

weak instrument, but the Lord blessed and assisted me in my labors, and unto Him be all the honor.

On April 2nd I bade adieu to my old home and relatives and wended my way towards Charleston where I met Elder Beck April 3rd and we mounted the iron horse and sped away towards the valleys of the mountain.

I arrived at Manassa, Colo., April 8th and met many friends and acquaintances who welcomed me back to their midst after an absence of more than twenty-nine months.

Your most valuable paper is always a welcome visitor to Elder, Saints and friends in the missionary field and is the means of sowing the seeds of the Gospel in many honest hearts.

HENRY FOSTER.

DEEP-WATER HARBOR.

HOUSTON, TEXAS, July 11, 1893

To the members of the Inter-State Deep Harbor Committee:

As predicted to my last bulletin, the dredge at work at the Texas City channel reached the turning point near the docks before the end of June. The dredge has been for two weeks working (with its accustomed recurrent breaking success) back upon the channel, cutting to a depth of 16 to 17 feet and sloping the sides.

A dispatch has been received from Captain Woven, president of the Texas City Improvement company, that he has secured a contract with a trans-Atlantic steamship company to put on a regular line of steamers between Texas City and Liverpool which will be the first regular steamship line to ply between a Texas port and Liverpool.

As an evidence of the beneficial effect to the Texas City improvement, the steamship agents are quoting openly as a regular rate 8 cents per 100 pounds cheaper from Texas City than from Galveston to foreign ports. In order that you may know the full value of the saving, it is necessary to refer once more to the surplus tons of farm products of the great West that are exported. The total for all states west of the Mississippi river exclusive of Louisiana, averages 30,000,000 tons per annum, the saving, therefore, of 3 cents per hundred, means \$18,000,000 per annum, and the saving upon incoming traffic will be the same per hundred pounds and will likewise amount to some millions, which added to the \$100,000,000 or more dollars to be saved by reason of shorter rail haul to this Texas port versus the Atlantic ports makes these improvements of incalculable value to the West, and with this highway to its operation the wealth of the West, per capita will soon exceed that of any portion of the world.

The work on the jetties has progressed with the usual vigor and the usual amount of stone and granite has been placed therein, but owing to the fact that the quantity of material placed was not used in extension, but was used to complete unfinished portions, no perceptible increase of depth was observed by the survey made on the 30th day of June.

Since the present plan was commenced there has been placed in the jetties 678,894 tons of sand stone and

334,773 tons of granite, a total of 1,013,667 tons, or 50,688 car loads of 20 tons each.

The granite is in blocks weighing from 15 to 20 tons each and is used in facing the jetties while the sand stone is used to fill the space between the granite walls. The jetties are 50 feet wide at the bottom and slope to 35 feet in width at the water line, they are, when completed, 5 feet above maximum tide and a railroad runs on top, the entire length of each.

Major Miller goes north in a few days to return with the new and improved dredge that has just been completed for the government and which will be put at work upon the bar.

The city council of Galveston have held a special session and taken the preliminary steps towards holding an international exposition and celebration in 1896, in which the United States government is expected to take a leading part. While it is not believed 30 feet depth of water will be obtained by that time it is very certain that vessels drawing 24 feet will then be able to enter the harbor and participate in the grand celebration of the success of America's greatest hydraulic engineering feat. The celebration, it is believed, will assume the character of the late great naval demonstration at Kiel, Germany, and may also approach it in its proportions and grandeur. Respectfully submitted,

F. L. DANA.

E. Willen, Esq., of Beaver, is the member of the committee for Utah.

SALT LAKE TO TORONTO.

During the past few weeks the News has had the pleasure of publishing a number of poems and other contributions from Mr. Charles St. Morris, the gentleman recently undertook a business trip to Canada, and here is an account of his journey:

My Dear Mr. Canaan—I arrived here on the 10th, having come by way of Denver over the Rio Grande and thence per Rock Island & Chicago line to Chicago. We were to have made connections at Colorado Springs or Pueblo, but in the morning the cowcatcher poked its nose into a bug-ruck, and the truck cutting the best of it, the cowcatcher furnished splintered snuff for a party of school ma'ams. By the time the officials had patched up the wounded, wired for another engine (which did not come) and had a game or two on the side, we had lost about two hours. So we jolted on to Denver. The road we came over was very much rougher than I have been given to understand, the road to Haves is. When I left Salt Lake City Saturday night I weighed 178 pounds, but when on Wednesday morning I reached Toronto and found a new Fat-man, I scaled only 164 pounds. Ha! I had much more of a journey on that line there would have been only a recess spot on the Pullman floor to show that your humble servant had ever existed. At the Salt Lake depot I checked a small carpet-bag (containing my wearing apparel, wrangling book, etc.) to Chicago, but when I reached the city of "bills and bears" my trunk had turned up, nor could I get any satisfaction regarding it, nor has it yet turned up. Perhaps some

day it will turn up in the density of Darkest Africa or be one of the discoveries of the twentieth century. I think when I return to Salt Lake that if the use of the Tabernacle be granted me I will lecture on "The Humbug of Modern Railroads and Railroading," the proceeds of the lecture to be devoted towards helping the "deserving poor," including yours truly.

Coming through Nebraska, just a few miles from Lincoln, a voluble tiller of the soil, dressed in best bib and tucker, boarded the train. I had myself noticed that the country was almost as smiling as the school ma'ams, whose name was legion, but my informant gave me to understand that the crops by the way-side were but weeds compared with those that were not poisoned by the foul smoke of the railroad engine. Said he, "If 'bleeding Kansas' will only keep her bosom to herself we shall have the best returns we have ever had; wheat and oats, will go from twelve to twenty-four bushels, and corn will average pretty well six y bushels."

The next day, at Chicago, a farmer from Hankinson, North Dakota—unobtruded with me on the G. T. R., and as we howled along through Illinois and Indiana, as usual I could not help remarking upon the backwardness of the crops and the dryness of the country. "At Hankinson we shall have the finest returns that the country has seen in fourteen years. Wheat will go fifteen to thirty, oats up to forty and sixty and corn sixty." This informant is the county assessor for his part of the world, and therefore in an exceptionally good position to judge.

Another fellow passenger I bumped against was J. M. Johnson, of Newmarket Lodge, Knock Belfast, Ireland. He was returning from Chicago, where he had purchased a number of carriage and harnesses for export to the Emerald Isle. For one lot of ten he had given \$3,500. The lowest price he had given for any of his purchases had been \$200. He spoke in high terms of certain breeds of American and Canadian bred horses. "We have no use for horses that are braided in a w y way in Belfast," he said.

"Why?"

"Because some years ago some enterprising American snatched a mob of cayuses, all of which were branded, to our city. They found a ready market, but they were devils, and jaunting cars were knocked to splinters in the twinkling of an eye, while those who were courageous enough to mount soon went on a visit to the wagon. Branded horses are always associated with cayuses in Belfast. They won't go down."

You have no idea how different the climate is here from that of glorious Salt Lake City. Here the air has a depressing effect upon one's spirits, while in Salt Lake one is carried away on the light morning breeze to Wasatch snow-capped heights or the zephyr waves of that great dead sea whose charms and wonders have never yet been half unfolded. One swims, too, the pooling, sparkling waters, which, like so many happy rills, laugh along the streets of your charming and orderly city. May the Powers that be and the energies and thrift of her citizens raise her to the