

twelve months ago Brother Roberts lost a son about 18 years old, with the same disease.

### INTENSE FARMING.

In proportion to the advancement of our great commonwealth in population and intelligence, better farming is a consequence. At the same time, as intense farming is on the increase, so also is "The Ten-acre Farm." Connected with the great results of irrigation of farm and garden, the important question now sprung by all intelligent tillers of the soil is:

To what extent is it profitable to enrich and improve the soil? In this main question are included many others of great importance to the Western farmer. Some of them we will mention:

1. By enriching the soil, the value of applied irrigation water is also enhanced.

2. As the riches of commonwealths consist in their population; their value increases with their growth in intelligent and industrious population.

3. And as increase in population depends on the productiveness of the country, the advancement of productive farming and manufacturing is one of the main causes through which nations rise in prominence.

4. We are now possessed of farming land sufficient to admit of a division with our children for generations to come; and hence by this division into smaller farms, the necessary, constant and possible formation and improvement of the "ten-acre farm"—the farm of the future.

5. Farming will be a science, and not an empiric occupation for privileged ignorance, and farmers, in the future, through their intelligence and frugality, will be able to maintain their social, commercial, financial and political independence.

The maximum of profitable improvement on farming land may be set down as follows:

1. The soil should be worked, and enriched at least twenty inches deep.

2. Physically it should be improved by mixing with it decayed animal and vegetable matter, until it becomes loose and pliable enough for easy pulverization, and, in more respects, favorable to vegetation; in such a condition that by irrigation the soil does not harden or bake in drying. It will require at least from 7 to 15 per cent. of the soil to consist of organic matter to give it a physical consistency, necessary to first-class productiveness.

3. Chemically the soil should be blended with such forces as would most effectively animate the soil's strength to nourish vegetation. And,

4. Crops should be drill sowed, to admit of necessary surface cultivation, particularly in the first stages of the crop's growth (causing some of the greatest benefits, to detail which at present would require too much space.)

These four main points will be enlarged upon in the future, when intense farming will become a necessary consideration, and when nothing less than rational practice will be in demand; when our great commonwealth domain shall become like a beautiful garden, and when the people shall more fully enjoy the sublime designs of a kind Providence. C. A. M.

### FRANKLIN M. ANDERSON KILLED.

A most deplorable and fatal accident occurred at the intersection of Fifth West and Tenth South streets, at ten minutes past six on Sunday, Dec. 27th. The victim was Franklin M. Anderson, a compositor in the employment of the Deseret News Company. He was, at the time of the occurrence, driving westward, in a buggy, across the Rio Grande railway track, when—presumably unobserved by him—the south-bound passenger train, which leaves this city at 6:05, schedule time, dashed down the track. It struck the conveyance in which he was seated and wrecked it. When it was discovered that an accident had taken place the train was stopped. Brother Anderson was found lying on the ground unconscious, within a few feet of the rails. He was picked up, found to be dead and put aboard the train, which returned to this city. When the train arrived at the depot the unfortunate man was carried into the baggage room. Dr. Fowler was immediately telephoned for, but before he arrived the young man had expired. For a short time his body lay in the baggage room unidentified, when a friend, learning that some one had been killed, went into the depot and recognized the remains, which were subsequently removed to the residence of the parents of the deceased at 343 South, Third West Street. The only bruise upon him was a fracture of the skull behind the right ear.

News of the accident was conveyed to the parents by Mr. Browning, the night watchman at the Rio Grande Western depot. He broke the news to them gradually, and when the full truth burst upon them their grief was terrible, and the shock to the whole family is indescribable.

At the time the fatality occurred Franklin was on his way to the home of Miss Zannie Cannon, daughter of President George Q. Cannon, to whom he had been for some time paying his addresses. His intention was to take her and Sister Woodbury, wife of a missionary, to the residence of Brother A. Kimball, where there was to be a social gathering of Elders who had labored in Indian Territory and members of their families. He had in the conveyance in which he was riding a number of presents for the families of the Elders now in that field, in whom he took a deep interest, owing, doubtless, to the fact that he himself spent two years in the ministry in that part of the country.

Franklin M. Anderson was the son of James and Catherine M. Cowley Anderson, and was born in Salt Lake City on March 30th, 1868, being consequently in his 24th year. He served his apprenticeship as a compositor in this office, and was an efficient workman. He responded to a call to go to Indian Territory on a mission, for which he left his home on Jan. 29, 1889. After laboring with indefatigable industry in the ministry, enduring many hardships, for two years, he returned to this city, where he arrived on Feb. 17, 1891.

The deceased was a young man of excellent ability, which gave promise

of future usefulness and distinction. He was unusually studious, and, besides being a most efficient craftsman, wielded a facile pen, his correspondence, which occasionally appeared in the News while he was in Indian Territory, evincing this fact. He has also done reportorial work, for which he had a decided aptitude, for this journal. Only a few days ago he was engaged to report, for the News, the proceedings of one of the branches of the Legislature, during the approaching session. He was a young man of exemplary habits, being in every way strictly upright. He was highly respected by his fellow workmen and associates in this office, and we can unhesitatingly pay a tribute to his worth.

December 28th a cablegram was dispatched to Elder James H. Anderson, brother of the deceased, now on a mission in Great Britain, informing him of the lamentable affair, and the information has also been communicated to Elder E. J. Eardley, a brother-in-law, now on a mission in the Southern States.

Much sympathy is felt for the family, of which the deceased was a member, and for the estimable young lady to whom he was paying his addresses, who is naturally greatly shocked by the occurrence.

### THE INQUEST.

On Monday afternoon, December 28th, Coroner Harris, held an inquest over the remains of Franklin M. Anderson, who was killed on the Rio Grande Western track at the intersection of Tenth South and Fifth West streets, on Sunday evening, December 27th.

The jurors were: C. C. Clive, E. G. Ivins and W. T. Paterson.

Mr. Bradley, of the law firm of Bennett, Marshal and Bradley, was present as counsel for the railway company, with a stenographer. The latter took a full account of the proceedings.

Following is the official report of the testimony as taken by one of the jurors, who acted as clerk for the coroner:

The first witness was Benjamin F. Estes. He testified: I am an engineer on the Rio Grande Western, and on Sunday evening I started with train No. 6 for Thistle. I pulled out somewhat slower than usual on account of the blinding snow storm, which rendered it difficult to see anything ten feet ahead of the engine. On reaching Tenth South street, on the line of the road, I was looking out on the west side of the engine, and saw a horse crossing the track and then a buggy. The animal was not touched but the buggy was struck. It was then 12 minutes after 6. I stopped the train and backed up, and my fireman and others put the deceased into the baggage car, and brought the body back to the depot.

John E. McCarty testified: I was firing on train No. 6 last evening. We were running south at the rate of from 12 to 20 miles an hour, and I was ringing the bell. I had just left the rope and was firing up, when the engineer stopped the train, telling me he thought he had struck something. I went back and found the deceased lying fifteen feet from the track. He was not quite dead, but never spoke after we reached him.