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Editor and Publisher,

Salt Lake City, Utah Territory.

Bishop WILLIAM BUDGE is authorized to act as GENERAL AGENT for the DESERET NEWS throughout Cache County.

*Elder GEORGE FARNWORTH of Mount Pleasant, is appointed GENERAL AGENT for the DESERET NEWS and JUVENILE INSTRUCTOR for Sanpete County.

Special Notices.

Facts for Housekeepers.

That DOOLEY'S BAKING POWDER has been severely tested, and has been proven to be the purest, most economical, reliable and best Baking Powder ever manufactured, to which thousands testify.

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THE HUMAN HAIR.—Burnett's Cocoaine, for healthful purity and elegance is unsurpassed.—Leslie's Ladies Magazine.

WASHINGTON IRVING, who was a great sufferer from Asthma, found relief in Whitcomb's Remedy.

NARROW GAUGE FOR RAILROADS.

THE completion of the Railroad across the continent, and the construction of the Utah Central, has brought the question of railroad building prominently before the people; and an interest is now felt in the subject by all classes that never was entertained before. The facility with which passengers and freight can be transported from one point to another along the line of the Utah Central is a pleasing change from the old method of traveling and freighting, and causes those living in other parts to wish that the same convenience existed where they live. This was fully illustrated at the late Conference. The people of Box Elder, Weber, Morgan and Davis counties were able to come at a moderate expense from their homes, and with the loss of but very little time, to attend the Conference; they were able, also, with equal facility, to return when it was ended. No trouble with or care of teams to attract their attention or to disturb their worship; no fear of bad roads or foul weather; but they were able to abandon themselves to the enjoyment of the occasion nearly, if not quite, as much as if they lived in the city. The people of Cache and Summit counties, though not living on the line of railroad, were able, also, by traveling a comparatively short distance, to avail themselves of its advantages.

How different this to the labor which the people in other portions of the Territory had to perform to reach here on the same occasion! They had a slow, toilsome journey to perform, which was hard for them and for their teams; and when they reached here, and visited the

U. C. R. R. depot and saw the trains coming and going, bringing and carrying away those who lived near the line in so brief a space of time to and from their homes, they could not repress the wish that they, too, in their section, might soon be equally favored. We have begun to experience the benefits of railway communication, and to satisfy the wishes of the people, it must be extended until every section of the Territory shall share in its advantages. The only cause of delay in bringing about this consummation will be the lack of money with which to purchase the needed materials; for in building railroads, as in everything else that we do, wisdom dictates that we pay as we go.

There is a kind of railroad in Wales which has attracted the favorable notice of engineers throughout Europe, and is now claiming attention in this country, which, if suited to our country and wants, could be built at far less expense than those in common use throughout the Republic. It is called the "Portmadoc and Festiniog Railway," and is built on a gauge of only twenty-four inches. This road has fulfilled all the requirements of a railway in the sections through which it runs, and is paying a larger dividend on its capital stock than any other railway line in the world. The cause of this is apparent upon a little reflection. The first investment in a broad gauge railroad is very considerable—its grading, ties, locomotives, etc.—and the expense of keeping it up is proportionately great. Such a line must do a very heavy business to pay a moderate interest on the money invested, and in a sparsely-settled region, where the traffic is limited, such a line of railroad will not pay a dividend, or, at best, a very small one. But the theory now entertained by scientific and practical engineers, based on the working of this Welsh railroad, is, that for roads designed for a limited traffic, and in the construction of which it is necessary to observe a close economy, the narrow gauge possesses many advantages over the broad. By those interested in the construction and operation of the line in question, it is claimed that a gauge of two feet six inches can be made quite as effective as one of four feet eight and a half.

In the Canadian Dominion they are building these narrow gauge roads from Toronto and other business centres to the lumber regions of the back country. These roads are being built on a plan similar to that adopted by the engineers of the Festiniog road, and the estimated total cost of construction and equipment is \$14,000 per mile. These roads are regarded with very general favor, it being believed if they can command sufficient traffic to employ them to the minimum of their carrying capacity, they will yield a larger percentage of profit on the capital invested in them than any roads now operating in the Dominion.

