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Every Package of this Company's Brand of Strictly Pure White Lead bears the following guarantee:

☞ The White Lead contained in this Package is guaranteed by the Manufacturers, the SOUTHERN WHITE LEAD COMPANY, ST. LOUIS, MO., to contain no adulteration whatever. It is composed entirely of perfectly PURE CARBONATE OF LEAD and Linseed Oil, and is sold subject to Chemical Analysis and the BLOW PIPE TEST.

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JEWELER, ETC.,

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

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Tickets for sale to all points east at Banking House of McCornick & Co., Salt Lake City; also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

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EVENING NEWS.

Monday, - November 27, 1876.

THE NORTH SEA CANAL.

A WORK NEXT IN IMPORTANCE TO THE SUEZ CANAL—A NEW HARBOR IN HOLLAND.

Next Wednesday, the 1st of November, will be opened, by the King of Holland, in person, the greatest engineering work which this country, so prolific in such works, has ever undertaken. The shipping world is well aware that hitherto the only way to Amsterdam for vessels of more than five feet draft is the North Holland Canal, connecting that town with the Helder or Nieuwe Disp. It was constructed in the reign of William I, is fifty-one miles long, very tortuous and narrow, and only available for vessels drawing fifteen feet of water. The idea of joining Amsterdam with the sea by a direct communication had long been entertained and investigated by various committees, and, though many were incredulous of its ever being possible to carry on such a work, a commission was given in 1861. In 1863 a company was formed, and in 1865 the firm undertook the execution of the entire for a sum not far short of £2,500,000. This great enterprise may be said to consist of three parts:

1. The shutting out of the tidal waters of the Zuyder Zee from the Lake Y (pronounced I), situated to the west of Amsterdam. 2. The making of the canal proper. 3. The making of a harbor on the shore of the North Sea, at the entrance of the canal. The first part consists of a sea-dike, cutting off the waters of the Zuyder Zee to the east of Amsterdam, which is intercepted by large locks having three basins and a pumping station containing three powerful pumps. The locks are for the use of the numerous small craft and fishing smacks sailing from Amsterdam to the different towns on the shores of the Zuyder Zee, and the pumps are for keeping the water in the canal at its proper level. The sea-dike is admitted to be the finest of its kind in the kingdom. Great difficulty was encountered in making it, the ground on which it stands being so soft, and for the same reason the cofferdam broke through during the construction of the locks. The engines and pumps are the largest in Holland, being each seventy-five horse-power, and discharging together over 74,000 cubic feet of water per minute.

The second part consists of cutting the canal through the sandhills, or dunes, near the North Sea, and the construction of three large locks with two basins, the bigger one being able to accommodate vessels 300 feet long, 59 feet wide, and drawing 27 feet of water. Nearly 8,000,000 cubic yards of sand have been removed from this part of the canal alone. It then passes through the Lake Y, where banks had to be made on each side and the channel dredged to its proper depth. This was done in a very ingenious and quite novel way, by attaching centrifugal pumps to bucket-dredgers, and, by their means, passing the sand through rough pipes to a distance sometimes of 400 yards and more. Five million cubic yards of dredging had to be done in this part originally, but, on account of the company being continually called upon to since off the water by the North Sea locks, to prevent the flooding of Amsterdam, siltage was brought into the canal to the extent of nearly 3,000,000 cubic yards. The land on each side of the canal has been reclaimed, and has fetched enormously high prices, amounting in some cases to £120 an acre. There are nearly 12,500 acres of reclaimed land, and, by the concession, they become the property of the company. The canal will, when fully completed, be 23 feet deep, 20 yards wide at the bottom, and have a varying width from 70 to 130 yards. Its length is sixteen miles.

The third portion consists of making a harbor on the coasts at the entrance of the canal. This has been done by ruuning out two jetties, each 1,800 yards long. They start on the shore at a distance from each other of 1,300 yards, and converge so as to leave an entrance 290 yards in width. These jetties are built by concrete blocks, forming a wall with a top width of twenty-two feet, and have a foreshoreing of loose blocks on the sea side. The great experience gained by the construction of the magnificent Admiralty Pier at Dover availed but little for the shifting sand of the Dutch coast, and great difficulties had in the commencement to be overcome. Mr. Hutton succeeded in doing this completely, by designing and constructing a huge moveable crane, which answered every requirement, and did away with the usual staging or scaffolding, which in this shifting ground it was impossible to work with. An idea of these piers may be formed by the fact that they will, when quite finished, have consumed over 640,000 tons of concrete. The south pier, which is the most forward, and practically completed, is a perfect work of its kind, and does great credit to its constructors. The area of the harbor inclosed by these piers is about 250 acres, a great portion of which has to be dredged to its proper depth. For this purpose a kind of novel dredger, is in use, consisting of a centrifugal pump, called a "Titan," which raises the sand together with a certain proportion of water, and discharges it in the barges, where the sand sinks to the bottom and the water flows over.

