

Deseret News

DAVID O. CALDER,
Editor and Publisher.

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AND THE PAPER OF THE PEOPLE
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THE LARGEST CIRCULATION
OF ANY PAPER IN THE
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Contains a summary of the news of the
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As an Advertising Medium for Home
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O. L. ELIASON, JEWELER, ETC.



Practical Watch & Clock Maker,
JEWELER, ETC.,
DEPOS to inform his friends that he has
REMOVED to
Two Doors North of the Deseret National
Bank,
EAST TEMPLE STREET.
T. LATTIMER, GEO. H. TAYLOR,
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HAVING REMOVED INTO
New Building, we are now
prepared to furnish everything in
our line at the Lowest Rates and
with dispatch.

Lumber, Shingles,
SASH & DOORS,
AND
Everything in the Building Line.

—ALL KINDS OF—
MOULDINGS & FRAMES
—A SPECIALTY—
We will not be undersold.
SOUTH TEMPLE STREET
Half block East of Depot.
Lattimer, Taylor & Co.

DAVID JAMES, TINNER

Gas, Water and Steam Fitter,
Respectfully announces to the public that
he will carry on the business of the late
firm of Mitchell & James, and trusts
strict attention to business, and small pro-
fits to merit a continuance of the patronage
liberally bestowed upon the late firm.

A full line of Black and Galvanized
Pipe and Fittings kept in stock. Also
and fittings for same. Agent for Runyon's
celebrated Force and Lift Pumps. Pumps
repaired, and Pump Fittings on hand.

FURNACE WORK & ROOFING.
Galvanized Sheet Iron Cornice Made to order.
Self-Labeling, Soldered Top, Front and
Honey Comb a Specialty in their season.
Warehouse and Workshops, West Temple
street.

Opposite City Meat Market.
P. O. Box 398. d 147

CAR LOAD

10 TON
OF
MANTELS AND GRATES
HAS ARRIVED AT
MORRIS & EVANS.

FOR SALE.

One of the most desirable
business properties in the
City. Centrally located on
1st South Street, two blocks
from Deseret Bank and
Emporium Corner.

THE AMERICAN HOTEL

Containing Twenty Rooms
in complete order. Size of
Lot—five rods Southern
front and ten rods Western
front.
The above property will be
sold at a Bargain. Apply
on the premises, or to
C. M. GILBERSON,
Room 3,
Godbe's Building.

THE CELEBRATED DOUBLE ELASTIC
SPONGERIAN
STEEL PENS.
Are for sale by all dealers in Station
ery.
For the convenience of those who may
wish to try them, Sample Cards, containing
one of each of the 12 numbers, will be sent
by mail on receipt of 25 cents.

Ivion, Blakeman, Taylor & Co.
138 & 140 Grand St., New York.
d 1500e

NEW BOOKS

Four Hundred Pages
ENTITLED
"CORRESPONDENCE
OF
PALESTINE TOURISTS!"
Comprising a collection of letters written by President
Geo. A. Smith and members of his party while
traveling in Europe, Asia and Africa
In 1872 and 1873.
JUST PUBLISHED
Is for sale at the Deseret News Office, Dwyer's Book Store, and at
the office of Professor Thomas, East Temple Place, at the following
prices

Morocco Gilt, Embossed, - \$3.00
Morocco, Embossed, - 2.50
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Clean Cotton Rags and Gunny Sacks

TAKEN ON
SUBSCRIPTION
AT THE
DESERET NEWS OFFICE.

None but Clean Cotton Rags Taken. People from the City
will please bring them on Wednesday and Thursday.
DAVID O. CALDER.

LEGAL NOTICE

In the District Court in and for the Third
Judicial District, Territory of Utah.
The Billiard Room and Lumber
Company, Plaintiff,
vs.
William H. Burris and Louis
Dennett, Defendants.

The People of the United States, in the Ter-
ritory of Utah, send Greeting:
To William H. Burris and Louis Dennett,
Defendants. You are hereby required to
appear in an action of law brought by the
above named plaintiff in the District
Court of the Third Judicial District of the
Territory of Utah, to answer the com-
plaint filed therein within ten days,
exclusive of the day of service, after the
service on you of this summons, if served
within this County; or, if served out
of this County but in this district, within
twenty days; otherwise, within forty days,
or judgment by default will be taken
against you, according to the prayer of said
complaint.

