DESERET EVENING NEWS.

DESERET NEWS PUBLISHING COMPANY, LESSEES.

[illegible] April 23, 1895.

THE BIG GERMAN CANAL.

The announcement in the papers of Monday, that the North Atlantic squadron had sailed from Cuba, is a reminder of the fact that two of the finest vessels of the squadron, and by the way perhaps the two best of their class in the world, the New York and the Columbia, have been selected, with others, to represent the United States navy in the international display which is to take place on the opening of the German canal across the Holstein peninsula, on June 23. The two vessels are to be overhauled and repainted at New York, preparatory to departing for the Baltic. They go at the invitation of Emperor William, who has requested the naval powers of the world to participate in the display which celebrates the greatest event in canal building since the Suez canal was opened. While the United States perhaps will have a smaller number of vessels than any other power represented, the fact that seeing three six-inch-bore warships in excellent trim will make up the deficiency.

The completion of the canal which will connect the North Sea with the Baltic is an event regarded with pride and satisfaction in Germany, both from a military and a commercial point of view. The antagonists of Germany, particularly Russia, have not left pleased over the undertaking by the empire, but as it is in German territory they could not interpose any obstacles. The work was pushed with great vigor from the first. At the outset it was estimated that at least eight years would be necessary to complete it, and through the energy which has been applied by Emperor William it will be finished within the time allotted. It is a triumph of engineering skill, is a waterway of great commercial value to the Baltic ports, and from the standpoint of the naval power of Germany is of incalculable importance.

The canal reaches from the mouth of the Elbe to near Kiel, a distance of sixty-one miles, each end terminating in a mighty lock. Kiel is the principal city of the Schleswig-Holstein province, and is the German chief naval station. It possesses a magnificent harbor, docks, shipbuilding yards, etc., and affords a most suitable location for Germany's fleet. But in the winter it is icebound, for the reason that the passage from the Baltic around Denmark to the North Sea is frozen at that time. Besides this obstacle to navigation north of Denmark in winter, in the summer that route is regarded as the most dangerous in European waters, and it is said that an average of two hundred vessels are lost on those treacherous shores annually. With the new canal opened the German fleet can easily assemble at Kiel in any weather, and in a comparatively long and dangerous one is but a few hours' sail and very exciting.

Commercially, its value may be conservatively estimated from the statement that ships plying between the Baltic and ports south of Hull, England, will save 120 miles by the new canal. German vessels will save 552 miles, and Hamburg ships 670 miles. It will bring the north and east Prussian and the Russian Baltic ports into more easy communication with the American and western European trade. As much as expansion, Hamburg anticipates a falling off in some branches as a result of the new opening, as now much of the traffic is sent Prussian ports in that city by water and has to be reloaded on railway connections. As an offset to this, however, it is expected the Hamburg water front will be largely increased by the society to enter into successful competition for the Baltic trade which is held by Dutch, English and others. After forming the prospects of success, there is no question but it is sweet will be of incalculable value to the German empire, in enabling the German fleet to perform one use in this other, without entering foreign waters. In matters may a concentration on the north or west coast in a time space of thirty days in affording a safe and direct waterway between the point on the North Sea and the Baltic. It is authoritatively that the idea of the canal opening will be of the most extensive character.

CHASE FOR A COLLISION.

Thousands people hardly yet fully realize the extent to which the immediate ending of the world on a day wholly figured out by "science," the date of some other epoch, when alone comes another prediction, from which, we are told in the most wise and authoritative manner, there is no possibility of escape, and in the accuracy of which the author tells us there can be no possible of doubt. The very latest of these delightful calculations emanates from Professor Pike, of Vienna, and according to the Sunday Capital, he makes a mysterious comet was established, through having elected the world with a most predictable result. Professor Pike, apparently, calculated that this comet, upon the probability that the destruction of the earth by fire, as the prophecies of old have foretold it, will only take place in August, 1896. This great conflagration and windup, the Austrian prophet says, will be kindled by the collision of our earth with a comet, and the wonder is anyone is agree that while there is something of this collision, the greatness of the danger is entirely such as to frighten the timid. To this end Dr. Kohl, a German savant, claim something that will be much more interesting than that of his astronomic neighbor. He says:

If we suppose the motion of a comet to be a portion of the mass of our earth, there is every one reason to be sufficient that we will not appear upon our horizon. The motion of comets which pass through our solar system varies between two and twenty. Under these circumstances the earth would collide with a comet about once in two million years. If the earth collided with a comet, hope there would be, of course, but one chance that it would collide with one that would take place within the next million years. But that two and twenty is possibly, in the future, moved up to more. Have increased the pace, which is under subject to against these points. Two comets are and every of it, for it was simply guess.

Yet, we admit that the motion of a comet is such, that a collision would be followed by a conflagration, as earth would be heated and so on to explode. The Indian mythologists, for instance, believe that the collision would change the position of the earth and the origin of time necessary for the motion. The sun would then rise upon a portion of the earth which now is the sun, and the sun would rise upon the portion of the earth which now is the sun. Thus, the sun would be the sun, and the sun would be the sun. The sun would be the sun, and the sun would be the sun. The sun would be the sun, and the sun would be the sun. The