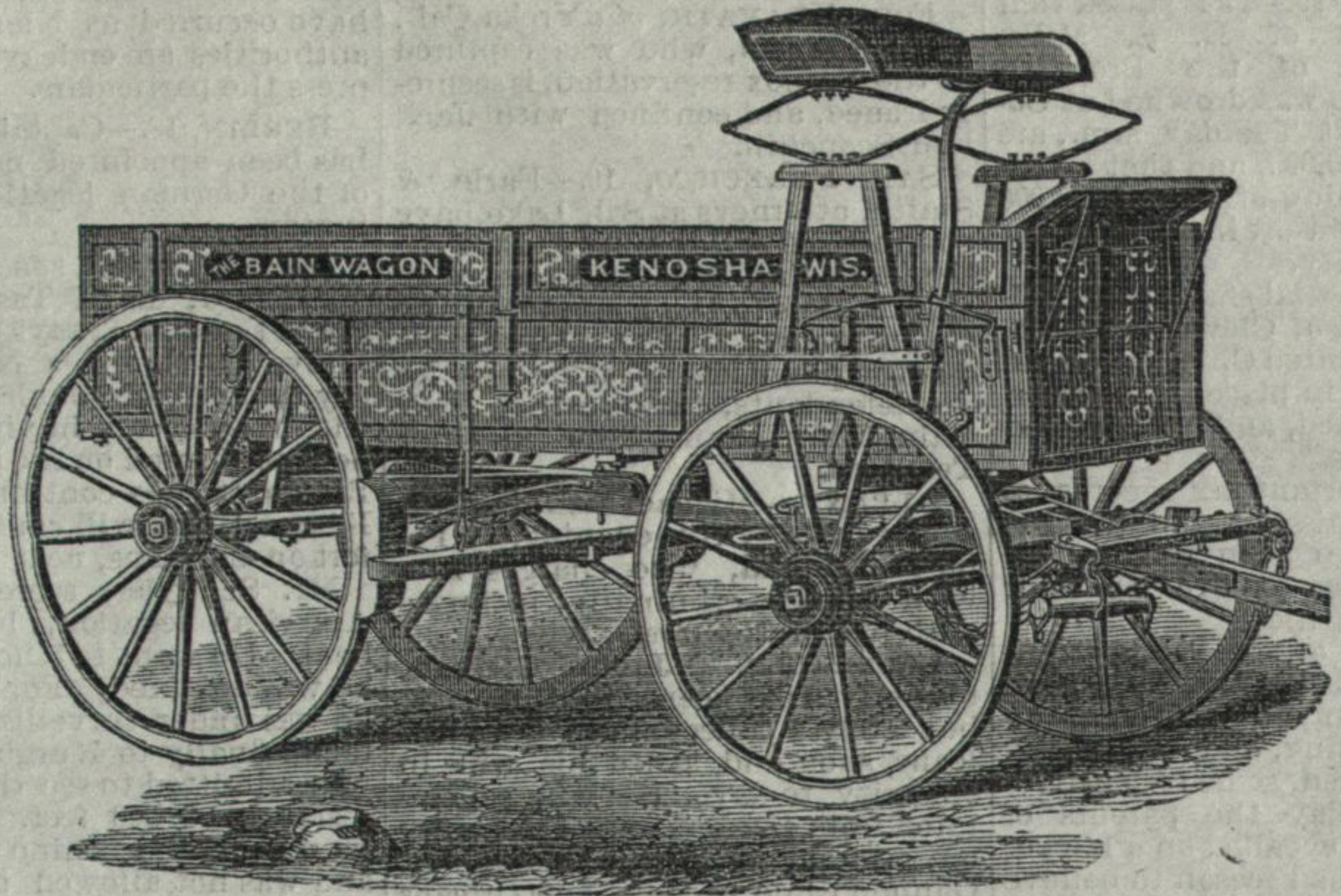
—In speaking of King Mirambo, of Central Africa, the *Court Journal* says that a monarch who would take the trowsers sent from missionary-inspired ladies of Aberdeen, split them in halves, fill them with sand, and make a war club of each leg, cannot be forgiven upon the ground of mere eccentricity.

—Wienowski offers, when he returns to Europe, about seven or eight months hence, to take charge of and instruct the boy Leopold Lichtenberg, who displayed such extraordinary talent in performing on the violin, providing a subscription can be raised in the meantime for sending the youngster to Brussels.—*S. F. Chronicle.*

—The Japanese Government takes care of its foundlings. Heretofore the law has been to provide a certain quantity of rice for all foundlings up to the age of fifteen years; but the government has ordered hereafter that the allowance be discontinued when *les enfants perdus* arrive at the age of thirteen. The foundlings protested, but without effect.

BAIN WAGONS!

FACTORY ESTABLISHED IN 1852.



FACTORY ESTABLISHED IN 1852.