A glance at the map will show the value and importance of this harbor. It is situated just half way between the Hock van Holland (entrance into Rotterdam) and the Helder or Nieuwe Diep, which are nearly 100 miles apart. This forms the only refuge for vessels between these two places along this barren and sandy coast. The canal and harbor were already so far advanced in the latter part of September as to allow of the passage of the iron-clad turret ship *Koning der Nederlanden*, the largest and most recent addition to the Dutch navy. Since then many other steamers and yachts have passed out of Amsterdam this way. Trade having been greatly on the decline of late years, the opening of this new waterway has raised great expectations in the mercantile community of Amsterdam, and great preparations are being made for the due celebration of this important event.—*Haarlem Correspondent London News.*

PATENTS IN BRITAIN.—The "Commissioner of Patents" of Queen Victoria have just made public their annual report, which will soon be in the hands of Parliament. It is a document differing widely from the similar publication issued, not long ago, by the United States Patent Office; but is, notwithstanding, full of interesting information. Messrs. Louis Bagger & Co., patent attorneys, Washington, D. C., have compiled some tables from this report, of which the following is an extract:

"The total number of patents granted in Great Britain (exclusive of the colonies) last year was 4,561, or very few more than, during the same period of time, were granted in the United States to residents in the State of New York alone. The revenue of the office was 110,950 pounds sterling, or more than six times that of the United States Patent Office. Of the [illegible] applications filed, 1,173 were forfeited and became public property, owing to the non-payment of the required fees. Within the past eighteen months, the London Patent Office has had added to it the office for registering designs, and also that for registering trade marks; this latter office being a new creation entirely, while the former office was merely transferred from the London Board of Trade.

PROTECT YOUR BUILDINGS

Which may be done with one-fourth the usual expense, by using our

PATENT SLATE PAINT,

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Fire-proof, Water-proof, Durable, Economical and Ornamental.

A roof may be covered with a very cheap shingle, and by application of this slate be made to last from 20 to 25 years. Old roofs can be patched and coated, looking much better, and lasting longer than new shingles without the slate, for

One-Third the Cost of Reshingling.

The expense of slating new shingles is only about the cost of simply laying them. The paint is FIRE-PROOF against sparks or flying embers, as may be easily tested by any one.

IT STOPS EVERY LEAK,

and for tin or iron has no equal, as it expands by heat, contracts by cold, and NEVER CRACKS nor scales. Roofs covered with Tar Sheathing Felt can be made water tight at a small expense, and preserved for many years.

This Slate Paint is

EXTREMELY CHEAP.

Two gallons will cover a hundred square feet of shingle roof, while on tin, iron, felt, matched boards, or any smooth surface, from two quarts to one gallon are required to 100 square feet of surface, and although the Paint has a heavy body it is easily applied with a brush.

No Tar is used in this Composition,

therefore it neither cracks in Winter, nor runs in summer.

On decayed shingles it fills up the holes and pores, and gives a new substantial roof that will last for years. CURLED or WARPED shingles it brings to their places, and keeps them there. It fills up all holes in Felt roofs, stops the leaks—and although slow dryer, rain does not affect it a few hours after applying. As nearly all paints that are black contain TAR, be sure you obtain our GENUINE article, which (for shingle roofs) is

CHOCOLATE COLOR,

when first applied, changing in about a month to a uniform slate color, and is to all intents and purposes SLATE. On

TIN ROOFS

our red color is usually preferred, as one coat is equal to five of any ordinary paint. For

BRICK WALLS

our BRIGHT RED is the only reliable Slate Paint ever introduced that will effectually prevent dampness from penetrating and discoloring the plaster.

These paints are also largely used on outhouses and fences, or as a priming coat on fine buildings.