It strikes us that roads of this kind would answer admirably in this Territory. The construction of costly roads would not be warranted by the local traffic which now exists or which they would develop. In roads of this description many expensive details, which are indispensable to safety on roads of a broader gauge and greater capacity, might be omitted without danger; besides, the curves might be shorter and the gradients steeper than on roads of the ordinary gauge. If we could have a railroad that would not cost half as much as the one in general use throughout the country, that could be kept in operation and in repair at a comparatively small cost, and that would meet the wants of the region through which it passed, it would be a great desideratum; and such a road this narrow gauge appears to be.

The following description of the locomotive "Little Wonder," which is in use on the Portmadoc & Festiniog Railway, is taken from the London Times. The locomotive weighs but five tons. Its structure is peculiar, the parts in immediate relation with the wheels to drive them being arranged between the same:

"The Little Wonder" is an eight-wheeled

double bogie engine of four cylinders 83-16 inches in diameter, with a stroke of 13 inches. The diameter of its wheel is 2 feet 4 inches; its average steam pressure is 150 lbs.; its weight is 19½ tons; its total length is 27 feet; its total wheel-base is 19 feet, and the wheel-base of each bogie, which practically has alone to be considered, is 5 feet. This engine was first of all made to carry from Portmadoc to Festiniog a train made up of 90 slate wagons, weighing 57½ tons; 7 passenger carriages and vans, weighing 13½ tons; and 27 passengers, weighing 4 tons—in all, 75 tons. Add to this its own weight, and we have a total load of 94½ tons. The weight, it will be seen, was considerable, if we take into account the size of the engine, the narrowness of the gauge, the steepness of the gradients, and the sharpness and multitude of the curves. But the chief point of interest in this experiment had reference to the length of the train, which was 854 feet—nearly the sixth part of a mile. A train of such length on such a line had often to run upon two or three reverse curves, some of them with a radius as short as one and three-quarter chains; and it so curled and doubled upon itself as it wound among the Welch hills that the passengers in the front carriages, while sitting in their seats, could make signals to the hindmost ones. The engine, being in full gear, took this very long train up the hills and in and out among the curves at an average speed of 14½ miles an hour, and at a maximum speed of 26½ miles. Let us here add, by way of parenthesis, in order not to refer to it again, that some days afterward a similar train of 140 empty and seven loaded wagons, weighing in all 101 tons, and measuring in length 1,323 feet—that is, a quarter of a mile—a train so long, in fact, that there were parts of the road on which it had to run on no fewer than five reverse curves—was by the same engine hauled up the hills at an average speed of 12 1-2 miles, and a maximum of 16 1-2. Now what was the result observed in wriggling along these curves? It was generally observed that, even on curves of one and three-quarters chains' radius, and at maximum speed, there was very little perceptible oscillation or movement on the engine or in the carriages, and by no means such as is felt on comparatively easy curves on ordinary railways. Nor must this remarkable point be forgotten—a fact almost incredible, but yet certified by competent witnesses—that the oscillation diminished as the speed increased. The speed, let it be added, is naturally less on a narrow gauge than on a broad one. Captain Tyler, the Government Inspector of Railways, was at first so doubtful of the safety of a high speed on a railway of such narrow gauge and such wild curves as that at Festiniog, that he insisted on limiting the company to a maximum speed of twelve miles an hour. Since then, however, his doubts have been so completely dispersed that he has removed all restriction as to the rate of speed; and, as a matter of fact, 'The Little Wonder,' when necessary, works up to thirty-five miles an hour.

