

throughout this mission, and also by his fatherly counsel to those under his direction, he did much to establish the work of the Lord in the Eastern States mission.

Upon the stable foundation thus laid, the work has continued to be built up under the able management of Elder A. P. Kesler, who succeeded Elder Richards as president of this mission. Since Elder Kesler's arrival at Brooklyn, on March 17, 1897, he has traveled throughout the mission, which has been recently extended, and organized several conferences, which, under the direction of the Spirit of the Lord as exercised through the respective presidents and energetic traveling Elders, are in a fair condition to accomplish a good work.

Some changes among the traveling Elders, which were thought best for the advancement of the work in the mission, have also been made by President Kesler.

I am pleased to say that this conference is in a good condition, and the work of the Lord is progressing in this part of the vineyard. We held our monthly council meeting at Scranton and the reports from the Elders were good and very encouraging. There are many friends made by the Elders in their different districts, and a few are investigating the principles of the Gospel. We are delivering tracts from house to house and trying to get conversations with the people; also endeavoring to get private houses to preach in. Heretofore we have succeeded in getting some of the district school houses to hold meetings in; but some of our religious friends thought we were doing too well, so they used their influence with the trustees and had us stopped from preaching in them. Still, notwithstanding this, we are baptizing a few now and again, and since my last writing, I am pleased to say that twenty-nine have been added to the fold of Christ, which makes our hearts rejoice to see a little of the fruits of our labors. Quite a number more are investigating and seeking for truth, and we are looking for some of them to come into the fold in the near future. The work is still increasing as we spread out on every hand, and I can say as I have said before: "The harvest is great and the laborers are few."

Now I would like to know where all my fellow Welshmen are that embraced the Gospel in Wales and have gathered to the land of Zion. Are there not a few that are able and qualified and willing to go on a mission to warn their own countrymen? There are thousands of them who have crossed the ocean and landed here in Pennsylvania in the great coal and iron district. The great cry with them is, "Have you not got a Welshman to come and preach Welsh to us?" There are many, I believe, who would come into the Church if there were a few Welshmen to preach to them in their mother tongue. So I would say to my Welsh brethren: If you have the call for a mission, respond to it; for many are ready for the word of the Lord. There is a great deal of confusion in the world today on religious matters and the people are becoming more and more divided in their beliefs.

We have several counties in this conference yet in which Elders might be placed where I believe great good can be done, as none have as yet been in them, and I feel that there should be two Elders in every county.

Nothing but words of praise can we offer in referring to those who have embraced the Gospel here, for their zeal and diligence in performing their duties as Saints and doing all in their power to assist the Elders in their labors. Their kindness will never be

forgotten by us. To further advance the work we intend organizing a Sunday school the coming Sabbath.

During the last ten months twelve Elders have arrived in this conference, and, owing to changes that have been made from time to time, fourteen have been called from here to labor in other parts of the mission. There are at present eleven Elders in this conference.

DAVID R. GILL SEN.,  
Pres. Eastern Pennsylvania Conference.  
H. TUTTLE JR., Sec.

### MALAD STAKE CONFERENCE.

The regular quarterly conference of the Malad Stake of Zion was held at Malad City Saturday and Sunday, Sept. 11 and 12, 1897. The Stake presidency, Patriarch, and members of the High Council, also most of the presiding Priesthood of the Stake, were present. The attendance of the Saints was quite light on Saturday, but much improved Sunday. The weather was delightful. The speakers dwelt upon a number of timely subjects, prominent among which were tithing and the Word of Wisdom. The General and Stake authorities were unanimously sustained. Jenkin Jones was sustained as a member of the High Council to fill a vacancy caused through ordaining Daniel E. Price a Bishop. The Sabbath school assembled at 9 a. m. Sunday morning and was addressed by the presidency of the Stake, who gave them good instruction and complimented them on the good order maintained. The Malad choir under the leadership of Brother William Williams rendered sweet music for the conference. Although we were a little disappointed in not having any of the Apostles with us, the conference was a very profitable one and was much enjoyed by those in attendance.