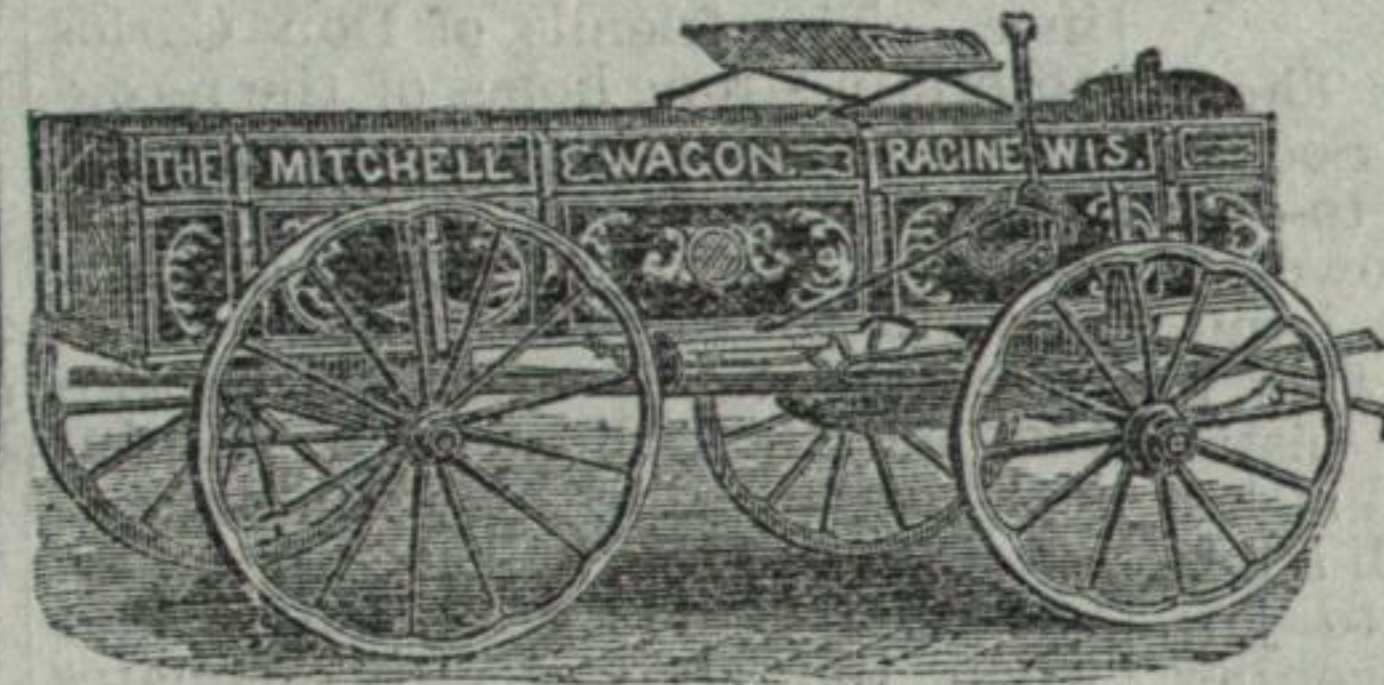
IF YOU ARE GOING TO BUY A GOOD WAGON, ASK YOUR NEIGHBOR WHO HAS A Bain Wagon: He will tell you it gives BETTER SATISFACTION than any Wagon ever used in Utah.

Z. C. M. I. SELL the BAIN WAGON at OGDEN and LOGAN, Having taken the place of the Schuttler Wagon, which is good evidence of its superiority.

