

to be shown over the ground. Brother Hawley went to take him over the premises, and when about half way over to the house it was discovered that the flames were again issuing from the roof. Several other persons had seen the same and all were hurrying to the spot. This time, however, the balance went, everything burning down. Brother Hawley saved some of his household goods, most of it, however, being broken, but all his wearing apparel was destroyed, as also his provisions, etc. He was insured in the Home fire insurance company for \$650, but this will hardly cover the damage done to the building alone. He has the sympathy of the whole community.

A brass band has been organized here under the leadership of Charles Thompson.

The farming outlook promises well here. Lucern cutting is well under way, and everybody is hopeful.

We are to have a new school house here in a short time. The district will be bonded.

Messrs. Pratt and Hinckley are receiving a carload of new goods for their store at Hinckley these days.

We are boasting a good, live newspaper of our own down here. It is very popular, as is also the editor among our people. We hope to see the paper prosper, as it no doubt will.

The people will celebrate on the 4th in grand style. An elaborate program has been gotten up for that day.

Brother Latimer buried a little baby girl this afternoon.

OASIS RAMBLER.

### HINTS ON HOISTING WATER.

*Editor Deseret News:*

Your correspondent, E. Edwards, of Diamond valley, Washington county, asks, as I understand him, in effect, the simple question as to "the best way" to raise water for irrigation from a supply "one hundred feet deep," or distant in a perpendicular direction. As a person having some experience in the matter I beg to say to him that for irrigation in a general sense to raise water a perpendicular distance of one hundred feet is too expensive to be practicable. But for special conditions where the products of a small piece of land are particularly valuable it is both practicable and profitable to raise water by means of an ordinary lift-pump, driven by the only available inexpensive power—namely, air, or wind-power, in proportion to the quantity of water required. The wind-powers should, however, be of the improved patterns and may be imported, or they can be made here by mechanics thoroughly acquainted with the principles required to be embodied in air machines. Of those already erected, which are beginning to be numerous in the northern part of the Territory, it has been truthfully said they "are doing honest work and giving good satisfaction."

I am satisfied that where water can be obtained at ordinary depths, as is usual in nearly all our valleys, hundreds of dry farms will yet be opened to the great profit and advantage of the entire community, with gardens, orchards and domestic requirements

supplied with water by means of small air powers, lifting streams almost continuously, limited only by the capacity of the wells. What with canals, reservoirs, pumping apparatus, from wells, and the intelligent reclamation of land on the dry farm principle, it seems only a matter of time when all the valleys preliminarily settled by the early pioneers in this great basin will be brought thoroughly into use in all their broad area, except where rocks and concrete exclude the husbandman but offer hope to the prospector.

Speaking of air powers also brings to mind the various attempts at aerial navigation noticed in your columns from time to time. I deem the arrangement of flying machine apparatus will soon be devised by intelligent mechanical minds when the question is solved of the exertion of sufficient power within a given quantity of weight. Setting aside the weight of required apparatus, also the necessary loss by friction, it will require at least one-third of a horse power to handle successfully the weight of an ordinary man in the air, and so on in proportion to whatever weight was required to be poised and elevated. As far as I know there is no power-generating machine invented or known (except birds) of sufficient capacity proportionate to its weight to fill the requirement. As to man-power doing it alone,—by pedals or otherwise—that is to assume that he can exert a power of about 20,000 foot pounds per minute, which to the most casual observer is simply absurd. Proofs of the above assertion are easily forthcoming which are of universal acceptance.

Respectfully,

JOB T. SMITH.

PAROWAN, Iron County, Utah, June 19th, 1893.

### THE BELLE PLAINE ACCIDENT.

This morning the mail brought to hand Professor Evan Stephens's letter regarding the railway disaster in which he and a party of Salt Lakers were on the 14th instant, as stated on that day in a telegram to the NEWS from Belle Plaine, Iowa. The letter has by some means been delayed five days in transit. It reads:

In a wreck? Yes, and fortunately, out of it, and live. But one soul stepped across the narrow gulf into eternity, the rest of us being permitted to stand on the brink, scarcely conscious of the nearness of the awful abyss. Only by degrees did the situation dawn upon us as we neared the massive engine lying in a steaming heap of metal, mud, earth and splinters in a roadside ditch, its great body half crouched against the bank like some wounded animal on the point of expiring. Then came upon our half-roused senses the awfulness and reality of what had taken place.

As quickly as possible we enquired at each section, where our friends were a moment before slumbering, if all were safe; then as quickly advised them to hastily don their raiment and leave the car lest another calamity might follow—another rushing train dash upon us before our bewildered trainmen gave the signal of danger; for fire or steam might be doing deadly work, as our

berths were almost even with the derailed engine.

How quiet everything was! I thought I heard one cry at first, but everything became as still as if it were only an ordinary halt at a station. We alighted. The morn was just breaking, and in the dim light we beheld an appalling sight. The track to our left was torn into splinters. Just beyond the heap, against the bank, and straight across the track, lay the baggage car on its side, with the sleeper next to our own crashed into it, while the coach that was originally between the two lay the opposite side of the track, side towards us, with only one end broken through. Our own car was but slightly damaged, by being somewhat thrown against the one ahead of us. There was a broken window caused by the flying debris of the torn up track. This was in a section used by two of our party.

As we gazed upon the wreck about us we listened with dread for cries of suffering, but none were heard. Marvelously, every one seemed to have escaped. The engineer came out of the heap of debris almost unhurt. But wait; one is missing. The fireman is nowhere to be seen. He is buried in the bank with the engine. Only one! But to one fond mother, one loving wife (a year ago a happy bride), it is almost the same as if the whole creation was in that lifeless mass, while we, in seeing each other safe, almost felt, for the moment, as if the whole world should rejoice with us in our deliverance! Pardonable selfishness, perhaps, for the world is wide and contains many throbbing hearts, with but few who beat in the union of friendship with our own.

In about an hour the mangled form of the fireman was taken from under the engine. Death doubtless had been instantaneous. The baggage was fished out of the battered baggage car, many trunks with the contents having been ruined. In six hours the track was cleared and the undamaged cars, drawn by another locomotive, carried the delayed passengers toward the "White City" as if nothing had happened.

A flat car, which had not been securely fastened on a side track, had rolled its way on to the main road during the night. That was given as the cause of the frightful accident.

### DEATH OF JESSE W. CROSBY.

Word has been received of the death of Jesse W. Crosby Sen., which occurred at Panguitch, Garfield county, on Sunday, June 11. The deceased was seventy-two years of age and was a highly respected citizen. He was a native of Erie county, New York, and joined the Church of Jesus Christ of Latter-day Saints when he was quite a young man. He is numbered among Utah's pioneers, having arrived in the valley of the Great Salt Lake September 24, 1847, and engaged in pioneer work in the northern part of the Territory for many years.

Elder Crosby was one of the original settlers and property holders in the Seventeenth ward of this city. In 1860 he was called on a mission to St. George, to help settle Southern Utah, and responded. For the past seven or