EVENING NEWS.

Monday, July 19, 1875.

A Sewage Farm.

While the problem of how best to dispose of the sewage of great cities is still unsolved, smaller communities have had more than one successful illustration of a speedy and on the whole economical distribution of the main fertilizers of the soil. Of these one of the best known is that of the Beddington Sewage Farm belonging to the Croydon Local Board of Health. Croydon, as many of our readers are aware, is a considerable township lying some ten miles south of London and draining into the streams which have their effluence in the Thames. Some fifteen years ago, when the rage for suburban residences began to seize the dwellers in the great metropolis, Croydon assumed proportions that made a new drainage system absolutely imperative. The owners of land on the banks of the Wandle, a famous trout stream, obtained an injunction against its pollution, and there was no choice between incurring heavy Chancery penalties and adopting some means of utilizing or, at all events, rendering innocuous the output of the sewers. This has been no uncommon case with towns having no direct connection with a tidal river, but Croydon has taken a rather uncommon part in forwarding an enlightened view of the best possible remedy. The district is fortunate in having among its residents Dr. Alfred Carpenter, one of the leading apostles of the irrigation theory, who has been most indefatigable in carrying that theory into actual and, so far as Croydon is concerned, into most successful practice. We need not take space to describe the gradual progress of the Sewage Farm under Dr. Carpenter's management, but some facts relative to its present condition are not unlikely to interest many of our readers.

The Beddington Farm consists of some 500 acres of table land, originally not very fertile, but well adapted, from the porous character of the soil, to the purposes of sewage irrigation. It is divided into some half-dozen or more fields, nearly all of which can be irrigated without the necessity for pumping, and with comparatively little manual labor on the part of the farm-servants. The district draining into this area may be estimated as containing a population of 60,000 souls. All the sewers connect with a main drain leading to a filter-house some distance away from the town, and where Latham's strainers are in use. The strainer may be roughly stated as a kind of mill wheel, turned by the sewage itself, and the revolutions of which serve to remove all hard extraneous matter and to set free the valuable portions of the sewage in the form of a thick liquid. The solid matter is collected at the works, and, mixed with ashes, is sold to farmers and market gardeners at 2s. 6d. per yard. The liquid sewage when it leaves the strainer passes rapidly along an open sewer to the farm, where the stream is so diverted as to enclose each of the larger fields. The sewer is not exactly on a level with the fields, for that would lead to involuntary overflows, particularly when there is much storm water; but sluices are fixed at points not far separate, and by their action the work of irrigation is carried on. There are subcanals, about a foot in breadth, and about a dozen or fifteen yards apart, stretching from the main sewer across the fields, and these again are fitted with sluices, so that, on being filled, the sewage can be spread over the whole of the soil. The operation is very simple, and can be performed by a few out-door laborers without any assistance from steam or horses. The overflow is permitted to continue for about twelve hours, and then by lowering the height of the main sewer on one side of the field it naturally passes off so much of it as has not become amalgamated with the soil into the lowered sewer. It is far from being purified yet, however, and is not only too valuable to be lost, but too dirty to be thrown into the river. Accordingly, it is passed over other fields less heedful of strong chemical treatment; and after three or four processes of this kind, it finally emerges in a crystaline stream, whose purity will bear very favorable comparison with a considerable portion of the water supply of London. All this has been accomplished in a few hours and in a run, zig-zag ways, of some three or four miles.

But it is now time to say something as to the products of the irrigation. The Beddington Farm has a little of all sorts of agricultural produce within its bounds, but the principal crop is Italian rye-grass, of which so many as seven or eight crops can be grown in a single year. It will be apparent that this possesses a double advantage, since it not only secures a considerable revenue, but possesses a constant receptacle for the sewage. When the sewers are swollen by storm water they can be let loose on meadows which do not require strong treatment, or on market garden land, which might be injured by the more powerful sewage. One of these rye-grass fields was laid down last autumn, and was cut for the first time on the 14th of last month, the sum received being £7 per acre. The second crop is now growing, and will very likely realize £12 an acre. There is an abundant demand, the surrounding farmers being very glad to carry away the grass in their own carts, and as a rule the most of it is sold and consumed in its fresh state. A field of wheat last year produced six quarters, six bushels to the acre, and with the straw gave a return of £22 5s 9d per acre; a plot of potatoes fetched £19 per acre; and a plot of rhubarb, £28 10s 8d per acre. These are suggestive figures enough, and it might be supposed that the Croydon Local Board, was carrying on farming operations on a very remunerative scale. But there is this drawback to the profit account, that the land is rented at the exorbitant figure of from £10 to £12 an acre. Sewage farms being yet in their infancy, there is a not unnatural hostility to them in the minds of many people, and Dr. Carpenter and his colleagues have had to encounter this hostility by paying prohibitive prices for the necessary soil to conduct their irrigation operations. Moreover, local boards are not as a rule ambitious to become high farmers, and that of Croydon cares more to dispose of its sewage without an actual loss than to demonstrate the full benefits of the system. Farming is with them merely a means to an end. Therefore, it is not surprising that the pecuniary side of the question is not as bright as the scientific side. But, after all, there may be said to be a clear gain; for any other method of purifying the sewage would be more costly in its outlay and much less productive in its income. Here, however (and it is only fair to state the fact), the cost is greatly reduced by the level character of the country, and it must be recognized that if there is a margin of loss—that is, loss on the farming account—where no pumping is necessary, a town which had to go to the expense of elaborate machinery would be in a very much less encouraging condition.

