

The *Railway Age* announces that in forty-three states and territories of the Union the grader and tracklayer found work last year, and as there are but five more this would seem to be a very good showing after all; some of these avenues of employment were necessarily very limited, others not so much so, and the demand for more roads is as great now as at any time in our history. The total mileage of 1892 is contained in the following table:

States.	Miles.	States.	Miles.
Maine.....	14.66	Minnesota.....	200.27
New Hampshire.....	28.40	North Dakota.....	92.00
Massachusetts.....	21.69	South Dakota.....	13.50
New York.....	236.32	Iowa.....	68.50
New Jersey.....	15.29	Nebraska.....	10.80
Pennsylvania.....	286.94	Kansas.....	1.00
Maryland.....	20.14	Missouri.....	197.13
West Virginia.....	203.94	Indian Territory.....	114.00
Virginia.....	23.87	Arkansas.....	44.50
North Carolina.....	56.30	Texas.....	211.23
South Carolina.....	38.00	Colorado.....	34.75
Georgia.....	67.70	Wyoming.....	105.00
Florida.....	146.53	Montana.....	127.30
Alabama.....	20.90	California.....	84.65
Mississippi.....	8.00	New Mexico.....	5.35
Louisiana.....	121.50	Idaho.....	82.70
Tennessee.....	65.60	Utah.....	32.90
Kentucky.....	35.00	Arizona.....	28.00
Ohio.....	197.16	Oregon.....	9.00
Michigan.....	230.64	Washington.....	420.75
Indiana.....	156.70		
Illinois.....	69.02	Total.....	4,062.31
Wisconsin.....	122.25		

It will be observed thus that our Territory is neither at the top nor bottom of the list, but is doing very well. It should be considered that the figures relate to main line track only, not to the hundreds of miles of second, third and other tracks laid alongside the main lines, and switches, spurs, etc., with private lines for logging and other purposes; nor has the table any reference whatever to the hundreds of miles for which grading and bridging are under way or have been completed.

The states in which no track of any kind was laid are Connecticut, Delaware, Nevada and Rhode Island; the one territory, Oklahoma. Kansas had one mile only constructed and Mississippi, where there has not been much in this line done for years, built a short road to a lumber camp. The construction for the past ten years, as shown by *Poor's Manual*, is as follows:

Year.	Miles.	Year.	Miles.
1883.....	6,743	1888.....	7,028
1881.....	3,924	1889.....	5,696
1885.....	2,884	1890.....	5,671
1886.....	3,037	1891.....	4,471
1887.....	12,987	1892.....	4,662

And the following is the comparison of last year with previous years:

1883 to 1892—Increase in ten years, 53,208 miles; yearly average, 5,320 miles.
1873 to 1892—Increase in twenty years, 104,395 miles; yearly average, 5,219 miles.
1863 to 1892—Increase in thirty years, 141,433 miles; yearly average, 4,716 miles.
1853 to 1892—Increase in forty years, 159,303 miles; yearly average, 3,987 miles.
1843 to 1892—Increase in fifty years, 170,478 miles; yearly average, 3,409 miles.

A PAMPHLET has been received containing a translation or rather paraphrase into Swedish, of an address delivered by Elder Charles W. Penrose in the Tabernacle, on the occasion of the visit to this city of the Presbyterian ministers, May 15th, 1892. The pamphlet is neatly gotten up, but the translator seems to have failed to a great extent to give the exact meaning of the speaker, besides losing much of the force and eloquence of the original address.

## FROM SAN JUAN.

The News has been permitted to inspect a letter from Hon. Francis A. Hammond, of Bluff City, San Juan county, in which he gives the information that thirty to fifty people a day pass there all bound for the gold fields. He says there is gold there beyond a doubt, but where accessible is not in sufficient quantities to pay, except with the employment of machinery, and there is none of this at any place yet. Those who are equipped for a stay and can live "within themselves" so to speak, may be able to get along very well; but the poor man who relies on getting work will be disappointed and had better stay away, this applying more particularly to those who have employment. Brother Hammond makes the suggestion that those who have staked off claims for fifty miles or more from the junction of the San Juan with the Colorado work there till spring, by which time some idea may be formed of what the country amounts to; but at the present time he is disposed to speak rather disparagingly of it, especially as a field for those who cannot sustain themselves for the time being.