The said action is brought to recover
\$2000 railroad loss line on Haydon's Fork
of Bear River, in Summit County, Utah,
Territory, marked "No. 4 B," or for
seven thousand dollars, the value thereof,
for five thousand dollars damages and
costs of suit.
And you are hereby notified that if you
fail to appear and answer the said com-
plaint as above required, the said plaintiff
will take judgment against you for the
possession of said line or for \$7000, the
value thereof, and for \$500 damages and
costs of suit.

Witness the Hon. Michael
Schaeffer, Judge, and the
Hon. J. W. Taylor, Clerk of the
Court, this 15th day of July, in the
year of our Lord one thousand
eight hundred and seventy-six.
C. S. HILL, Clerk.
Hempstead & Gamble,
Attorneys for plaintiff. d 250

RAILROADS.

THE CHICAGO, ROCK ISLAND

AND
PACIFIC RAILROAD.

THE Great Central Iowa Short Line
East and West is the
Shortest, Quickest and Best Route between
the
Des Moines, Rock Island and
Chicago.

The only route carrying the through
Grand Letter Mail, making close and reliable
connections.

With trains arriving from the West by
Central and Union Pacific Railroads and at
Chicago, and
With all Fast Express Trains, East, North
and South.

The most elegantly furnished PAS-
SAGE SLEEPING CARS ever used on any
railroad are now built and run by this
Company between

OMAHA and CHICAGO.

Through Tickets to all Eastern Cities via
this favorite route can be obtained at all
ticket offices of the Union Pacific Railroad
and each Central.

* * * Be sure your tickets read VIA ROCK
ISLAND.
A. M. SMITH
General Passenger Agent, Chicago.
d 125 6m

U. P. R. R.

UNTIL further notice trains will leave
and arrive at Ogden daily as follows:
LEAVE
Daily Express.....10:20 a.m.
Mixed.....1:00 p.m.
Night.....8:00 a.m.
ARRIVE
Daily Express.....8:15 p.m.
Mixed.....10:40 a.m.
Night.....1:15 p.m.

Daily Express leaves Ogden with
Central Pacific R.R. and with Utah
Central road for Salt Lake City and all points
in Southern Utah.
At Bryan with stages for Sweetwater
mine.
At Cheyenne with Denver Pacific road
for City, Georgetown, and all points in
Colorado and New Mexico.
At Omaha and Fort Omaha, West
Chicago, Burlington and Quincy, Huron,
Iowa, and Government, at St. Paul, Minn.,
and Council Bluffs, Iowa, and Missouri
River line of steamers for all points East
and South.

Trains for sale to all points east at Bank-
ing House of McCormick & Co., Salt Lake
City, also at Union Pacific Railroad Ticket
Office in Ogden, at which office tickets on
sleeping cars can be secured.
H. H. KIMBALL,
Gen'l Ticket Agent, Ogden.
H. H. CLARK, Gen'l Supt. d 10

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We are constantly receiving
New Music,
AS IT IS
ISSUED FROM THE PRESS.

And daily order sheet music as are
not in stock. Sheet Music
sent out to all parts of the
Territory at Pub-
lisher's prices.

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Bernard's Sons, Schermer,
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on hand.

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Comprising a collection of letters written by President
Geo. A. Smith and members of his party while
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In 1872 and 1873.
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EVENING NEWS.

Wednesday, August 9, 1876.

Hell Gate Honeycombed.

The Preparations for the great blast
Nearly completed. The
Pounds of Explosives To Be Used
To Be Removed, and the Benefits
Expected To Be Derived.

The chronicles of colonial times
speak of the danger of the
passage of Hell Gate, where the
East River debouches into Long
Island Sound. Even genial old
Friedrich Schlegel, in his his-
torical account of the discovery of
the island of Manhattan, tells a
thrilling tale of how the broad
Dutch river of Commerce, hap-
pily started out on a voyage of com-
merce and discovery of the unknown wa-
ters of East River, in the wake of
the school of European and Ameri-
can high being wrecked and cast upon
the treacherous reefs of the Hell
Gate passage. Indeed, some of the
party were perished, and the vessel
been drowned had it not been for
the buoyant power of the nume-
rous Dutch ships which were then
daring band and under the
guidance of Olaf, the Dremer, and
naught but the guardian care of
these Dutch ships saved them from
a watery grave. When the
frightened voyagers returned they
told a horrible tale of how they saw
the ship, and how the crew, and
skimming the bulging cannon
with the huge iron lade, and one
unlucky Dutchman, averted, with
his nine-jointed sea serpent, and
that he put his hand in the water,
and found it scalding hot. And
therefore, they called the fearful
passage "Hell Gate," and it has
been known until this day.