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5 Gallons, can and box		$5 50
10	" Keg	9 50
20	" half barrel	16 00
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We have in stock, of our own manufacture, roofing materials, etc., at the following low prices:

1000 rolls extra Rubber Roofing at 3 cents per square foot. Or we will furnish Rubber Roofing, Nails, Caps, and Slate Paint for an entire new roof, at 4½ cents per square foot.

2000 rolls 2-ply Tarred Roofing Felt, at 3¼ cents per square foot.

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200 rolls Tarred Sheathing, at 1½ cent per square foot.

5000 gallons fine Enamel Paint, mixed ready for use, on inside or outside work, at $2 per gallon.

Send for sample card of colors. All orders must be accompanied with the money or satisfactory city references. No goods shipped C. O. D., unless express charges are guaranteed.

Sample orders solicited.

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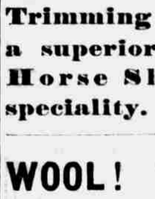

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If this is to be, and some experiments have been made to that end, we suppose it is on account of the superior condition of the road. A trip on the steel railed and well ballasted road, is not any more now, if as much, wear and, tear on the employes and machinery to a train, from Chicago to Cedar Rapids, 218 miles, as it was on the iron rails from Chicago to Clinton, 138 miles, in the olden time.

It is not necessary for us to say that the C. & N. W. R'y is a first-class road in every particular, that it rides as easy as sitting in a "rocking chair," that its coaches are parlors, that its employes are the most polite and affable gentlemen the traveling public can meet or will meet in a lifetime of travel—the *esprit de corps* of the employes, if we may so say, is at a high standard; we say we need not say this in a newspaper, it is self evident to every traveler on the road. *But in the future these are to be increased; we suppose the speed will be increased; if possible, the superb trains will be more superb; there is to be no train more complete, either for comfort or safety, leave the world's commercial metropolis for the* GOLDEN GATE, THAN THE GREAT TRAINS ON THE CHICAGO & NORTH-WESTERN RAILWAY—THE ONLY COMPANY RUNNING OUT OF CHICAGO THAT HAS A ROAD SO RELIABLE THAT THEY ARE NOT AFRAID TO RUN AT ANY SPEED CAPABLE OF BEING ATTAINED BY ENGINES OF THE MOST IMPROVED CONSTRUCTION, RUN WITH THE HAND OF IRON NERVE, AND A HEAD OF BRAINS, WITHOUT ANY FEAR OF ACCIDENT OR INCONVENIENCE.

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It is with pride we mention these things, and join the general shout along the line, Hurrah for the "OLD RELIABLE."—*Cedar Rapids Republican, Aug.* 14, 1876.

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Mountain Green, Eli Spaulding.
Weber City, C. S. Peterson.
Enterprise, Jesse Haven.

W. G. SMITH, Presiding Bishop.

Milton, Jens Hansen.
Littleton, J. R. Giles.
Richville, Glaspie Waldron.
East Porterville, Alma Porter.
West Porterville, Thomas Brough.
*South Morgan, Richard Fry.
North Morgan, Charles Turner.
Croyden, George Knight.

SUMMIT COUNTY.

Hennefer ville, Chas. Richens
Echo, Elias Asper.
*Coalville, W. W. Cluff.
Unionville, Alonzo Winters.
Upton, Joseph Huff, sen.

WM. W. CLUFF presides over Morgan County and the above five Wards in Summit Co.

SAMUEL F. ATWOOD, Presiding Bishop.

Wanship, Jared C. Roundy.
Rockport, Edwin Bryant.
Peoa, Abraham Marchant.
Morell, John K. Lemon.
Kamas, W. Harder.
Parley's Park, Ephraim Snyder

TOOELE COUNTY.

JOHN ROWBERRY, Presiding Bishop.

E. T. City, W. F. Moss.
Pine Kanyon, Moses Martin.
*Tooele City, John Rowberry.
Grantsville, William Jeffries.
St. Johns, G. W. Burridge.
Centreville, James Jordan.
Vernon, Hyrum Bennion.
Deep Creek, Edwin Tadlock.
Skull Valley, B. F. Knowlton.

WASATCH COUNTY.

ABRAHAM HATCH, Presiding Bishop.

*Heber City, Abraham Hatch.
Midway, Henry S. Alexander.
Charleston, John Watkins.
Wallsburgh, Wm. E. Nuttall.

SALT LAKE COUNTY.