It was high time that such information was received, for the reason that reports of the other kind have flooded the country to such an extent that the rush long continued would have made it well nigh impossible for anyone to get along there even if there is a reasonable amount of gold. This proposition seems to be conceded; the whole country skirting the Henry mountains and either shore of the San Juan river for miles is undoubtedly a placer field from which gold can be taken more or less readily; but as suggested, unless the searcher is well equipped for a stay, or is prepared to take expensive machinery to the ground worked, he is not likely to accomplish much. Meantime we reiterate the advice of Brother Hammond that poor men unprovided for had better "bear the ills they have" than "fly to others which they know not of" and only hear of as a rule from interested parties.

## TWO DISTINGUISHED MEN GONE.

The death of John E. Kenna, one of the youngest, ablest and most thoroughly representative members of the United States Senate, is reported in last night's dispatches from Washington. Mr. Kenna was born at Valcoulon, Virginia, but now in the state he has represented so many years, on the 10th of April, 1848; he began life as a farmer, and youthful, as he was entered the Confederate army as a private soldier and fought to the close, his surrender taking place at Shreveport, Louisiana, in April, 1865; he carried with him to the grave a wound received in that struggle. He subsequently studied law and was admitted to the bar in 1870; occupied the bench for a short term and was elected to four consecutive Congresses as a member of the lower House, the first commencing with the forty-fifth; he was then chosen to the United States Senate, served out a term of six years and

was re-elected, his term expiring in 1895.

Mr. Kenna was one of the most thoughtful and studious of men. Not greatly gifted as an orator or debater, he nevertheless made his points and made them count. His argument in the Senate in favor of the Mills tariff bill was one of the best delivered in that body on that subject, and all his speeches evince thorough mastery of the subject discussed in all its details and the ability to prepare and present them in the most effective form. It was our pleasure to see and hear him while a member of the House, when the perilous days of the Tilden vs. Hayes controversy were upon the land; Mr. Kenna favored the electoral commission scheme, by means of which Mr. Tilden was deprived of the Presidency, but he was of course hopeful for a different result, being a thorough and all-around Democrat. His loss will be keenly felt by his associates on both sides of the chamber and by all who knew him.

By two humble Elders of this Church he will be gratefully remembered. They had been arrested on some trumped-up charge of petty theft, and, surrounded by a howling mob, were about to be consigned by the prejudiced, pompous and ignorant justice of the peace to a term in jail. Before passing sentence the magistrate asked the accused if they had anything to say, when Mr. Kenna, who was making a stumping tour in that part of the state and had been attracted to the scene by the news that two "Mormons" were on trial, bluntly declared that he had a few remarks to offer. He reviewed the evidence, pointed out its inconsistencies, soundly berated the justice for his manifest bias, and secured the prompt discharge of the prisoners, as well as a warm interest in them by those who had been so clamorous for their punishment. The incident has been frequently told with much glee to later missionaries in that field, some of those who witnessed it being now members of the Church.

In the case of Benjamin F. Butler, death waited till the shining mark was dimmed with age and measurable obscurity and then bore him hence at a time when the country was neither surprised nor expectant. At half-past one o'clock this morning he ceased to exist, the immediate cause of death being heart failure, superinduced, no doubt, by advanced age. He was born in Deerfield, New Hampshire, on the 5th of November, 1818, being therefore in his seventy-fifth year.

The deceased was a graduate of Waterville college, Maine, and two years after graduating was admitted to the bar and practiced law with signal success. He was a Democrat and in 1860 was a member of the famed Charleston convention, the adjourned session of which at Baltimore nominated John C. Breckinridge for President. Butler voted for Jefferson Davis throughout, fifty-nine times if we remember correctly, but did not participate in the Baltimore proceedings, nor did any of his Massachusetts colleagues, in which state he had settled meanwhile. On President Lincoln's call for troops in April, 1861, Butler placed himself at the head of a regi-