

A NEW TORPEDO BOAT.

THE latest wonder in naval architecture is the result of a Chicago man's brains. It is a boat constructed to travel under water; thus realizing the wild romance of Jules Verne. Mr. Baker, the inventor, first conceived the idea of such a vessel while in San Francisco a few years ago. It struck him that a modern man-of-war once inside the Golden Gate would have the whole city at her mercy. Then originated the thought of a submarine torpedo boat.

Mr. Baker, some time afterwards, constructed a miniature model of what his brain conceived, and it worked satisfactorily. In 1889 he contracted with the Detroit Boat Works company to construct his ideal submarine vessel. Much of the work being experimental, progress was necessarily slow. But the vessel was completed and a few days ago thoroughly tested in the waters near Detroit.

According to a writer in the San Francisco Chronicle, the boat can be utilized for various purposes, but the most important is for torpedo service. She can be driven unobserved close to any of the monster vessels of today, and in a few seconds leave nothing of her but a wreck. As Mr. Baker's invention is completely fitted for submarine service, and is equipped with electric lights, and can be managed at will, to sink or ascend, she can be made effective in searching for wrecks, laying or inspecting cables, building piers for bridges, and in fact for any kind of under-water work.

SWEATING SHOPS.

A CONGRESSIONAL committee recently visited Chicago to investigate the "sweating" system, and ascertain to what extent it was practiced. By "sweating" is meant the plan of making clothing by contract, and sometimes by sub-contract. That is, a dealer in ready made clothing contracts with a master tailor for a stipulated sum per suit. This contractor again sublets the work to individuals who take it home and perform it, in many cases, for one half the original contract. The profit goes to the middleman, and the system is known in the trade as "sweating."

The committee in Chicago found it extensively practiced. It was also shown that much of the clothing thus taken out was made in houses where fever, diphtheria and other contagious diseases prevailed at the time. The committee found eighteen persons working in a room twenty by twenty-five feet, with sewing machines and benches thrown in. It was shown that in many cases the clothing was used as bedding while in the possession of the tailors, especially so was this the case in winter, the poor operatives not having clothing of their own sufficient to keep them warm.

Ready made clothing costs much less than order made, as a rule, but it is not comforting to purchasers to know how it is cheapened, nor the uses to which it is sometimes put before it comes to the customers.

ABRAHAM LINCOLN'S TOMB.

THE Illinois department of the Grand Army of the Republic has just concluded its annual session. One resolution passed by that body is worthy of more than passing notice, inasmuch as it embraces a request to the legislature of Illinois "to appropriate a sum sufficient to pay the expenses of maintaining the tomb of Lincoln so as to abolish the payment of a fee."

Whatever may be the sectional or partisan views and opinions about Abraham Lincoln, it must be admitted by all that he was one of the grandest, greatest and noblest of modern Americans, and to charge a fee to the visitor who desires to honor his memory by looking at his last resting-place is a practice odious and reprehensible to all right-minded American citizens. This charge, too, is made on the ground that there is no other way of raising funds to protect the tomb properly, and to keep it in repair. What a humiliating spectacle for this great nation, or even for the great State of Illinois, that a pilgrim who wants to see the grave of Lincoln must pay money before doing so. All honor to the G. A. R. of Illinois for sounding the tocsin of abolition of the abominable fee system in public establishments.

RAILROAD INFLUENCE IN PARLIAMENT.

WHEN an august body like the British Parliament can be influenced by a railroad corporation, it is little wonder that such may be the case with the Legislature of New Jersey or the common council of Chicago. A few weeks ago the English House of Commons instituted a parliamentary commission to enquire into the condition and hours of labor of railroad employes. Before the commission an employe named Hood testified in a manner displeasing to the owners and managers of railroads. He was discharged immediately after his evidence was published. This naturally enough deterred other employes from testifying antagonistic to railroad interests, and the chief object for which the commission was established was therefore defeated.

The discharge of Hood became public gossip. The House of Commons was forced to take cognizance of it. The directors of the road for which Hood worked were summoned to the bar of the House. They apologized for what was done, and characterized it a mistake. It was not shown that Hood testified falsely. The House accepted the apology, and the directors were permitted to go and sin no more.

There were some opponents in the House who insisted that Hood should be reinstated, and several Irish members contended that unless reinstated it was the duty of the Government to pension Hood. They were simply coughed down, but Patrick O'Brien insisted that more should be heard about it. At the risk of being accorded his traditional place as "agin the government" he said he would fight for Hood as he did for the private soldier who wore the shamrock, and for the Salvation Army man who wanted to sing as suited himself.

As against a powerful corporation the poor laborer was impotent. And it would seem that the British Parliament ought to be able to protect its witnesses and compensate them when injured in the manner that Hood suffered. However, we do not see how the corporation could be compelled to keep a man in its employ again at its will, but the House should have placed its seal of disapprobation on all such proceedings by railroads or others.

WHO DESIGNED THE TEMPLE?

AS THERE has been some dispute as to the designer and architect of the Temple in this city, we print below a statement made by Mr. William Ward for the "Temple Souvenir Album," published by the Magazine Printing company. Mr. Ward is now connected with the University of Utah, is a reliable gentleman, and would not take to himself the credit that belongs to another. He says:

"I came to Salt Lake in 1850; was first employed as superintendent of the stone cutting department of the public works; afterwards as assistant to Truman O. Angell, the Church Architect. In that situation I did not design nor assist in designing the Temple. I did just what I did for any other architect by whom I was employed in a similar capacity subsequently in the Eastern States. It is true that being familiar with stone construction while Mr. Angell's experience had been limited to that of wood, I made out many of the details of stone work. Only on one occasion did I suggest a feature of the general design; in the first sketches the windows were set near the outside surface of the walls, I recommended that these be set in a considerable distance, so that the thickness of the walls and the strength of the structure be properly indicated. This was adopted.

"It is also true that I drew the original perspective view, and that Mr. Angell did not pretend to any knowledge of this branch of art. After leaving here in 1856 I drew perspective views for two leading architects in St. Louis and also for John Frazer of Philadelphia. None of these gentlemen had learned to draw perspective, yet their ability as architects was unquestioned. The knowledge of perspective was a rare accomplishment at that time, and although quite common now, such pictures are no part of the work of design.

"The design was formulated in the following manner: Brigham Young drew upon a slate in the architect's office a sketch, and said to Truman O. Angell: 'There will be three towers on the east, representing the President and his two Counselors; also three similar towers on the west representing the Presiding Bishop and his two Counselors; the towers on the east the Melchisedek priesthood, those on the west the Aaronic priesthood. The center towers will be higher than those on the sides, and the west towers a little lower than those on the east end. The body of the building will be between these and pillars will be necessary to support the floors.' Angell then asked about the height, and drew the following vertical section according to Brigham's instructions. The basement 16 feet high to contain the font. The first story twenty-five feet high between the pillars, but between the pillars and side walls fifteen feet high, leaving room for a tier of rooms above the side aisles about ten feet high below the second floor. The second story like the first. The construction of the roof was left to Mr. Angell. On several