Coming down to a later time, it is
a record of the Revolution tell us of
the difficulties which presented them-
selves to the British army, that
with \$2,000,000 in gold, with which
to pay off the British army, that
they sailed through the passage,
but struck the rocks and the ship
towed into Port Morris, off the
Westchester shore, where she went
to the bottom with all the treasure
on board, and there she lay until
this day. At present a sanguine
speculator is working with a diving
bell to exhume the long buried
gold, and the hope is expressed
that he may have better luck than
the searchers after Captain
Kidd's treasures have had thus far.

But laying all romance aside, the
fact remains that Hell Gate has
been an obstruction to the com-
merce of the port for centuries, and
that the carrying trade of the ocean was
done under canvas, this was not so
much of an item as it is in these
days of steam and rapid transit. It
is to be wondered at, considering
that the work was not undertaken
by Government years ago. But it
is only within the past few years
that inventive genius has made the
work easy. Several years ago the
Government undertook the long
deferred task of improving the har-
bor of New York, but when the
work was once commenced it was
pushed forward with vigor.

Chief among the obstructions
were the rocks at Hell Gate. It
was determined to deepen the chan-
nel and allow a free passage for ves-
sels of the largest draft to the Sound.
To do this it was necessary to re-
move over an acre of rock to a con-
siderable depth.

The Hell Gate obstruction con-
sists of a ledge of rocks stretching
from the Long Island shore, near
the village of Astoria, to one of the
islands of the Sound, and is ex-
posed to a quarter of a mile or more.
The channel through which light
drafted vessels pass is on the Long
Island side of the center, and here
it is that the extensive mining
works have been carried on for the
past few years. The rock has had
to be removed by blasting, and there
was so much of it that it was deter-
mined to do it on a large scale. For
this purpose a contract was let to
excavate a shaft, and the work was
done on the Long Island shore, and
when the water had been pumped
from the enclosure, a shaft about
fifty feet long was run to a depth
of thirty-five feet below mean
water mark. The shaft went down
through the rock; it forms more
of a pit than a tunnel, and is
connected with the Sound by a
shaft. Tunnels, or "headings,"
were then commenced in the rear
face of the shaft, and these were
varied out to varying dis-
tances, according to the location.
The longest extend about 250 feet.
In your mind the idea of the
section of a wagon wheel. The
hub will represent the shaft, and
the radiating spokes the tunnels or
headings, and it will give you a
good idea of the ground plan of the
Hell Gate Improvement. As the
headings progressed, of course the
intervening rock grew broader,
and it became necessary to open
supplementary tunnels. Connect-
ing passages and openings were
made, and the whole excavation
was finished, the whole acre of
more of rock stood supported on
numerous pillars, forming an ex-
tensive cavern, and the water was
pumped out. The floor of the tun-
nel is about level, perhaps with a
slight pitch, but the line of the roof
is slanting, and it is usual to pitch
the floor of the tunnel to the pitch
of the rock at the bottom of the
channel. The floor of the tun-
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slight pitch, but the line of the roof
is slanting, and it is usual to pitch
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slight pitch, but the line of the roof
is slanting, and it is usual to pitch
the floor of the tunnel to the pitch
of the rock at the bottom of the
channel.

General Newton, of the United
States engineers, who has charge of
the improvements about the har-
bor, says the blowing out of the
rock will probably take place be-
tween the middle of September.
There is money enough appropriat-
ed to carry the work to its com-
pletion, and there need be no de-
lays upon that score. It will re-
quire fifty thousand pounds of ex-
plosives to do the work. The ma-
terials used will be nitro glycerine,
red rock and dynamite; according
to the nature of the rock to be
blasted. Instead of placing the
explosives in separate large masses,
it will be scattered over the rock in
small charges. The method by
which this will be done will be as
follows: Holes have been drilled
in the rock columns that support
the roof, the number varying ac-
cording to the size of the column.
These will be charged with the
explosives and then it will be
exploded by means of electricity.
The blowing up will be done in
three sections, and the effect will
be to crumble the pillars and allow
the roof to sink in.