We have omitted a most important point in Dr. Carpenter's excellent scheme. The opponents of irrigation declare that it poisons the air of a district. Well, there is some evidence to the contrary at Croydon. Even in summer there is no offensive effluvia from the sewers or the land. Indeed, the sewage has no time to putrify and become deleterious to health, for it is constantly on the move, or being absorbed by Nature's great laboratory; and the luxuriance of the vegetation, nettles especially, on the banks of the stream act as a perfect deodorizer of the unhealthy gases. The process has been long enough in operation to show its effects, and it is noticeable that an orphan school on the very border of the farm is one of the very healthiest institutions of the kind in Surrey. As for the town of Croydon itself the rapid increase of its population testifies to the absence of any general fear. The birth-rate of Beddington in 1872 was 38.65, and the death-rate 18.4.

These foregoing observations have been occasioned by a visit paid to the farm on Saturday last by about fifty gentlemen interested in a question which is rapidly taking first place among the vital questions of the day. Among the visitors were Earl Fortescue, a sanitary reformer of a quarter of a century's standing; Mr. Henry Lee, the well known naturalist, who, as the first of living authorities on pisciculture, has a keen interest in all that concerns the purity of our streams; and Mr. McLagan, the member for Linlithgowshire, who is so well entitled to represent the agriculturist's side of the subject. Dr. Carpenter courteously instructed the party in every detail of the process, and subsequently entertained them at a luncheon where everything but the champagne was the direct product of sewage irrigation. The bread was from sewage wheat, the butcher meat had been fed on sewage meadows, the vegetables, the cream, even the strawberries, were from sewage plots; and to crown all, there were some excellent trout taken from the Wandle at the point where the effluent water of the farm mixes with that beautiful stream. The guests, whose appetites had been whetted by the fresh breezes of the Surrey meadows, seemed to have no compunction as to the source of the edibles, and the writer of this, as one who enjoyed the feast, can testify that after two days he exhibits no symptom of poisoning or indigestion as the results of it.—*Glasgow Herald, June 19.*

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For information concerning freight, apply to J. N. PIKE, General Freight Agent.

H. P. KIMBALL, Supt.

Salt Lake City, June 18, 1875. d157

UTAH SOUTHERN RAILROAD

On and after Feb. 25, 1875.

Going South.

Name of Station.	No. 1 Passenger.	No. 3 Freight.	No. 5 Freight.	Fare.
Trains leave	A.M.	A.M.	P.M.	
Salt Lake	7 00	6 15	2 30	....
Little Cottonwood	7 28	6 55	3 15	50
Junction	7 48	7 30	3 50	75
Arrive at				
Sandy	7 58	7 40	4 00	1 00
Leave	mixd			
Sandy	8 03			....
Draper	8 18			1 25
Lehi	9 08			1 75
American Fork	9 20			1 90
Pleasant Grove	9 32			2 00
Provo	10 15			2 50
Springville	10 35			3 75
Spanish Fork	10 51			3 00
Payson	11 23			3 50
Santaquin	11 43			4 00
Arrive at	P.M.			
Terminus	12 00			4 00

Going North.

Name of Station.	No. 2 Passenger.	No. 4 Passenger.	No. 6 Freight.	Fare.
Trains leave	P.M.	A.M.	P.M.	
Terminus	12 20			....
Santaquin	12 57			25
Payson	1 17			50
Spanish Fork	1 40			1 00
Springville	2 05			1 25
Provo	2 25			1 50
Pleasant Grove	3 08			2 00
American Fork	3 20			2 10
Lehi	3 32			2 25
Draper	4 22			2 75
Arrive at				
Sandy	4 37			....
Leave				
Sandy	4 47	9 20	5 00	3 00
Junction	4 51	9 40	5 10	3 25
Little Cottonw'd	5 11	10 15	5 40	3 50
Arrive at				
Salt Lake	5 40	11 00	6 15	4 00

Nos. 1 and 2 will be run daily.

