

answer. The general opinion is that this is the best quality of cement that can be obtained.

As a result of the cement being accepted the contractors sent a dispatch this morning ordering more of the material, and there will not likely be any more trouble over the matter.

The mangled remains of Mr. F. N. Porter, a brakeman in the employ of the Rio Grande Western railway, now lie at the undertaking rooms of Joseph Wm. Taylor, the result of an accident which occurred at Bingham Junction at an early hour this morning.

It appears that the freight train on which Mr. Porter was engaged as brakeman was switching at Bingham Junction, and about two Wednesday morning while in the act of coupling the cars he caught his foot in a frog, and not being able to extricate himself, he was thrown down on the track, and sixteen cars ran over him, beginning at his feet and running lengthwise over his entire body. He was crushed almost beyond recognition.

The remains were brought to this city this morning and taken to the undertaker's, where they were given proper attention.

The deceased was about thirty-five years of age and has been a resident of this city for some time, his former home being Indiana. He lost his wife here last summer and was left with a young baby, which is thus left an orphan. His mother also resides in this city.

Ole Gothe, a grocer who ran a small store at the corner of Third East street and Stefferson avenue, between Ninth and Tenth South, died Sunday under circumstances regarded by the neighbors of the deceased as being strongly suspicious. It appears that he ate a hearty supper about 5 o'clock in the afternoon, after which he went outside and talked to some friends for a couple of hours. Then he returned to the house, passed through the kitchen, spoke to his children and went into another room and laid down on a sofa. Soon afterwards he was wanted, and when found he was unconscious. Dr. Young was summoned, but too late, as the unfortunate had breathed his last. An ineffectual attempt was made to find the coroner at ten o'clock Sunday night, and therefore the officers of the law received no actual information until Monday morning, when the body of the deceased was removed to the morgue. Gothe was 49 years of age, and leaves a wife and three children. He had been keeping a store for some time, but it was a small affair, with not more than \$25 worth of stock on hand.

At a meeting of the Utah Fruit and Agricultural Society on Saturday, it was decided to incorporate the society, under the above name. Articles of incorporation have been drawn up and will be filed in a few days. The capital stock of the association is placed at \$20,000, in shares of \$5. The business of the society is to buy and sell the products of Utah, and do a general commission business, and establish agricultural manufacturing enterprises in Utah. Provo is named as the principal place of business.

The society commenced business on the 27th of March, 1894, with only 11 members, and today has 150, with the prospect of a rapid increase in member-

ship. During the last year over \$20,000 worth of farm produce has been shipped by the society, and better prices received than would have been possible through any other source. This year the prospects for the society are better than they have been in the past and beneficial results to the members are looked for.

The committees having the business of soliciting subscriptions of stock in hand have been instructed to receive no larger amount than \$25 from one subscriber. The object of this is to obtain as many members as possible, and not to place large blocks of stock in the hands of one or two persons. It is not the intention to make the payment of dividends an object, but members will receive some advantages in being charged a smaller commission on sales of their produce than non-members.

W. H. Kelsey, president; P. H. Boyer, first vice president; Thomas Leonard, second vice president; A. W. Johnson, third vice president; F. J. Covert, secretary and manager; Evan Wride, treasurer.

THE SHIP CANAL.

[Scientific American.]

The Suez canal cost \$115,000,000 and is capitalized at \$60,500,000. In 1892 it paid a net profit of \$6,833,333.33 1/2, which was produced by the passage of 3,550 through the canal. Shares, the par value of which is \$100, are quoted at the Paris Bourse at \$638.50. The \$20,000,000 worth of stock held by the British government, is quoted at \$95,000,009 in the open market.

The Nicaragua canal, even if a commercial failure, would be of great advantage to the United States, as the controlling ownership of this waterway between the oceans would be worth the \$70,000,000 to which government credit is expressly limited in the bill now pending before Congress. The ship canal between the Delaware river and Raritan bay, an important link in the chain of interior waterways which will ultimately, it is hoped, enable vessels of large size to pass from Boston to the Gulf of Mexico without being exposed to the fire of a hostile fleet, is under discussion. The second ship canal, known as the Florida ship canal, which is intended to pierce the isthmus that connects the peninsula with the main land, is warmly advocated by the southern press. This canal would only be 150 miles long, and would lessen the distance between New Orleans and Liverpool by 1,000 miles, and would tend to greatly increase the commerce of the southern ports. It would be of great value in the development of the southern and western coal fields.

Europe has had three ship canals opened for traffic in the last eighteen months, the Manchester, the Corinth and the Baltic and North Sea canals, and several others are now under discussion. The Elbe-Trade canal will probably be built for use in connection with the Baltic and North Sea canal. The estimated cost is \$5,840,000. Prussia has contributed \$1,875,000 toward it. As nearly seven-eighths of the proposed canal is in Prussian territory, the community is naturally interested in preventing Hamburg from monopolizing the trade of the country.

A scheme is now under discussion to enlarge the canal and port of Brussels, so as to make it accessible to vessels of 2,000 tons. The government has promised 10,000,000 francs and the city 7,000,000 francs. The estimated cost of the canal is only about \$3,700,000. The Merwede canal, between Amsterdam and the Rhine, can hardly rank as a ship canal, as the depth is only 10 feet 3 inches. One portion of it was completed August 4, 1892.

For a number of years past the subject of the canalization of the Seine has been agitated in France. Rouen is a port for seagoing vessels, but there seems to be great opposition toward any attempt to make Paris one also. The plan of M. Bouquet de la Grye for securing a draught of 24.4 feet from Havre to Paris is now under discussion. By the improvements which have already been made in the river it has been possible for a gun boat to reach Paris, and a short time ago a three-masted seagoing bark over 200 feet long was launched at St. Denis, just below Paris. The depth of the hold of this vessel was twenty-two feet and the beam was thirty-five feet.

A decree published in the *Journal Officiel* for September 22, 1894, provided for a commission of inquiry to look into the plans, which had been placed on exhibition at Paris in June, for the Bay of Biscay and Mediterranean ship canal. The length of the canal, which will extend from Bordeaux to Narbonne, varies in the different plans from 220 to 320 miles, the cost of which would be from \$200,000,000 to \$300,000,000. Such a canal would be of great service both in times of peace and war, but the expense is a serious drawback to the success of the enterprise, as the amount received for tolls would probably not be sufficient to pay the interest on the debt.

Italy has recently had two ship canal projects, neither of which is likely to materialize in the near future. They are, however, very interesting from an engineering point of view, owing to the reclamation of large tracts of land which are useless at present. The first scheme is a waterway deep enough for the largest war vessels to pass from the Mediterranean sea to the Adriatic. The canal, which would be 125 miles long, would proceed from Montalto di Castro to the east coast at Fano.

The cost would be about \$120,000,000. The second project is more feasible. It is to make a canal twenty-four miles long at Reggio, connecting with the Amato and Carace rivers, thus piercing the peninsula and enabling vessels to pass through without sailing around Sicily or going through the Straights of Messina. The promoters expect that the land which would be rendered fit for cultivation would pay the cost.

In Great Britain two canals have been discussed, and there is every prospect that one of them, the Forth and Clyde ship canal, will be constructed; the other, the Wakefield ship canal in Yorkshire, England, is of purely local interest. The estimated cost of the Forth and Clyde canal is from \$35,000,000 to \$40,000,000, depending on the route adopted. The route has not been definitely decided on as yet. Three thousand vessels used the Manchester ship canal in the first year after its opening.