

visited and the different wards inspected, but all to no purpose. The negro Porter Blank was hunted up, and carefully questioned, but adhered strictly to his previous statement. Mr. Hugh Wilson now chief of police, was visited and a statement made to him of the object of our visit. In all these labors great difficulty was experienced from the fact that it was deemed unwise for our identity to be established.

After six days of incessant labor, Elder Morgan left for home, leaving Brother Tillman and Mr. Wilson to prosecute the search. Brother Tillman follows the business of mending stoves, and could readily gain access to any place he desired, while his occupation would divert suspicion as to the real object he had in view. During the two weeks following he was busily engaged in the prosecution of his trade, and quietly working for any information obtainable. On Monday, May 27, he left Meridian, following the supposed track of Brother Richards' journey, stayed that night with Mr. M. Pigford, of Russell station on the A. G. S. Ry. On the morning of the 28 he learned from his host that a man had been killed two miles up the road, during the past summer by a passing train. Following this clue he called on Esquire J. W. Deerman, of Toomsuba, and learned from him that such an accident had occurred, and that he sat as coroner at the inquest. He readily recognized the photograph of Brother Richards as the man killed, as did also five of the jury of inquest, and others who had seen the mangled remains of the dead man.

Brother Tillman returned to Meridian that evening, and wired Elder Morgan to La Jara, Colorado, who immediately left for Meridian, arriving on the evening of June 2d. On the morning of the 3d, a casket was shipped to Toomsuba station, twelve miles distant, accompanied by Undertaker A. B. Wagoner, I. F. Etheredge, Brother Tillman and myself. The grave was opened and the box containing the body brought to the surface, the lid removed and the body identified, which was readily accomplished through the character of his underclothing. The body was in an advanced stage of decomposition, but we succeeded in transferring it to the casket and enclosing it hermetically sealed. A few trinkets had been preserved by the coroner which were obtained.

As to the cause of his death nothing could be definitely settled. On the 2nd of August, 1888, a freight train broke in two near where he was found, and one theory is that when the front end of the train passed him, he stepped on the track, not observing the detached portion of the train, and was caught by it. A section hand reports having seen his lat lying on the bumper of a car.

Another theory is, that he was murdered for his money and his body placed on the track, in support of which we failed to find his watch, valise, money, coat and umbrella, all of which are missing.

From our investigations we are

satisfied that his death was not the work of a mob, but, owing to our failure to find the missing articles, we are led to believe that it was the work of brutal hands for the sake of plunder, and that his body was intentionally placed on the track to cover up the deed. The hour of his death could not have been later than 7 a.m., and the place an isolated section of the country, eight miles east of Meridian and four miles west of Toomsuba, in Lauderdale County, Mississippi. In any event, a faithful servant of God has lost his life, while in the active prosecution of his duties as a minister of peace and salvation to the nations of the earth, and in history his name will stand recorded as one who gave his all for the cause he loved, and the establishment of the Kingdom of God on the earth.

To Messrs. Hugh Wilson, A. B. Wagner, J. F. Etheredge and Esquire J. W. Deerman, in particular, and the citizens of Toomsuba in general, we feel under many obligations for courtesies extended. To the first three we were known in our true character, but this made no difference to them, as it might possibly have made to the unthinking crowd.

We feel grateful for the protection of Divine providence that has been over us, and enabled us to be instruments in returning the remains of of Elder Richards to his loved ones and to a burial in the midst of the Saints, leaving to the Great Judge of all the solution of the mystery, as to the manner of his death, knowing full well that he will inherit a crown of righteousness, having fought the good fight and proven faithful to the end.

To his stricken wife, fatherless children, and aged parents, the sympathies of the Saints will go out unstinted with prayers for their welfare and protection.

Brother James Tillman has worked earnestly and with excellent judgment, to discover the body of Elder Richards, and never wearied in his efforts, until in the lonely graveyard of Toomsuba the mystery was solved.

Your brother,  
JOHN MORGAN.

#### EUROPEAN TOPICS.

At a time when the world seems excited over the centennaries of great events and monuments are erected to perpetuate the names of many who will not live in one grateful memory, it is pleasing to notice that men are calling to mind the memory of one of the great benefactors of the race. Just at the time when modern steamships are commencing to cross the Atlantic in less than six days, occurs not merely the centenary of French republicanism and American National Government, but likewise the completion of the hundredth year since steam was first used to propel a pleasure boat on a little Scottish lake.

To James Watt, the author of the modern steam engine, and to George Stephenson who applied Watt's discovery to railway locomotion, the

world seems never tired of paying homage; but to William Symington, the real discoverer of steam navigation, a well-earned debt of gratitude still remains to be paid. At first glance it seems strange that we must turn over the musty pages of an early volume of the *Mechanics' Magazine* or search the records of that ponderous work the *Encyclopaedia Britannica* to find his name. And what is stranger still at the same time, not far distant lived Scotland's greatest poet. The generous banker, Patrick Miller, who gave to William Symington the means for adding wings of steam to his pleasure-boat, was the same man who rented the little barn on the other side of the river Nith to Robert Burns and where he composed "Tam o' Shanter," and that exquisite lyric "To Mary in Heaven."

What a halo of romance would hang around the little lake in Dalswinton Park had Burns but written of his neighbor, William Symington.

When we consider that from the feeble beginnings of steam navigation in 1789, both on the lake and a little later in the Forth and Clyde canal, have sprung the *Umbria* and the *Etruria*, *City of New York* and the *City of Paris*, and all the other great steamships that sail the various oceans of the globe—not to mention the great war navies of the world—it cannot be said that the successful experiment of an obscure Scottish mechanic in 1789 is unworthy of commemoration in 1889.

Symington seems to have been one of those unknown ones of whom Goethe says the greatest and noblest of the human race are included. He died in 1831, and was buried in the churchyard of St. Botolph, Aldgate, London. No stone or monument now marks his resting-place, and is for the purpose of erecting a suitable monument to his memory that an influential committee has been formed with Mr. James Stephenson, C.E., for honorary secretary.

Well might Dr. Johnson exclaim:

"See nations slowly wise and meanly just  
To buried merit raise the tardy bust."

Tardy indeed has been the recognition paid by Great Britain to the modest and humble inventor who gave her one of the greatest sources of her modern opulence and power.

On the continent the great theme, outside of Germany, has been the events in Paris. To many the cause of the fete at Versailles yesterday may not be exactly clear. But we need only recollect that May 5, 1789, witnessed the first sitting of the States General, that grand assemblage of nobles, churchmen and bourgeois which in reality constituted the first parliament that France had ever seen; and then we perceive its significance. Unfortunately the States General within a few weeks developed into the National Assembly. The Communitistic crowbar had been applied to throne, altar and aristocracy, and there was a general upheaval, which ended not merely in the beheading of poor, weak Louis XVI