

the amusement was to try and keep the young people at home by making it more pleasing to them than they could find elsewhere and with the view of guiding them aright, and in a measure this undertaking has been a success in this respect.

I have now resumed my labors as a home missionary in the Salt Lake Stake of Zion. I am visiting the city wards.

Your brother,

PETER C. CHRISTENSEN.

SALT LAKE CITY, April 24, 1895.

A FRIENDLY LETTER.

ST. JOSEPH, Missouri,

April 25, 1895.

The April 20th number of the DESERT WEEKLY is just received. I have noted with interest the references to the conference of the Reorganized church at Independence.

Permit me in all kindness to say that the press dispatches to which the articles and criticisms of the NEWS allude are very unreliable; deplorably colored and distorted. The NEWS has only to be reminded of the fact that the church "east" encounters the prejudices of newspaper reporters very much, as does the Church "west." While occasionally fairly reported, it is often not so reported. The notices couched by you were very far from being correct. The "disruption" editorially spoken of by you is by no means "imminent." It is neither actual nor apparent to those "on the ground." On the contrary, the condition of the Reorganized church is spiritually and temporarily far ahead of any period of the past and its membership is striving to heed the injunction "come up higher" individually and collectively. We also note with pleasure a similar tendency on the part of our "Rocky Mountain cousins." The attitude of the ministers of the Utah Church toward its members the past year exhibits in very marked degree an anxiety to have them reach a higher plane of religious life. This is commendable indeed and should meet the hearty approval of all. Not less so has been the upward march of the Reorganized church in Christian grace. The past year has been by far the most successful in its history—a gain of fully 25 per cent in membership over any previous year. You will have noted that no minister is now deemed worthy of a general church appointment who uses "tobacco." They must be exemplars in such things.

Elder Nicholson will have the wind quite "taken out of his sails" when he discovers that the church takes no such "position" as the one he assumes for it when he relied on the erroneous "dispatches" by him quoted. "One of the most regrettable features of this most unwarranted 'assumption' is" that he failed first to verify the "dispatches" before making his criticisms. David H. Smith has already been dropped from the presidency, and if the wisdom of men could safely do so, the vacancy could be filled without delay. But recognizing the law which provides that the position should be filled by revelation from God Himself we are disposed to abide his time. If human wisdom may judge there is no lack for material now in the church. Let us be content to wait.

The disposition toward fairness in

the editorials of the NEWS on the matter is manifest and deserves our thanks.

Very respectfully,

E. T. DOBSON.

[The blunders in the dispatches, to which the above communication refers, have already been called to the NEWS' attention and due acknowledgement thereof has been made in its editorial column. We thank our correspondent for his compliments and his good feelings, and are pleased to give space to his pleasant and fraternal expressions. EDITOR NEWS.]

NEW RAILWAY SCHEME.

According to the representations of Colonel Hendershott, agent of the Hudson Reservoir and Canal company, Salt Lake City is to be connected with Nogales, Arizona. The San Francisco Examiner publishes the following concerning the project:

Colonel Wells Hendershott, a leading attorney of New York, who has just completed arrangements for building an enormous reservoir and canal in Arizona, and extending a railroad there, is at the Baldwin. Mr. Hendershott has been in Arizona a long time, and has done a great deal of work in connection with the two enterprises. The site of the reservoir is on the Salt river, in the Tonto basin, Gila county. It is proposed to erect a dam 200 feet high at the mouth of a huge box canyon, in the river. This, according to a report by General Greeley to the war department, will back the water up for sixteen miles, and for two miles back from the dam it will be 180 feet deep. Altogether it will impound, according to Greeley, over 100,000,000 cubic feet of water, making it the greatest reservoir in the United States.

"The system of irrigation, with its reservoirs and canals," said Colonel Hendershott, "will bring under cultivation 1,100,000 acres in the Salt River valley. The main canals will commence 1,200 feet above the mouth of the intersection of the Verde with the Salt river, and run west through the Salt and Gila valleys to the Colorado river in Yuma county. The surveys have been very extensive and have cost \$250,000.

"As to the land, it is all desert, and as flat as a floor. It is worth nothing as it is, but with water it will produce six crops of alfalfa in a year, two crops of grain, and all the kinds of fruits you can think of, such as oranges, lemons, grapes, nectarines, pomegranates, saltshell almonds, walnuts and small fruits.

"We have an abundance of money behind us, and I expect to let a \$250,000 contract in a few days. We are already the possessors of the old Arizona Central railroad, on which \$550,000 has been expended, and we expect to extend it to Salt Lake.

We hope, also, to connect it with the proposed San Joaquin Valley railroad, and thus get a north and south outlet, which will enable us to cut across three or four transcontinental roads, and, altogether, develop a flourishing business. The road is already built and in operation for fifteen miles south of Flagstaff, and twenty miles more are graded and the ties laid, ready for the iron. The road will run from Salt

Lake as far south as Nogales. Another line starting from the base of the Superstition mountain and reaching the reservoir dam will follow the bank of the canal to Yuma. Surveys have been made and right of way procured for nearly the whole length of the road.

"There is one curious thing about the route and the desert. Starting from Flagstaff the road will reach a strange forest of gigantic pine trees which is eighty miles long, while all around it, from 300 to 500 miles in every direction, there is not a particle of wood anywhere. It is literally an island of timber in the desert. The road will also reach the copper districts of Globe and other places. The canal, opening up the plains, will cause a steadily increasing population there."

Colonel Hendershott says there is almost no game on the desert. It is simply a vast expanse of land in which, like the great barren land of the far north, its silence is oppressive. It is the Hudson Reservoir and Canal company, with some \$6,000,000 of capital, that proposes to change all this and make it habitable. Colonel Hendershott expects to let a large contract while here.

WARNING TO FRUIT GROWERS.

The Salt Lake county inspectors send the following "warning to the fruit growers of Salt Lake county" for publication in the NEWS:

Dear Sir—It has come to my knowledge that certain professional sprayers are spraying trees with Paris green or London purple while the trees are in bloom. Now, I want the people to understand that it is not doing them a particle of good at this time. On the contrary, it is doing them harm, washing the pollen out of the flower, and thus preventing the fertilization of the fruit as well as killing off the bees to no purpose.

The time for the first arsenical spraying should be about seven days after all blossoms have fallen and the fruit is set.

In some places the apple tree tent caterpillars are out; the best way to get rid of them is for the people to go through their trees in the morning or when the sun is going down in the evening, and cut the small branch down that the tent is attached to, and burn it.

Kindly publish the above, and oblige. Yours respectfully,

FRED W. PRICE,

Fruit and Tree Inspector.

Mrs. James Corbett, an old resident of Petaluma, Cal., was killed by a gravel train on Wednesday evening, and her husband, who was with her at the time, seriously injured. The couple were driving in their buggy when the horse took fright about a block from the depot and dashed madly toward the track just as the train was passing. The pilot struck the horse and cut it almost in two. Mrs. Corbett was thrown under the wheels and both legs were cut off below the knees. She expired almost instantly. Mr. Corbett was also thrown out, but escaped the wheels of the train, although he is badly injured. The buggy was wrecked.