

Crocker murder case will be heard on the 6th of November before Judge Hayford. The apparent hope upon which the defense hang their claim is that two jurors, William Graham and William Greene, from Plain City, Utah, who removed from Almy shortly before the Crocker case came on for a hearing, are considered not to be bona fide residents of the state or county.

The widows of the Almy misadventurers, whose case was set back for fifty days at the last court, will be taken up and heard before Judge Knight in the court which opens on November 1, 1895.

RICHARD R. HODGSON.

THE STATE TABLE.

To whom it may concern:

The state table that is being constructed by Mr. J. R. Wilson—the table upon which the first Governor of the state of Utah is to sign the first bill passed by the first State Legislature—is nearing completion. There will be a place prepared in the table wherein will be sealed up a copy of the Constitution of the State of Utah; and I also desire autographs from many of the citizens of the State of Utah, especially of all those nominated on the State ticket, including the members of both houses of the Legislature on the Populist, Republican and Democratic tickets. These autographs will receive a place in the table; and all persons who so desire will please send them to my address: John R. Wilson, Salt Lake City. As it is impossible for me to call on each one in person I send this request and hope it will be favorably considered by all concerned. The card should contain the name, when born and where, and the official position now held or having been held.

Respectfully,

JOHN R. WILSON.

UNCLE SAM'S SHIPPING.

[Liverpool Weekly Mercury, Oct. 3.]

Nearly every account of the commercial tonnage of the different countries of the world places the United States in a very indivisible position, because such accounts ignore the large tonnage that country possesses in its inland waters. Large passenger steamers of 19 or 20 knots' speed, and of fully 5,000 tons, have during the last season been running in connection with the railways on the Great Lakes. Cargo vessels of like tonnage are being regularly added to their fleets. Quite recently so-called revenue cutters, but capable of almost instant conversion into armed cruisers, have been placed on these inland waters, and it is evident, therefore, that if the United States flag is destined to be no more in evidence in foreign waters in the future than in the past, that disparity will be reversed on the Great Lakes, where the United States tonnage already exceeds that of Canada by about a million of tons.

The immensely preponderating power of the United States on the inland seas of the American continent, and the extent of that power, may be gleaned from the fact that the tonnage passing one point in the lakes in the eight or nine months only during which there was open navigation, ex-

ceeds the amount of tonnage passing through the Suez canal in a twelve month by no fewer than five million tons. This tonnage has carried during the last season thirty-four million bushels of wheat, nine million barrels of flour, six and a half million tons of iron ore, and two and a half million tons of coal.

The most surprising circumstance, however, in connection with this lake transport are the astonishingly low rates at which the goods are carried, and the fact that these rates pay. The average rate for grain carried from one end of the lakes to the other during last season was equal to half a crown per ton, whilst coal was conveyed at two shillings and a penny per ton, and for part of the distance at only one shilling per ton. The remarkable labor-saving appliances employed on the lakes in loading and discharging alone admit of this. These rates are not exceptional, and the proof of that they are remunerative is found in the fact that American tonnage on the lakes increased last season by 84 per cent.

Despite this cheap transport, and the delays caused by the nature of the navigation, they make the trip in fourteen days from Chicago to New York, a remarkably good one for a flotilla of barges, as was noticed in this column a short time ago. Various projects have from time to time been mooted to facilitate the navigation between the two points mentioned, and to do away with some of the thirty-five locks that now impede it. A suggestion worthy of the other "big things" done in America has recently been made, whereby it is asserted that ocean steamers like the *Civic*, with their 12,000 tons of cargo, could proceed at half-speed direct from New York to Chicago.

The details of this proposal are too many for this column, but the main feature is that by bigger lifts, of 160 ft. for instance, four or five lifts would suffice, where now 35 are required. If it be granted that such locks are feasible, the remainder of the task is only a question of excavation. It is worth while, therefore, to briefly describe the proposed lock.

Pneumatic dry docks, that is pontoons submerged to receive the vessel, and then floated by pumping out the water, are in common use in several ports of the world, and the suggestion is that two pneumatic-balanced wet docks be constructed, in each of which would float a steel tank capable of taking the largest ocean vessel, and that tank floating on a cushion of compressed air, made tight by a water pit below. The compressed air is connected in the two docks by a syphoned flexible pipe of 21 ft. diameter. Then the introduction of any extra weight into either tank, whether of a ship and her cargo or additional water, will, it is obvious, cause the tank so extra weighed to sink, and the lighter one to rise the requisite distance automatically.

If such a design is ever carried out, and with the present low price of steel the one and only difficulty of cost should easily be overcome, there would be a complete revolution in the inland navigation. Take the Manchester Ship canal for instance. One lock would suffice where now there are five,

and it would be worked without any waste of water—a serious question in a season of drought. Further, the services of a man and a boy would be sufficient for the transfer from one level to the other of the largest vessel, and it could be done in an incredibly short space of time, for the flow of compressed air is many times greater than that of water. Every inland town of importance would then have its ship canal, seaports would become a misnomer, and railroads would cease to pay. However, like George III in his view of the Constitution, the present state of things is likely to continue during the lifetime of the present generation.

NEWS NOTES.

The Friday Harbor, Wash., salmon pack of 30,000 cases will be shipped to London.

The first four miles of the Los Angeles Electric Railway company's new electric line from Los Angeles to the sea was opened to travel Saturday.

Tacoma, Washington, dog fanciers are arranging for a kennel club and bench show. There are said to be about 500 thoroughbred dogs in that city and vicinity.

A double marriage having rather peculiar features took place at San Luis Obispo, Cal., on Saturday. Two young men, Hills and Willis Truesdal and two girls, Nora and Zora Grainger, were the contracting parties. The boys are twins and so are the girls.

Lillian Mason and her troupe of bicyclists, who left Los Angeles on September 21st for the Atlanta exposition, arrived at Phoenix, Arizona, Monday, Oct. 21, and have been stranded ever since. They have enlisted some local wheelmen to assist them in an effort to get out of town.

Ernest Peck, 17 years old, was drowned while hunting Saturday morning on the tide flat in front of Fairhaven, Wash. He stood up to shoot at a duck and capsized the boat. Two other boys named Parker who were in the boat held on until rescued. Peck tried to reach the railroad and went down.

Major N. M. Orr, secretary and treasurer of the board of directors of the California state asylum for the insane at Stockton, is short in his accounts about \$10,000. This is the aggregate of the many small sums of money belonging to insane patients which have been entrusted to his keeping during the last thirteen years.

Wm. Kaltenbach, a San Francisco merchant, died on Friday morning from a tumor on the brain. Kaltenbach, who was a young man, has for some months past been suffering from dull headaches, for which all known remedies failed to give him relief. These headaches were attended with fits of drowsiness, of gradually increasing duration, from which it was difficult to arouse him. Physicians treated him, but to no avail, but last Tuesday an operation was performed, when it was determined that there was a tumor on the brain which was beyond the reach of the surgeon's knife. No external injury could be found as the cause of the tumor.