

by the motives prompting its builders. Were this not true our grandest memorials would not depend so much upon the services to mankind of those whose lives they are intended to commemorate as upon the wealth of the dead or that of his surviving friends. With this idea in view and feeling that Brigham Young in life belonged not to his family and intimate friends alone, but to the people of Utah, and to the entire West, it has been decided to make the subscription a popular one. To every man, woman, and child throughout our mountain home it is designed to extend an invitation to contribute something toward the erection of this monument to him whose genius has left its impress in every part of our beloved Utah. No amount, however small, is to be refused; for, as above stated, the purpose is to have the statue erected by all who love and revere the memory of the illustrious dead.

The time seems auspicious for the purpose of such a work. For while no arbitrary arrangement has been made and no unchangeable design adopted, we have now in our midst Mr. C. E. Dallin, a young man born in this Territory, who has attained an enviable reputation as a sculptor. He has had the benefit of the instruction of the leading sculptors of Paris, and his works have had the stamp of their approval, as well as that of the leading artistic people of our own land. His services can be secured for the completion of this great work, and no doubt he will, if employed, give us a monument worthy of his reputation and of its great subject.

The association will appoint sub-committees in each county and they will doubtless, as necessity may require, appoint other sub-committees, so that every person in the community may be reached.

BRIGHAM YOUNG MEMORIAL ASSOCIATION.

HEBER M. WELLS, JAMES SHARP,  
Secretary. Chairman.  
SALT LAKE CITY, Dec. 18, 1891.

## LETTER FROM TURKEY.

[Correspondence of the DESERET NEWS.]

I take the liberty of sending to the NEWS an account of my voyage to Constantinople.

I started on the U. P. train at Salt Lake City on Sunday morning, August 30th, and arrived at Denver on Monday, the 31st. There I availed myself of the opportunity, while the train stopped, of taking a walk for a few blocks into the city and inspected some of the fine public buildings. I reached Kansas City on September 1st. There again I made use of the time at my disposal and went by cable cars all around the city, returning to the Union depot just in time for the Chicago and Alton train. I arrived at Chicago on September 2nd. Being tired and sleepy, I retired to bed until the time came to take the New York, Lake Erie and Western for New York City. I got there on September 5th, and visited the most prominent places, including the Brooklyn bridge, the Central Park and various other places of note.

On Sept. 5th I embarked on the steamer "Arizona," of the Gulon line, for Liverpool, England. We sailed along quite comfortably in the "cradle of the deep," and on the evening of the 6th I retired early and slept soundly until 2 a. m. Then all of a sudden I was aroused by a tremendous crash which shook the large iron vessel to such an extent that it seemed to be going to pieces. I jumped out of my

bed and asked one of the stewards what had happened. He replied that we had had a collision with a wooden vessel. As nearly everybody was running on deck, and having myself heard a great deal of passenger vessels that have come to grief by colliding with others, it was not long before I also forced myself through the companion way. There was quite an exciting scene on deck. A large sailing vessel was making its way along on the fog, having struck the "Arizona" somewhat diagonally on the second cabin side, not far from where my berth was. On account of the "Arizona" being an enormously strong draw vessel she did not break in, but was badly dented. Several port-holes were smashed in, and various braces and partition walls inside cracked and bent. She had had about thirty feet of her strong iron post railing, with the heavy draw posts, carried away, a life boat nearly destroyed, and she received other damage. After she was struck the engineer immediately stopped, and the excitement exhibited among the officers themselves showed that it was a very dangerous affair. But we were soon ordered down, with the comforting information that nothing was wrong and that the "Arizona" would continue her voyage. The deck of the "Arizona" was covered with broken timbers, large and small, torn from the sailing vessel, which according to the view of some officers must have soon afterwards foundered. The crew soon repaired the broken and demolished parts, and we continued our voyage to Liverpool—the remainder being very pleasant, arriving there on September 14, having been on the sea nine days. While at Liverpool I visited the most prominent places, such as the Walker Art Gallery, museums and other well known buildings.

On the 18th I embarked in the steamer "Sesostries," of the Moss Steamship company, for Constantinople. We had a most enjoyable voyage on the Atlantic and also in the Mediterranean. One of the grand sights in the Mediterranean was the little island of Pantellaria, located between Africa and Sicily, and belonging to the latter. It is a beautiful sight from the sea. The green orchards and orange groves in terraces up to the mountain peaks, with snow white houses dotted all over as far as the eye can reach, afford a charming picture. This attractive little island belongs to the government of Sicily, and is used for the banishment of criminals, on the same principle as Russia banished her criminals to Siberia, only in a much more humane way. They have to work in the orchards and vineyards, under the direction of overseers who are placed over them; and the government reaps the benefit of it.

In about twenty-four hours' time from Pantellaria we arrived, at 5 a. m. on the morning of the 29th of September, at the beautiful city of Valletta, on the island of Malta. On entering the harbor of Valletta my attention was first attracted to an unaccountable number of boatmen with little boats, flocking all around the steamer; in fact, they were so numerous that the whole harbor was full of them, motioning to the passengers on board to take them ashore. It really was most

exciting to hear the way they yelled, and every one was endeavoring to come as near to the ladder as possible. One pushed the other aside, every boatman trying to get a passenger. We numbered then on board only five passengers, and there were about a hundred boatmen anxiously waiting to take us ashore. It is absolutely necessary to make a strict bargain with them before entering the boat, or they are sure to charge whatever they please—probably three or four times more than the real figure, for they believe in the principle of getting all they can from travelers, because they do not expect so see them again. These little row boats, called "dysa" by the Maltese, are elegantly built and artistically painted and ornamented, but extremely long and narrow, being about 3½ x 35 feet. They are very easy to capsize, and have comfortable upholstered seats only wide enough for one person to sit easily. It is astonishing to see the speed at which the expert boatmen make them go, as they dodge out of the way of one another.

After getting to shore we had to meet about a dozen coachmen of the same stamp as the boatmen. They had quite respectable coaches, and wherever we went at times they entirely blocked the way before us in the narrow streets, begging us to take a coach, for which, of course, it is necessary to bargain as with the boatmen, or else Mr. Coachman will afterwards charge according to the amount of money he thinks the passenger has. Of course I did not dare to indulge in these luxuries, on account of the scarcity of funds in my pocket book, but I took great pleasure in walking with some other gentlemen passengers from our steamer. Having received orders from our captain to be back on board at 6 p. m., the time appointed to leave the harbor, we had a whole day to look around, of which time I made good use in exploring the city. Having been confined to ship board for eleven days, I felt like running all over creation.

The island of Malta belongs to the English and has a population of 200,000, chiefly Roman Catholics, besides a large garrison. The native population is very dense for the small area of land, having only ninety-five square miles, viz., 1400 to every square mile of land. The language is a mixture of Italian and Arabic. Malta is a table land of marble rock 17 x 9 miles, rising at the Bingemma ridge 730 feet above the sea level. It is located forty-five sea miles from Sicily, and 162 from Africa and belongs to Europe. One-third of the soil belongs to the government and one-third to the Roman Catholic church.

The city of Valletta is the capital, and has a population of 80,000. It stands on a tongue of marble rock between two very deep harbors, protected by strong outworks, such as Forts Elmo and others. The harbor is acknowledged by all captains to be the most convenient and practical for the largest kind of steamers in the Mediterranean sea, and it was all formed by nature. The high white stone houses—some very ancient—are in the Italian and Moorish style, with beautiful balconies in front and terraces at the top. The streets are very narrow and steep, like a chess board—eight streets crossed by eleven—rising from the harbor to a