

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 an accomplished fact.

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.

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 ministrations 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, " 699	

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 years, and who had been in the Church, but not quite, have been assisted to complete their required amounts, and thus the funds have been extended 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 Spirit of God to get along with it as well as we have; but the most annoying and mischievous of it all has been the letters that have come in here about

the following terms—"Now, John, I have donated so much to help you and your family out. Our Ward has raised so many thousand dollars, and I heard one of the Twelve or Presidency say the 'American Elders would all be called home and the Mission closed up,' now, you sell up as quick as possible and write up to Bro. Franklin, at Liverpool, and tell him you are all ready and want to go on the first ship." The result of such counsel freely extended through the Mission has been to leave a considerable number who could by no possible means get away, destitute of home and out of work, compelling them to withdraw their deposits in order to avoid absolute suffering, beside adding scorn and reproach from the world to their already hard enough condition. My repeated admonitions on this subject in the Star have availed only in part.

Many Branches throughout the Mission have been disorganized, and so far as practicable, attached to neighboring Branches, as have also several of the Conferences, so that the effects of the emigration this year are distinctly felt in all parts of the British Conferences. The missionaries are mostly young, but are generally diligent and devoted to their labor; and we have hope that soon a good work of additions by baptism will be reported. I intend to spend what time I can among the Conferences, and, by the help of the Lord, assist to strengthen their hands by any and all means in my power.

I think of starting to-night for Zurich, to attend Conference there next Sunday, if the Lord will.

The health of the Elders is generally good; and, so far as I know, each is endeavoring to do his part well.

The heat and drought are much greater this Summer than I ever before experienced in England.

The Evening News and Juvenile Instructor arrive quite regularly, and are very interesting to us. I send the Star regularly to you.

With love to you and the brethren with you, in which my assistants join, I am, your brother in the Gospel, F. D. RICHARDS.

ST. THOMAS, ARIZONA, July 19, 1868.

Editor Deseret News.—Your esteemed paper has for some time not come to hand regularly via St. George, on account of too heavy mail, though the more circuitous route via Parangatang has brought the News more speedily and regularly to St. Joseph than we receive it at the best of times through St. George. Our reinforcements, sent to us from Salt Lake last fall, have mostly decamped again, and are "on a visit" to the city, leaving our ranks pretty well thinned. We hope for their timely return, as their work is enough laid out for all to do. We have had fine summer weather here lately, the thermometer ranging from 90° at sunrise to 112° at noon in the shade, 155° in the sun, 100° at midnight, and the water in the town ditch reached 90° frequently.

In your issue of July 1st, just come to hand, I notice a communication of Mr. Bertrand, of Tooele, called forth by my hastily sketched hints on grape growing on the benches around Salt Lake, in the preceding paper, which I should pass by unnoticed but for the request of friends who have noticed his strange prognostication "that Southern Utah and Arizona can never produce wines in the least degree approaching the famous Burgundy, because our locality is too warm." Were this assertion sustained by truth I should receive it as valuable information; but it can not be sustained by facts, and the whole of the scientific world is under the same "mistaken notion" as I am—that the warmer countries of our world excel the colder one's in the quality of their wines. And, indeed, Mr. B. himself tells us, in the same letter, that the south of France produces from the Muscat grapes the most sugary wines of the world, and that very superior wines were grown in sunny Africa also; and the same grapes so perfect in the south of France, would not ripen around Paris. His prediction comes a little too late, for we have already made wines here that will compare favorably with any that it ever was my fortune to taste in the famous grape regions of the Rhine and the Upper Rhine as well as the noble land of France.

W. E. Dodge has wine made of the Isabella grape, (and the Isabella has innumerable superiors as a wine grape) which is pronounced a superior article by competent judges; and from the common Mission grape there was a wine made at Tokerville last season which, in alcoholic strength and saccharine properties, surpasses the best Burgundy ever analyzed and lacked nothing but aroma of being a perfect wine. This lack is not in the climate but in the variety of the grape, and the wine is not fast, ripening. We have now all the prominent varieties of the European wine grape which are cultivated in the wine districts of Europe, even to the Pirean, the Black Burgundy, the Madeira wine grape and the Traminer of the Rhine, as well as the Muscatells of Spain and the Fihier Zagos and Tokays of Hungary, each true to name and character, reproducing with us the excellencies for which they have been esteemed from age to age in their own lands.

