

Apostle Lund and President Jacob Gates then gave addresses. The latter testified to a personal knowledge of the life and character of the Prophet Joseph Smith, and of the divinity of his mission.

At the afternoon meeting Apostle J. W. Taylor addressed the Saints.

Apostle F. M. Lyman said he feared that many of the Saints had excused themselves from paying tithing on account of the action of the government. The Stake Presidency should see that differences which might arise among the Saints in the wards do not become chronic, and the Bishops and Teachers should endeavor as far as possible to have those differences adjusted.

At 2 p.m., after the opening exercises, Apostle J. W. Taylor and President Jacob Gates occupied the entire time of the meeting.

At 7:30 p.m. a Priesthood meeting was held.

On Sunday, at 10 a.m., Apostle J. Grant and A. H. Lund assembled with the Saints.

Statistical and Sunday School reports were read; appointments for Sunday School jubilees made as follows: Fountain Green June 18th, 1890; Moroni, June 19th; Fairview, June 20th; Mayfield, June 21st; Gunnison, June 25th; Ephraim, June 26th, 1890.

Conference adjourned to meet at Mount Pleasant, August 16th and 17th.

GEORGE TAYLOR,
Clerk.

GEORGE FRANCIS TRAIN.

On Friday, May 23d, the excursionists bound from Salt Lake City for the capital of Idaho, among whom was the writer, observed in changing cars at Pocatello a large streamer tacked on the side of a baggage car of the O. S. L. train, which announced, in characteristic phraseology, that George Francis Train was on board. That celebrated individual was, in fact, on the train, making the home stretch of the journey round the world on which he started from Tacoma, Washington, early on the morning of March 18th. The send-off given him by the inhabitants of that town will be remembered by newspaper readers.

In exactly sixty days from the hour of his departure from Tacoma Citizen Train landed at New York. From there, barring improbable accidents, he might easily have traveled to Tacoma in four and three-quarter days. But he purposely spent over a day in New York City, that he might prepare an account of his journey for publication in the *New York Sun*. Of the issue in which the account appears, May 19, Citizen Train procured 50,000 copies, which he has caused to be distributed as his journey from New York westward has progressed.

Learning that a number of Salt Lake newspaper men were on board the train, he invited several of them to breakfast with him. After the meal these guests, with a number of the excursionists and other passengers, gathered into the special car occupied by the eccen-

tric orator and his party and for over two hours listened to one of the most remarkable entertainments many of them had ever witnessed.

Accompanying Mr. Train were his private secretary, S. W. Wall of the Tacoma *Ledger*, who had started with him, D. F. Kellogg and W. A. Hay of the staff of the *New York Sun*, and W. K. Beard of the New York Central Railroad, the last three of whom joined him at New York.

The entertainment referred to, which took place in the special car occupied by this party, baffled adequate description. It was a conversation, lecture, stump speech and oration combined, passing instantaneously from the nature of one to that of the other. Whether Mr. Train was pleased or annoyed at the thronging of his car with curious and attentive listeners was at first a matter of some doubt, but as the bursts of eloquence or enthusiasm with which he interspersed his conversation with ladies and gentlemen present were met by applause, he seemed pleased with his audience and continued to entertain them for two or three hours.

As the writer entered the car he was remarking to a group near him:

"Yes. I've been in fifteen jails, shot at, pronounced insane; yet here I am, in possession of the key to immortality. I shall never die."

As the representative of the *News* was introduced to him, he spoke with genuine enthusiasm, and in a kindly way, of Brigham Young, W. H. Hooper and other prominent "Mormons" with whom he had become acquainted when in Utah about twenty years ago.

"Ah," said he, "Utah, the only country I was ever in, where all the people owned their own homes, where there were no jails, no asylums, no almshouses, and no d—fools!"

He spoke of the Utah of twenty years ago.

"Next October I start round the world again, and I'll make the trip in fifty days," he exclaimed with great enthusiasm. "I lost ten days on the Pacific Ocean. I wasn't to blame for sailing in a tub. The vessel ought to have made the trip to Hong Kong in ten days less than it did, and a fast vessel could do it."

He read a speech delivered by him in Omaha at the breaking of ground for the U. P. Railroad, Dec. 23, 1863, as reported by the *Omaha Herald*. It was a remarkable address, and contained many prognostications which challenged credulity at the time, but have since been signally fulfilled, in regard to the development of America, and the commerce of the world.

He interspersed the reading with comments, humorous, satirical and oratorical, many of his impromptu utterances displaying remarkable intellectual qualities. Part of the time he sat upon his seat, then he would stand, and again he would crouch upon the cushion, with both feet on it, and then leap upon it like a beast of prey.

Incoherence, invincible logic, scintillations of wit, biting sarcasm, wild and impracticable ideas,

touches of pathos and flashes of eloquence rapidly succeeded each other. At frequent intervals he would pause and demand of his listeners to know if they wanted him to continue. Several times he sharply rebuked persons in his audience for whispering while he was talking, and once when he asked if he should go on, one man in the crowd said, "No."

"That man's from Seattle," said Train, "and I'm booming Tacoma." The crowd caught the joke, the gist of which was the rivalry of the two towns. "I like to have a negative, in order to be more positive," added Train.

In his speech of '63 there were occasional references to God. At each of these Train would apologize, with some remark the effect of which was that at that time he knew no better than to believe in a God.

In one of the sudden transitions from one line of thought to another, which occurred every few moments, Train exclaimed: "They talk about the devil; why he's the finest fellow I ever saw; he don't wear a white necktie."

"When did you see him?" asked too curious man in the audience.

"I see him now," said Train, deliberately, and looking at his interrogator. A prolonged burst of laughter, at the expense of the questioner, followed.

At frequent intervals Train proclaimed himself the chief of anarchists, and uttered dire threats against the government. At such times his voice, language and facial expression were typical of what one would expect to witness in an anarchist of the most pronounced and fanatical description.

Among his auditors were ladies and gentlemen of intelligence and education. Laughter, wonderment, incredulity and awe were in turn portrayed upon their countenances as they listened to him. "Is he insane?" was an oft repeated inquiry, but there was so much method in his madness that they could scarcely doubt his mental soundness. Train himself talked freely of the popular suspicion of his lunacy.

His grammar, even when his utterance was most rapid and his ideas most lacking in coherency, was perfect. He claimed to be able to speak twenty languages. His sentences were terse and strong and his antithesis of the most original and striking character. Reckless and lurid in many of his expressions, he was wonderfully eloquent in others. In short, he was the psychological phenomenon that has baffled experts, defied literary criticism, astonished the intelligent and delighted the multitude, of which no satisfactory explanation has ever been made.

A new ocean danger is pointed out by silk importers. It appears that dyed spongesilk, known technically in the trade as French silk is, under certain conditions, exceedingly prone to combustion, and is well known among the steamship companies as dangerous freight.