Nos. 3, 4, 5 and 6 will be run daily, Sundays excepted.

☞ For all information concerning Freight or Passage, apply to

F. LITTLE, *General Superintendent.*

JAMES SHARP, *General Freight and Ticket Agent.*

UTAH NORTHERN RAILROAD.

On and after June 7th, 1875,

NORTHWARD.

Trains leave	No. 1 Passenger.	No. 3 Freight.
Ogden	5:45 A.M.	9:00 A.M.
Corinne	7:10 "	12:00 M.
Logan	10:15 "	5:30 P.M.
ARRIVE AT		ARRIVE
Franklin	11:30 "	7:00 P.M.

SOUTHWARD.

Trains leave	No. 2 Passenger.	No. 4 Freight.
Franklin	12:45 P.M.	6:00 A.M.
Logan	2:00 "	9:00 "
Corinne	4:30 "	1:30 P.M.
ARRIVE AT		ARRIVE
Ogden	6:15 "	4:45 P.M.

N.B.—Nos. 1 and 2 will run daily. No. 3 and 4 will run between Ogden and Franklin as follows: No. 3 will run northward every Tuesday, Thursday and Saturday. No. 4 will run southward every Monday, Wednesday and Friday.

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CHAS. NIMLEY, Gen. Freight & Ticket Agt. M. THATCHER, Supt. 4148

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after June 20th, 1875.

Name of Station.	No. 1 Passr.	No. 3 Passr.	Fare.
Trains leave Salt Lake.	7 00 AM	3 40 PM	
*Wood's Cross.	7 25 "	4 06 "	.60
Centreville	7 33 "	4 16 "	.75
Farmington.	7 50 "	4 33 "	1.00
Kaysville.	8 12 "	4 55 "	1.35
Arrive at Ogden.	8 00 "	5 40 "	2.00
Name of Station.	No. 2. Passr.	No. 4. Passr.	Fare.
Trains leave Ogden	9 40 AM	6 20 PM	
Kaysville	10 31 "	7 10 "	1.00
Farmington	10 52 "	7 31 "	1.35
Centreville	11 04 "	7 44 "	1.60
Wood's Cross	11 12 "	7 53 "	1.70
Arrive at Salt Lake.	11 40 "	8 20 "	2.00

*Passing Place.

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Leave Salt Lake City at 8:40 a.m. and Ogden at 5 p.m. and 3:30 p.m.

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JOHN SHARP, Superintendent. d119

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Daily Express ..... 8.30 a.m.
Mixed ..... 5.30 p.m.
Freight ..... 10.00 a.m.

ARRIVE.

Daily Express ..... 5.10 p.m.
Mixed ..... 10.30 a.m.
Freight ..... 5.30 p.m.

Daily connections meet at Ogden with Trains Central Pacific road from Salt Lake City and all points in Southern Utah.

Leave Salt Lake City at 7 a.m. Westward for Stockton, Ophir and Dry Canyon.

At Corinne with Diamond Freight Line for Montana.

At Ogden with Central Pacific road for San Francisco, Central City, Georgetown and all points in Nevada.

At Ogden with Utah Central, Utah Southern and Utah Western Railroads for Salt Lake City, Bingham Canyon, Alta, Stockton, Ophir, Dry Canyon, Tintic, Frisco, Beaver, Parowan, Kanarra, Pioneer, Silver Reef, Pioche, Milford, Beaver Canyon, Frisco, Milford, Modena, Shoshone, Elko, Ruby Valley, Carlin, Battle Mountain, Winnemucca, Lovelock's, Wadsworth, Reno, Truckee, Colfax, Marysville, Oroville, Chico, Tehama, Red Bluff, Portland, Oregon, Olympia, Tacoma, Seattle, Walla Walla, Lewiston, Helena, Virginia City, Deer Lodge, Butte City, Corinne, Salt Lake City, Ogden, Omaha, Cheyenne, Denver, Pueblo, Kansas City, Leadville, Chicago, Cincinnati, Louisville, Memphis, St. Louis, Cairo, Pittsburg, Washington City, Baltimore, New York, Boston, Philadelphia, Portland, Oregon, Victoria, Vancouver