The verdict of the jury in the trial of McFarland created immense excitement in court. As the jury re-appeared and took their seats the silence of death prevailed. The prisoner turned pale as a sheet, and as he stood up to face the jury, he trembled violently and clutched the railing beside him. "Is the prisoner at the bar guilty or not guilty?" was the question to the foreman. "Not guilty!" was the answer. The scene beggars description. The whole audience jumped to their feet and cheered as though determined to shake the house to its foundations. Even the court officers joined in the cheering. Men and women sprang over the seats and struggled for the privilege of shaking McFarland by the hand. Ladies divided their attention between the liberated man and his counsel, whom they lavished with thanks. McFarland was very much affected, and little Percy, in his joy, jumped upon a chair and, waving a handkerchief, lent his voice to the cheering.

The prospect is that there will be a sharp fight among the newspapers upon this McFarland case. The New York Tribune has said very little upon the subject; but has now commenced to ventilate the question in defence of Richardson and his widow. The latter appears in that paper in a lengthy statement, in which she gives her version of her own and McFarland's married life, which shows him up as a brutal and a vile man, and herself as a loving, confiding, but deceived and dreadfully-abused wife.

At a meeting of the National Woman's Suffrage Association held in New York, on the 10th inst., Mrs. Stanton spoke on the question of suffrage, and contended, as we learn from the New York Herald, that women did want to vote. "For myself," she said, "I am determined never to go to the kingdom of heaven disenfranchised."

On the next day the same lady proposed the following resolution, which was adopted:

Resolved, That the late trial and decision of McFarland, like that of Coles and Sickles is a virtual declaration "that man may hold property in woman," creating a public sentiment that is in its working a practical fugitive slave law for woman, saying, "No friendly hands shall dare, at the risk of life or reputation, to feed, shelter or clothe the unhappy wives of depraved men under any circumstances whatever."

Mrs. Adele Hazlett, of Michigan, also made remarks to the Association. She said:

"Women were just as patriotic as men. She pleaded the universality of the rights of human nature. At present marriage was the only boon offered to woman. But they had not the right to choose their own husbands. They ought to have it. Husbands would be thunderstruck if they knew how few of their wives married them through genuine affection. Men called them deceitful. That might not be denied, but it was their fault. She thought that women should be self-sustaining. Men argued that if women obtained the ballot they would become too masculine. The difficulty was they were too masculine, being the mere reflection and delusion of men's ideas, prejudices and vices."

Mrs. E. A. Lane, "a rather handsome woman of about thirty," was in Washington city last week, getting what encouragement she could towards starting a weekly paper in the interests of the working women. It is to oppose woman suffrage and the numerous isms connected therewith. Senators and Members of Congress were giving liberally, and it is said that she would probably go away with a substantial proof of the opposition of Congressmen to woman suffrage.

FROM the Mexico correspondence of the New York Herald we learn that the rumor that the "Mormons" intend to take possession of Sonora or Chihuahua has made a good deal of stir among reading circles in Mexico. They think if the "Mormons" should go there, that Mexico would lose the control of any territory they might choose to settle upon.

MORTALITY IN NEW YORK.

THE deaths in the city of New York for the week ending May 7th were 424; the still-born 45—total bill of mortality, 469. The births for the week were 276. Excess of deaths over births 193. These figures we copy from the New York Herald for May 9th. That paper says:

"The average weekly excess of mortality for the year over the births we may set down at 200, and be within the mark. At this rate the city, without any accession from the outside world, would, in the course of a single year, be reduced in its population over 10,000, and the same ratio of loss applied to the population of the United States would reduce it in one year to the extent of over 400,000. What a lesson for the political economist is here!"

These facts are of such a character as to require no comment. But one can not help thinking what use such statistics would be put to by religious bigots and political tricksters, if Salt Lake City or Utah Territory, instead of New York City, were the place where the deaths preponderated so heavily over the births. Sermons, political speeches and editorial articles would be filled with illustrations of the inferiority and deadly tendency of patriarchal marriages, and peans would be sung at the prospect of the speedy extinction of a people who had thus brought upon themselves condign punishment for the violation of nature's laws.