As to seedlings we have, during the space of seven years of experiment arrived at the conclusion that they might "go to glory," and the grubbing hoe has disposed of the bulk of them. Many of our cultivators have raised them by thousands and discarded them. They are very tedious and uncertain and out of 100 of them, when they at last bear, there are seldom more than of any account; still new and rare varieties may thus in process of time be originated, and it is quite probable that Mr. B. may originate some varieties well adapted to the regions of Utah, excellent as well as hardy.

When speaking of the Frontignans of Europe, I meant the varieties which pass by that name in the standard works on fruit culture, Downing, Hyatt, etc. The Frontignans of Europe, family and are tender, but being early, and if planted as strong yearling plants, and not irrigated, will mature a sufficient amount of wood to furnish the bearing buds for the coming season, though the extremities may be frost-killed. The Fihier Zagos is harder and matures its fruit in lat. 47° in Hungary. I have made as good a light wine of it at Santa Clara as is made from the Golden Chasselas on the banks of the lakes of Geneva and Neuchâtel.

The adaptation of a district for grape growing is determined by the mean temperature of the growing season, more than by the mean annual temperature, and a careful comparison of the mean temperature of Salt Lake Valley

for June, July, August and September with that of European locations will show a closer resemblance with that experienced in the south of France than the mean annual temperature would exhibit. Mr. B. is correct in his assertion that an excellent wine is made in a colder region than Salt Lake; yet there is no advantage in the low degree of temperature of that country; but the success of that region is mainly due to the extreme artistic culture which the vine and its product receive, which, if applied in more southern regions would produce results still more excellent.

The mean heat of the cycle of vegetation of the vine must be at least 66° Fah., and that of the summer from 65 to 68° Fah.; also that at the period of ripening, at which time the process of sugar forming is going on in the grape, there should a temperature prevail tending to develop a large amount, which will be exactly guided by the heat and as in the process of fermentation the sugar is partly converted into alcohol, the strength of the vine produced will be precisely in proportion to the heat received during the last stage of maturation. It is on this account that early ripening varieties are the best for cultivation in all those localities where the heat of September falls below the mean of 65°, which is undoubtedly the case with the region of Salt Lake. Those places which enjoy a summer mean of 73°, a hot month of seventy-five degrees, and a September of 65° will mature the Catawba, though late in September; they will also mature the Chasselas, the white Frontignan and the Fihier Zagos about the last week of August. Their growing season corresponds to a mean of 75° and an aggregate of 11000° of heat. Those places which bask under a glowing summer of 74° a hot month of 75 degrees or more, and a September of 75°, as Los Angeles in California, the Muddy Valley, and the environs of St. George will ripen the tenderest of European wine grapes to perfection.

Upon the perfect maturity of the grape depends the amount of saccharine and alcohol, and the tartaric acid gives the wine its keeping qualities. In the wines of Burgundy these ingredients are happily blended in due proportion, as is also the case with the famous Rhine and Swiss wines; and as in renowned localities excellent vintages are always kept over until they have acquired all they can by age; and as only such wines are exported as will help to maintain the reputation, it is not difficult to establish the belief among men that they cannot be excelled or equalled. The wines of warm countries have commonly an excess of alcohol beyond the normal standard, and a small portion of tartaric acid; but when the same care is bestowed upon them as the vintage of central France receives, and they are kept in cellars in which a temperature can be maintained that will not vary more than ten degrees throughout the year, the result is a wine that finds no rival in a cooler climate. The Teneriffe, the Madeira, the Sherry, the Lacrima Christi of Naples, all grow in a climate where the temperature of July rises, and the highest heat occurs in August, and where the heat is intensified by surrounding desert hills or volcanoes, the same as it is in our "Dixie," are celebrated the world over and claim the reputation of the highest excellence. The flavor of wines, depending upon variety of grape and not upon locality, will of course guide the choice of many to a decided preference for some kinds not otherwise superior by ingredients. I regret that time and space do not permit enlarging upon the subject; but I fear I have already trespassed upon your space. My purpose being the diffusion of information which cannot be disproven, I feel that I owe no apology for adding a little additional light upon the subject which Mr. Bertrand has only partly elucidated, and I hope that my remarks will tend to advance this important interest of our country.