L. D. JONES, Clerk pro. tem.

### TO TUNNEL THE EAST RIVER.

The second boring has been begun at Fulton and Clark street, Brooklyn, for determining the nature of the soil which will be encountered in the building of the new tunnel for the Jersey City, New York & Brooklyn Terminal railway. The first boring has just been completed at Pineapple and Henry streets in that city. Sand and gravel were encountered there to the depth of about 100 feet. It was expected that the same substance would be found at Fulton street. A third boring is to be made latter at the foot of Furman street. These are simply to find out the prospective ease or difficulty of making the proposed tunnel.

The railway, of which so much is expected in the way of rapid transit by the city of Brooklyn, is to connect Jamaica, L. I., and Cortlandt street, North River, this city. The entire distance, between twelve and thirteen miles, will be traveled in as many minutes, it is predicted. The motive power is to be electricity by the third rail system.

The idea of the road was evolved from the protests of Brooklyn property owners along Atlantic avenue. They complained that the tracks of the Long Island railroad were dangerous and detrimental to the best welfare of the neighborhood. The protests created such a storm of public opinion that a commission appointed by the Brooklyn mayor carefully looked into the subject. The commission decided that it was feasible to run the tracks under ground along Atlantic avenue and so reported. The Long Island Railroad company then offered to co-operate with the city of Brooklyn to give rapid transit from Jamaica to this city. After many delays and long periods of waiting plans have been submitted and accepted for the scheme which embraces a tunnel under the

East River. A charter was granted to the promoters of the idea, and the initial work was begun about a month ago, when the first boring was made. Now the work has advanced to Fulton street. The work there will take over two weeks, as a depth of at least 150 feet must be reached. Then after a boring at Furman street, Brooklyn, tests will be made under Malden Lane, this city, Broadway and Cortlandt street.

The plan, as proposed, is to have a nearly level line of railroad from Jamaica, L. I., to Cortlandt street. Beginning at the first named place the tracks are to be elevated or depressed, according to the level. At no place are there to be crossings for vehicles or foot passengers directly over the tracks as at present. The road for some distance before the present station at Bedford avenue is reached is to be an open tunnel, similar to the tunnel entering the Grand Central station in this city. The tunnel proper is to begin where the Bedford avenue now is. This is to be run, at varying depths but as nearly level as possible, under Atlantic avenue. It is to turn into Fulton street at Flatbush avenue, going almost directly under the old armory.

Entering Fulton street it is to traverse almost the entire length of the street. It is expected that the tunnel will be located under the center of the street, but as far as possible a straight line will be followed, as that would be conducive to greater speed. The tunnel will pass under a part of the city hall. At Clark street it is to branch off in a long curve toward Pineapple street, which it will follow to the East River.

Pineapple street, Brooklyn, is almost directly opposite Malden Lane, this city. The tunnel will be continued under the bed of the East River to Malden Lane. Following that street it is to cross Broadway and to be extended to the North River. The tunnel under the river is to be constructed entirely of iron. Heavy iron tubes of a semi-spherical form (14 feet in height and 24 feet in breadth) are to be pushed forward one before the other, and the earth removed from the rear until the river bed is crossed.

Masonry is to be constructed for the remainder of the tunnel. There are to be but two tracks in the underground part of the road. It is expected that four tracks will be laid from Jamaica to the Bedford station, where the underground tunnel begins.

There are to be two stations in this city, one at Malden Lane and Pearl street and the other at Cortlandt street and Trinity place. On the Brooklyn side the first stop is to be at the city hall. Elevators are to be provided at each of the underground stations for the use of passengers. The time to elapse on the trip between the Brooklyn city hall and Cortlandt street, this city, is estimated at less than four minutes.

The manner of the ventilation of the tunnel is not yet decided upon. President Baldwin of the Long Island railroad and Charles M. Jacobs, the chief engineer of the Terminal Railway company, are now in Europe investigating ventilating systems. They are also looking over the various electric motors. They are expected to return in the early part of October.

It was expected that work on the new road would be begun about Oct. 1, but various legal complications have arisen which may cause delay. It will take nearly four years to complete the railway. The tunnel is to stop at the North River, but it is expected that connection may later be made with the Pennsylvania Railroad company tunnel which extends nearly half way across the North River, thus making rapid transit connections with Jersey City.