The general opinion that the
explosives will be buried into the
air at one grand blast is erroneous.
Beyond a few beautiful jets of wa-
ter shot into the air, and perhaps a
few pieces of rock hurled above the
surface of the water, nothing will
be seen. The terrible shock that
was anticipated when the explo-
sion takes place will then be avoid-
ed. The bids for the explosives
have been received, and the con-
tracts will be given out very short-
ly. It will then require about three
weeks to deliver the materials, and

the work of placing the charges
will take about three or four weeks
more, so that about the middle of
September the work will be ready
for blasting. When all is prepared
the blast will be let in and the
chambers filled, thus forming what
is called in engineering parlance "a
wet tump." The water will con-
fine the force of the explosion, and
enable them to act with
greater force. After the explosion
it will be necessary to do considera-
ble dredging in the way of hauling
out pieces of rock. This will take
several months, but will probably
be completed by the end of the
work has been hindered from time
to time by the failure of appropri-
ations, but now no more delays are
expected. The cost of the work
money in hand is sufficient to com-
plete the work. The explosion will
doubtless be a pretty sight. Masses
of water will be hurled into the
air like enormous fountain jets.
There will be three of them, and
these may have witnessed the
blowing up of Diamond and Green-
field reefs in the East River can-
nel will remember what a beautiful
display that was. The persons
operating the blast will occupy a
position about 300 or 400 feet away,
and it is not expected that the
shock will be very great.

A visit to the works is very in-
teresting. The visitor is provided an
umbrella and a small oil torch, and
descends into the shaft by a
ladder, can explore the tunnels
and chambers at leisure. You are
constantly exposed to the drippings
from the roof, which, in some
places, come down in small cas-
cades. It is wonderful how little
light is received from the torches.
They only serve to make the
dense darkness more visible. No
work of this magnitude for the im-
provement of the harbor has ever
been carried out. The idea of
tunneling under the bottom of the
sound and then blowing it up is a
novel work, but the engineering
difficulties which it presented were
not great.

The benefit to be derived from
the improvements is almost incal-
culable. It is expected that the chan-
nel about thirty feet, and allow
of the passage of the largest vessels,
where before only crafts of light
draft could go. It is expected
that the ocean steamers will take
this route to and from Europe, as
it is shorter than the Sandy Hook
route by about eighteen hours, and
that is too much time to lose in
these days of rapid travel, when it
can be avoided.—Brooklyn Eagle.

Price List
CHURCH WORKS
For Sale at the
DESERET NEWS OFFICE,
Salt Lake City.

BOOK OF MORMONY. An account of the
lives of the early Saints, from the time of
their coming to the land of promise, to the
present time. Published by the Church of
Jesus Christ of Latter-day Saints, Salt
Lake City, Utah. Price, 25 cents.

THE VOICE OF WARNING, or an Introduction
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Jesus Christ of Latter-day Saints, by Parley
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Latter-day Saints.

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Presiding Bishop of the Church.

WILLIAM BUDGE Presiding

Bishop.

George W. H. Hunt, Presiding Bishop of the
Church of Jesus Christ of Latter-day Saints,
Salt Lake City, Utah. He was born in
England, and came to America in 1840.
He was a member of the Church of Jesus
Christ of Latter-day Saints, and was
ordained a Bishop in 1845. He was
President of the Church from 1845 to 1850.
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Christ of Latter-day Saints, and was
ordained a Bishop in 1845. He was
President of the Church from 1845 to 1850.

WM. B. PRESTON, Presiding

Bishop.

WM. B. PRESTON, Presiding Bishop of the
Church of Jesus Christ of Latter-day Saints,
Salt Lake City, Utah. He was born in
England, and came to America in 1840.
He was a member of the Church of Jesus
Christ of Latter-day Saints, and was
ordained a Bishop in 1845. He was
President of the Church from 1845 to 1850.

DANIEL DANIELS, Presiding

Bishop.

DANIEL DANIELS, Presiding Bishop of the
Church of Jesus Christ of Latter-day Saints,
Salt Lake City, Utah. He was born in
England, and came to America in 1840.
He was a member of the Church of Jesus
Christ of Latter-day Saints, and was
ordained a Bishop in 1845. He was
President of the Church from 1845 to 1850.

A. NICHOLS, Presiding Bishop

Bishop.

A. NICHOLS, Presiding Bishop of the
Church of Jesus Christ of Latter-day Saints,
Salt Lake City, Utah. He was born in
England, and came to America in 1840.
He was a member of the Church of Jesus
Christ of Latter-day Saints, and was
ordained a Bishop in 1845. He was
President of the Church from 1845 to 1850.

LOREN FAIR, Presiding Bishop

Bishop.

LOREN FAIR, Presiding Bishop of the
Church of Jesus Christ of Latter-day Saints,
Salt Lake City, Utah.