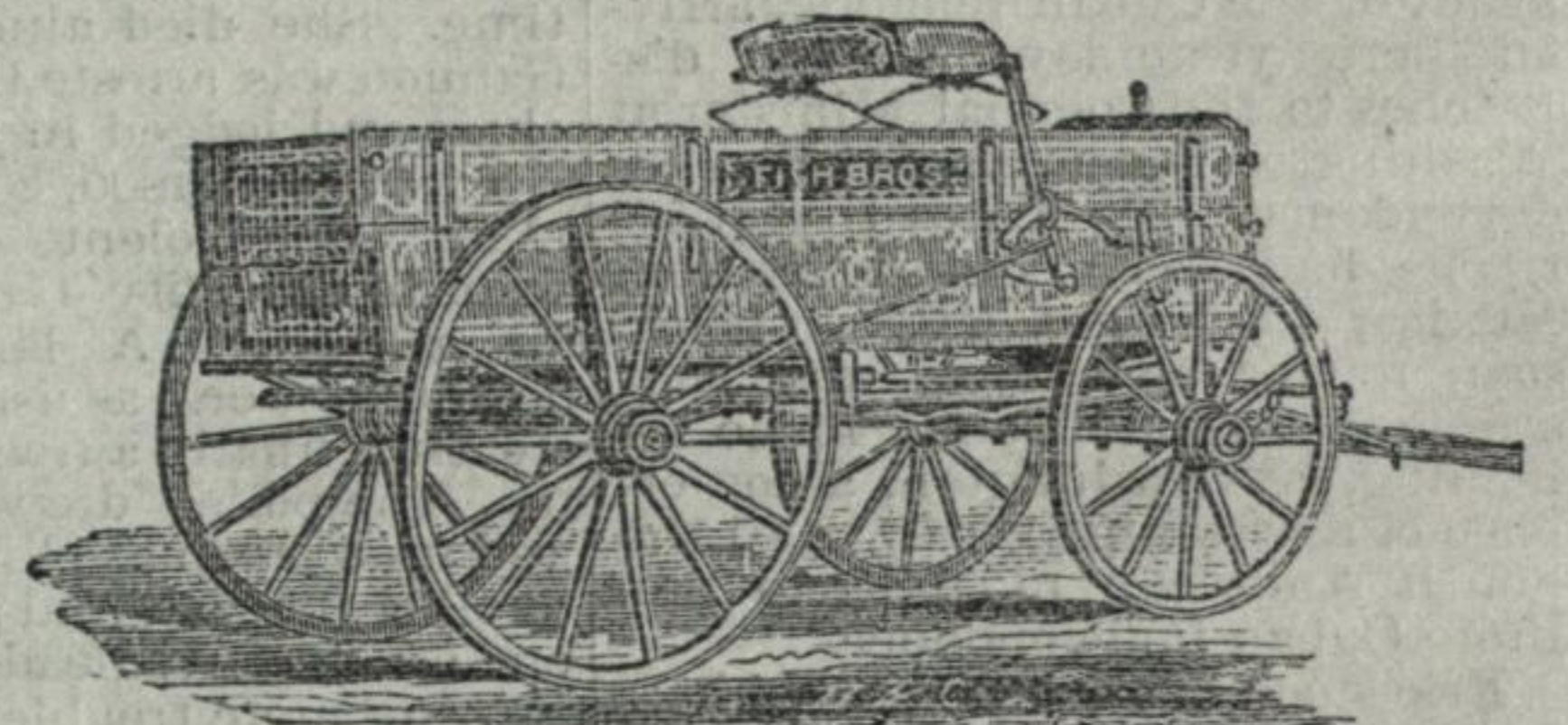
First Wagon Depot South of Theatre.

w10-july 16, '73

SEBREE & ROBERTSON.



BOND-CHANDLER



The Mitchell Wagon!

200 IN USE IN THIS TERRITORY

Last Summer and not one spoke or tire yet loose! We have not been asked to do a dollar's worth of repairs on the wheels!

Fish Bros. Utah Wagon!

800 OF THESE WAGONS SOLD BY US

the last year which attests their well deserved popularity! Have made many important improvements in them in the last three months!

These two Wagons are confessedly the Best in the Market
NO ONE SHOULD BUY A WAGON WITHOUT FIRST GIVING US A CALL!

WE ARE AGENTS FOR THE

Jones Plow, the Best in the World!

Look at them and you will say so. Try them, and if you don't agree with us we will take them back.

We have the Best and only Complete Stock of Hard Wood Lumber and Wagon Material in Utah.

AGENTS OF J. I. CASE & CO.'S

THRESHING MACHINES,

The Dorsey Combined Reaper and Mower, and the Iron Clad Mower.

JOHN W. LOWELL & CO.,

N. E. Corner 1st East and 2nd South Streets, Salt Lake City.

Tooele County Assessment
For 1873.

NOTICE is hereby given to the Tax payers of said Tooele County, that there will be held on Monday the 1st day in September 1873, at 10 a.m., at the Court House, Tooele City, Tooele County, U. T., a session of the County Court of said County, when all complaints against the Assessment for 1873, will be heard and adjudicated. Parties interested will please take notice.

By order of the County Court of said County this 8th day of July 1873.
RD. WARBURTON, Clerk.

w24 1m

J. M. JOELSON,
DEALER IN
FURNITURE
And Manufacturer of
Upholsterv, Mattresses, &c.,
GROESBECK CORNER, opposite the White House,
SALT LAKE CITY, UTAH.

w49-tf

MILBURN WAGON.

THESE WAGONS are made from the best quality of Indiana Selected Timber—Thoroughly Seasoned and put together by

Experienced Workmen.

FOR STYLE, FINISH, AND EASY RUNNING, THEY CANNOT BE EXCELLED,

and are made expressly for the

UTAH TRADE.

We challenge comparison with any Wagons in the market.

DEPOT OPPOSITE SEVENTIES' HALL.

JOHN ILBURN.

NOTICE

IS HEREBY GIVEN that I, Edward Partridge, Probate Judge of Millard County, U. T., have, on the 9th day of April, A. D., 1873, at the U. S. Land Office in Salt Lake City U. T., made cash entry No. 1168, of the following described land, in trust for the use and benefit of the inhabitants of the Town of Selpio, Millard County, U. T., to-wit:

The S W $\frac{1}{4}$ of Section 17, Township 18 South of Range 2 West, containing one hundred and sixty acres.

All persons claiming to be entitled to any portion of the above described land are hereby notified to file their statements with the clerk of the Probate Court of Millard County, as required by an act of the Legislative Assembly of the Territory of Utah, prescribing rules and regulations for the execution of the trust arising under an act of Congress entitled "An act for the relief of the inhabitants of cities and towns upon the public lands," approved March 2, 1867, approved February 17, 1869.

EDWARD PARTRIDGE,
Probate Judge of Millard County.
Fillmore City, April 23, 1873. w13 2m