

## EDITORIALS.

THE uses to which paper has been applied, and its adaptability in various branches of manufacture, is most surprising. It has been talked of as a most excellent material for armor plates for vessels of war, having many advantages over iron. It is used extensively for boats, every kind of boat being built of it at a manufactory at Troy, New York. The very best "calendar rolls"—used in finishing "sized" paper, and for other purposes, are made of pressed paper in preference to ivory, bone, steel, or other material. And now we learn from the *Railroad Record* that it is used for railroad car wheels. The writer of the article in that journal says that he has examined a new car wheel, the body of which is made of paper, that is patented by Messrs. R. N. Allen & S. W. Kimball, of Brandon, Vermont. It seems that two trucks, of six wheels each, were made at Brandon for trial. After running nearly a year on Eastern roads, they were transferred to a car of the Pullman Palace Car Co's line, under which they have been used several months, and show no signs of wear. Their construction is difficult to describe in detail without drawings and diagrams. They consist, however, mainly of a tight filling between tire and hub of pressed paper—paper of the best fibre, subjected to a pressure of a ton and a half to the square inch. The inventor conceived the idea of using pressed paper in the construction of car wheels, because wood and all other substances thus far tried have been found objectionable in one point or another. Paper would seem to answer the purpose admirably, because it is noiseless; it does not swell nor shrink with the weather, it affords a stay to the tire and a lateral support in turning curves, and at the same time adapts itself to any trifling inequality of the inner surface of the surrounding tire, which wood or iron fails to do; and, finally, it seems to be stronger than any other material—many times stronger than any other material of the same weight—of which a wheel can possibly be made.

This appears strange, but experience is proving that paper possesses qualities which are peculiar to itself. It is wholly inelastic, and yields nothing to climatic changes; and for a dry climate, like that of Utah, would possess an advantage over wood in the construction of car wheels. It is not affected by heat or cold or wet, and always remains the same. When sufficiently pressed, it may be treated as hard wood is; it may be turned in a lathe, holes may be drilled or bored in it, it is susceptible of a high degree of polish, etc.

In these wheels, the *Railroad Record* says, the usual steel tire with its "rail flange" is used. Upon the axle, as a centre, two heavy steel flanges are fastened parallel to each other at right angles with the axle, and in the plane of the diameter. The inside one has an 8 inch radius, the outside one completely covering the outer disk, and overlapping the tire half an inch. Through the compressed paper, from flange to flange, are passed strong bolts of the best iron, secured by nuts "screwed home" firmly, and near enough together to hold the paper in its place, without unnecessary cutting away of its fiber or weakening the flanges. And it is worthy of note, that it has never been found necessary to tighten a nut on any of them from the first day of operation to the present! The paper forms a solid wall between the axle and the tire, the flanges doing nothing but keep the paper in proper position. The strain comes upon the paper—the tire, of course, doing its duty as in every other wheel.

THE *Sedalia (Mo.) Times*, of the 20th ult., contains an account of a remarkable case of surgery recently brought to a successful termination in that city. The *Times* says that Mr. George Gardner of that place had one of his feet so badly crushed by a railway accident some time since that he lost a portion of it.

In cases of amputation a flap of skin is left to cover the stump, that being the only means of doing so; and amputation at the ankle joint was talked of in the case of Mr. Gardner, but he was so weak as to be unable to undergo the operation, and it was found impossible to heal the stump by the ordinary method. To accomplish the desired end a method of transplanting or grafting, invented by a celebrated Paris surgeon, was resorted to, and pieces of skin, not so large as a grain of wheat, were taken from the patient's arm and

placed on the lacerated stump, where they took root and gradually spread until they formed a complete, sound and healthy covering for the same. This is said to be the most successful case of the kind that has taken place in this country.

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## NOTICE!

TO WHOM IT MAY CONCERN! That where, as I will appear, on Thursday, the 1st day of June next, at 10 o'clock a.m., at the U. S. Land Office in Salt Lake City, U. T., to make cash entry No. 2453, for the Townsite of New Harmony, Kane County, embracing the following described lands, to wit: The S E and the N E quarter of Sec. 21, the S W and the N W quarter and the N W and the S W of Sec. 22, Township 38, South of Range 13 west, containing 120 acres.

Also to make cash entry No. 2467, for the Townsite of Kanara, Kane County, embracing the following described lands, to wit: The S half of the N E quarter and the N half of the S E quarter of Sec. 34, and the S W and the N W quarter of Sec. 35, Township 37, South of Range 12 West, containing 200 acres.

Also to make cash entry No. 2630, for the Townsite of Toquerville, Kane County, embracing the following described lands, to wit: Lot 1, S half of the N W quarter and the E half of the S W quarter and the N W quarter of the S W quarter of Sec. 2, Township 41, South of Range 13 West, containing 240 acres.

To make the proof required by law, and show that I am entitled to have the entries made, under "An Act of Congress, for the relief of the inhabitants of cities and towns upon the public lands," approved March 2, 1867, and also "An Act amendatory thereto," approved June 8, 1868, for the use and benefit of the inhabitants thereof, at which time and place any person or persons can appear and show cause, if any there be, why such entry should not be made.

JOHN NEBEKER, Probate Judge.  
Toquerville, April 29, 1871. w13 4

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