Yours respectfully,
D. BONELLI.

LINE DOWN.—No telegraphic dispatches today, line down east, up to going to press.

THE IMMIGRATION.—We have been favored with the following telegram to President Young, received this morning:

Benton, Aug. 18.
Pres. B. Young.—H. S. Eldredge left for home at six o'clock this morning. Eldredge's company of 500 Saints leaves here to-morrow in Gillespie's train. All well.

A. C. PYPPE.
PRESIDENT B. Young and company held meeting at Farmington and Kaysville yesterday, remained at the latter place last night, left for Ogden this morning at 7 o'clock, arrived at five minutes to 10, and held meeting this morning and afternoon.

ARRIVALS AND DEPARTURES BY STAGE.

From the East—H. S. Poole and lady, Edward Foster, Dr. A. M. Lorye, H. McKay, J. E. Whitteker, J. W. Drew, J. H. Nougues, Edwin North, Colonel David Buel, S. D. Kimbark, J. H. Raymond, S. D. Johnson, H. P. West, T. R. H. Stenhouse, D. Worthem, F. McCabe, Chas. Cook.
From the West—Gov. Stanford, A. P. Stanford, S. S. Montague.
From the North—H. M. Jackson.
To the East—A. J. Kopper, J. E. Osborn and wife.
To the West—Thos. Philbrick.
To the North—H. D. Kent, D. Mandelson.

NEW TO-DAY.

Choppers Wanted.—S. G. Sewell, Salt Lake House.

Special Notices.

REMOVED.—The City Liquor Store is removed to the opposite side of the street, in Greenock's Buildings, where the choicest Territorial and Imported Liquors and wines can be had.
205-14

WANTED, a few cords of Mountain Mahogany Wood at this office.

WANTED.—One hundred and fifty cords of red pine wood at the Paper Mill.

WANTED.—At this office, clean, white cotton and colored rags. People in the city who wish to dispose of them will please bring them on Monday and Friday.

"HOW WAGE THE TIME?"

ON the Railroad or off it? If you want your WATCHES REPAIRED, bring them on. Railroad Men, Superintendents or Workmen, can send by Wells, Fargo & Co's Express; they will be returned safe and packed.

WORK WARRANTED.
J. HENK'S PIONEER JEWELRY STORE,
East Temple Street, Salt Lake City.
d228-1m

THEATRE.

Lessee & Manager—H. B. Clawson & J. T. Cain.

The eminent Tragic Actress,

MISS ANNETTE

INCE, FURNITURE

AS

Rosalind!

In Shakespeare's Brilliant Comedy of

AS YOU LIKE IT!

MISS ADAMS as CELIA!
MR. MCKENZIE as JACQUES!
MR. MARGETTS as TOUCHSTONE!

The Strength of the Company in the Cast

TUESDAY, Aug. 18, '68.

Will be presented, for the first time in this city, (Shakespeare's) enchanting Comedy, in 5 Acts, entitled,

AS YOU LIKE IT!