1st Ward, S. L. City, Jos. Warburton.
2d " James Leach.
3d " Jacob Weller.
4th " Harrison Sperry.
5th & 6th, W. H. Hickenlooper.
7th " Wm. Thorn.
8th " R. F. Sheets.
9th " E. A. Woolley.
10th " A. Spears.
11th " Alex. McRae.
12th " L. W. Hardy.
13th " R. D. Woolley.
14th " Thomas Taylor.
15th " R. T. Burton.
16th " Frederick Kesler.
17th " John Henry Smith.
18th " L. D. Young.
19th " A. H. Raleigh.
20th " John Sharp.
Sugar House Ward, W. C. A. Smoot.
Brighton, A. H. Raleigh.
Big Cottonwood, Wm G Young.
Mill Creek, Reuben Miller.
South Cottonwood, J. S. Rawlins.
West Jordan, Archibald Gardner.
South Willow Creek, I. M. Stewart.

UTAH COUNTY.

A. O. SMOOT, Presiding Bishop, *Provo.

First Ward, J. P. R. Johnson,
Second Ward, James W. Loveless.
Third Ward, Myron Tanner,
Fourth Ward, H. H. Cluff.
Lehi, David Evans.
Cedar Fort, H. P. Cook.
Fairfield, John Carson.

DAVID EVANS, Presiding Bishop over the three last named places.

American Fork, I. R. Harrington.
Alpine, T. J. McCullough.

L. E. HARRINGTON, Presiding Bishop over the two last named places.

Pleasant Grove, John Brown
Springville, Wm. Dringhurst.
Spanish Fork, Geo D Snell,
Salem, *alias* Pendleton, Robt. H. Davis
Payson, J. S. Tanner.
Santaquin Ward, George Halliday.

J. S. TANNER is Presiding Bishop over Payson and Salem.

Goshen, Wm. Price.

SANPETE COUNTY.

Fountain Green, R. L. Johnson
Moroni, G. W. Bradley.
Fairview, Amasa Tucker.
Mount Pleasant, W. A. Seeley.
Spring City, Frederick Olsen
Ephraim, Kanute Petersen.
*Manti, John B. Malben.
Gunnison, J. S. Herne.
Fayette, John Bartholomew

JUAB COUNTY.

OEL GROVER, Presiding Bishop

Mona, John W. Hawes.
*Nephi, *alias* Salt Creek, Jos. Grover
Levan, C Christiansen

SEVIER COUNTY.

A. K. THURBER and W. H SEEGMILLER, Presiding.

Salina, Franklin Spencer,
*Richfield, W H Seegmiller,
Monroe, J T Lisenbee,
Annabelle Springs, H D Lisonbee
Joseph, A. L. Farnsworth.
Prattville, Jos. L. Rogers.
Glenwood, P. T. Olroyed,

MILLARD COUNTY.

THOMAS CALLISTER, Presiding Bishop.

Scipio, Daniel Thompson.
Cedar Springs, *alias* Holden, Dan Stephens.
*Fillmore, Edward Partridge.
Meadow Creek, W. H. Short.
Oak Creek, P. D. Lyman.
Kanosh, Gilbert Kay.

BEAVER COUNTY.

JOHN R. MURDOCK, Presiding Bishop.

*Beaver, John R. Murdock.
Minersville, James McKnight.

IRON COUNTY.

Paragoonah, S. S. Smith.
*Parowan, W. H. Dame.
Summit, S C Hulet

W. H. DAME, Presiding Bishop over the three last named places.

Panguitch, G. W. Sevy.
Cedar City, Henry Lunt.

KANE COUNTY.

Kanarra, L. W. Roundy.
Harmony, W. D. Pace.
Bellevue, J. R. Johnson.
*Toker, Wm A Bringhurst
Virgin, John Parker.
Duncan's Retreat, Moses Gibson
Rockville, C. W. Smith.
Long Valley, Howard O Spencer.
Glendale, James Leathead,
Mt Carmel, Israel Hoyt.
Kanab, L. John Nuttall.
Johnsonia, Sertus E Johnson.
Paria, A F Smithson

WASHINGTON COUNTY

Leeds, Solomon Angell
Harrisburg, Willis D Fuller,
Washington, J. W. Freeman.
*St. George, D. D. McArthur.
Santa Clara, Edward Bunker.
Pine Valley, Wm. Snow.
Pinto, Richard Robinson.
Hebron, G. H. Crosby.

LINCOLN COUNTY, NEVADA

Clover L L Wood,
Panaca, Lake Bybee

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