ROSALIND,.....Miss ANNETTE INCE
Jacques.....Mr. D. McKenzie
Touchstone.....Mr. P. Margetts
Orlando.....Mr. J. C. Graham
The Duke Senior.....Mr. J. S. Lindsay
Duke Frederick.....Mr. J. A. Thompson
Oliver.....Mr. J. M. Hardie
Adam.....Mr. J. E. Evans
Amiens.....Mr. J. B. Kelly
Le Beau.....Mr. H. Haines
Sylvius.....Mr. J. E. Hyde
Corin.....Mr. E. D. Crowther
Charles.....Mr. C. F. Atwood
William.....Mr. R. Matthews
Jacques de Bois.....Mr. H. Haines

Celia.....Miss Adams
Phoebe.....Miss Alexander
Audrey.....Mrs. M. G. Clawson
Lords, Ladies, Attendants, &c., &c.

In preparation, the Great Historical Play of

Elizabeth, Queen of England.

DOORS OPEN at 7 1/2 o'clock. Performance commences punctually at 8.

CHOPPERS

WANTED!

Enquire of

S. G. Sewell,

SALT LAKE CITY.

d228 1w

To Whom It May Concern.

NOTICE is hereby given, that THURSDAY, the 27th instant, is the day fixed by the Probate Court of Salt Lake County for the filing of the final report of the Administrators of the Estate of William Nixon, deceased.

All persons having claims against said Estate or otherwise interested in the settlement thereof, will please take notice and govern themselves accordingly.

E. W. EAST,
Probate Clerk.

d227:3

ESTRAY NOTICE.

I HAVE in my possession the following animals, which, if not sooner claimed, will be sold at Public Sale, at the City Pound, Aug. 23d, 1868, at one o'clock P. M.:

One red and white STEER, 2 years old, white spot in forehead, branded D T on left hip.
One red and white STEER, 1 year old, crop off right ear, all in left.
One red STEER, 1 year old, crop off both ears.
One red and white STEER, 1 year old, upper half crop in left ear, branded S on left hip.
One brindle STEER, 1 year old, under half crop in right ear.

One dark brown MULE, 11 years old, no brand visible.
One bay MARE, 3 years old, small white spot in forehead, white on hind feet, white on left fore foot, branded / on left thigh.
WILLIAM N. FIFE,
Foundkeeper, Ogden City.

d228:3t

COAN & TEN BROEKE,

CARRIAGE MANUFACTURING CO.

FAMILY CARRIAGES,

LANDAUS,

CLARENCES, BAROUCHES,

Bretts, Coaches, Phaetons, all kinds of Light Work, Top and Open Buggies, &c.,

Grant's Shifting Top, Rail,

Strictly First Class—

41 & 43 Randolph Street, CHICAGO.

Also manufacture at Corner of ANN and WEST RANDOLPH STREETS, Cars, Omnibuses, Passengers Coaches and Hackes, Express Wagons,

CONCORD BUGGIES, &c.

23. Largest Assortment of Carriages in the West, from Lawrence, Bradley & Pardee, New Haven, Conn.

J. A. ABBOT, Sup't.
Formerly with J. S. & E. A. Abbot, and recently with A. B. Downing & Co., of Concord, N. H.

D. W. COAN,
Pres't.

C. O. TEN BROEKE,
Sec'y.

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HAVE on hand an excellent Assortment

MERCHANDISE,

Consisting of

DRY GOODS,

GROCERIES,

HATS & CAPS,

BOOTS & SHOES,

BAR IRON & STEEL,

BROOMS,

ROPE, NAILS, &c., &c.,

Which will be sold

LOW FOR CASH!

Also,

BACON, FLOUR,

AND

DRIED PEACHES, &c.

FOR OUTFITTING.

d123:1y

SMITH BROS.

CARPENTERS

AND

JOINERS.

State Road, Half Block North of Emigration Square.

ARE prepared to Contract for BUILDINGS! A guarantee the work equal to the best and as cheap as the cheapest. Having

MACHINERY

OF THE LATEST IMPROVEMENTS.

We keep constantly on hand and Make to order, at the Shortest Notice, DOORS, SASHES, BLINDS, MOULDINGS, Etc., Etc.

TERMS TO SUIT CUSTOMERS.

d104:1y

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CASH PAID FOR

FLOUR,

OATS,

BARLEY.

BEAN,

SHORTS.

CORN.

Choice Apples, &c.,

BY