

er, and they shall have a free passage." From Buffalo the missionaries walked to Lewiston, on the Niagara River, where they commenced preaching and baptizing. Elder Mulliner organized a branch at Cambria, Niagara County, N.Y., April 27, 1843. Among those baptized by him in that part of the country was George A. Neal, a wealthy farmer, and others, who afterwards became known as faithful members of the Church. He also crossed the river into Canada and preached at St. Catherine, where the people became so interested in the principles he advocated that they offered to build him a chapel, send for his family and pay him a salary, if he would consent to settle down and remain with them to preach; provided, however, that he would agree not to say anything about Joseph Smith and the "Golden Bible." From this important mission Elder Mulliner returned to Nauvoo, arriving there July 2nd, 1843, having traveled all the way from Cambria, N. Y., in twenty-four days with a light horse and buggy. Soon afterwards he located as a shoemaker at Monmouth, Warren County, Ill., where he remained doing good business until the following spring, when he returned to Nauvoo. At the October Conference, 1845, he was called to act as one of the Presidents of the Twelfth Quorum of Seventies, and subsequently received his endowments in the Nauvoo Temple. In 1846, at the time of the exodus, he prepared an outfit with which to travel west, but the authorities of the Church asked him to remain a little longer and let some one else have the use of his outfit. Elder Mulliner readily consented to do this, returned to Monmouth, where he during the following winter earned another outfit, with which he traveled to Winter Quarters in the spring of 1847. There he was asked a second time to part with his animals and wagons for the benefit of others, which he did as willingly as the first time. He then took his family to Savannah, Mo., where he remained one year and then started for the valley once more. In passing through Kanesville, he met Apostle Orson Hyde who desired him to remain with him. Immediately Elder Mulliner bought a house at Kanesville, left his teams and wagons at Brother Hyde's disposal, and went to work to earn another outfit to go west the next year, but when the spring of 1849 came, Elder Mulliner was sent on a business mission to the East, from which, however, he returned the same year; and in 1850, having earned another good outfit to cross the plains with, he came on to Great Salt Lake Valley with his family. He bought a lot in Great Salt Lake City for \$500—the lot now occupied by Walker Brothers' store and adjacent buildings—started a tannery and shoe shop and built a comfortable dwelling house. In 1853, during the time of the move, he bought a mill at American Fork, and also built a mill on Spring Creek, between that town and Lehi, where he resided until quite recently. A few years ago he removed part of his family to Orderville, Kane County, where he spent some two years, and then returned to Utah County.

A BLIZZARD IN ENGLAND.

LONDON, March 9.—A terrible blizzard prevails throughout the southwest portion of England. The storm is the severest on record in that part of the country. Many small vessels were wrecked off the coast. The loss of live stock is also reported heavy.

A storm has been raging in Scotland and the north of England for a week past, but not until yesterday did it come in the south of England. All last night it raged in fury. The channel steamers had a very tough time

and the Dover mail boat came near going down.

The railroads of Kent and Sussex are completely blockaded and the neighboring country covered deeply with snow. The hurricane which accompanied the snowstorm piled the snow drifts on all sides, stopping all traffic on the railroad lines and upon the country roads. Two trains full of passengers in the midlands were snowed up last night. The passengers were not rescued until this morning. The rescued people suffered terribly from cold during the night, owing to the unheated condition of the cars. The train on the North Kent railroad bound for this city was snowed up last night and still remains in the railroad cutting where it was stopped by a drift. A number of engines have been sent to the scene, but they are unable as yet to move the train. The Sherness mail car cannot be found. It was lost somewhere along the line between this city and Sherness. A search party has been sent out after the missing mail car and rescued the engineer of the lost engine. He was found half frozen in the snow.

Two clergymen were snowed up in a carriage on the Faversham road last night, and more were rescued with difficulty after having suffered severely.

Reports from the provinces show that the blizzard prevailed from St. George's Channel to the North Sea. One of the effects of the severe storm has been the stoppage of the South Wales iron works. All road traffic is stopped and trains delayed.

In Somersetshire, Dorsetshire, Hampshire and Gloucestershire there are snowdrifts many feet deep, rendering field work impossible. In these counties the mail service is completely stopped, and the farmers suffer immense loss in cattle and sheep. Another instance of a snow-blockaded train upon a road familiar to Americans who cross the channel to and from the continent, is the passenger train which left Charing Cross Railroad Station at midnight for Norfolk-stone. It was caught in a huge snowdrift outside Folkstone. The passengers were not rescued until this morning when many of them were severely ill, owing to the fact that they were almost frozen.

The passengers had neither food nor light from the time they became imprisoned in the snow-bound cars.

On the London, Chatham and Dover Railroad the trains are delayed for hours. Maidstone, Sheerness and Sittingbourne are cut off from communication with the surrounding country. In addition to the damage done by the storm itself, the Thames commenced to rise in a dangerously rapid manner and already inundates the low lying districts bordering on the river from Richmond down. The Greengrocers of this city and elsewhere are naturally suffering from the dearth of vegetables, etc.; all wagoes coming in from the country are snowed up along the roads, and a scarceness and a raise on the price of such provisions may be looked for.

LONDON, March 10.—A dispatch from Harwich brings information that the yacht *Sapphire*, owned by MacLarr of Glasgow, was driven ashore there during the gale. MacLarr was washed overboard and drowned.

Information was received from Cardiff this afternoon to the effect that much damage was done by the storms.

Work on the docks in and about London is partially suspended, owing to the mass of snow accumulated about them.

In South Devonshire the snowstorm continues in violence. The railroads are blockaded, and the mail train bound from Southampton for London is snowed up. The towns on the channel Islands are also cut off by snow from all communication with each other. At Lydd, a small seaport town of Kent, while the coast guard life-boat was going to rescue the crew of an endangered vessel, the life boat capsized and several of its occupants were drowned.

Near Hastings, Sussex County, five fishing smacks were wrecked and three fishermen drowned. The others barely escaped. At one period of the storm it was said the mail boat plying between Dover and Calais, and on her way to the latter port, foundered. The report turned out to be incorrect, the mail boat having reached Calais in safety, but in a terrible battered condition.

In addition to the blockaded trains already referred to, several are snowed up at different places along the various roads. In all cases the passengers have suffered severely. Several persons are reported missing and it is believed they have found death in the snow drifts while endeavoring to reach places of shelter. This afternoon there are only meagre telegrams from various parts of England and Wales. The lines, according to these dispatches, are generally blocked.

LONDON, March 10.—Cornwall continues to be isolated from the rest of England because of the recent blizzard. Many wrecks are reported on that coast and at Lands-end. A number of people are frozen to death.

A foreign steamship, name unknown, was wrecked near Dartmouth, Devonshire, during the recent storm, and all the crew and passengers were drowned. The British ship *Dryad*, bound for Valparaiso, was also wrecked off Start Point, near Devonshire. Her crew of twenty-four were drowned.

Among the schooners lost off Start Point was the *Lunesdale*. Four of her crew were drowned. It is already known that at least seventy lives have been lost off the coast during the blizzard and, in addition, at least ten men perished from the cold after reaching the shore. It is feared the list of wrecks and the record of lives lost are far from being complete, as a number of other vessels are known to be missing. Many points in-land where the storm has been most severely felt are still isolated from the surrounding country, and days must elapse before through freight and passenger traffic will be entirely restored. Large gangs of laborers have been sent in all directions to clear the lines; the loss to farm stock is enormous and will cause much suffering among the farmers. The water mains at Plymouth are snowed up. People of that city have had no water since last Monday. A force of two hundred soldiers have been sent to assist the waterworks employes in clearing the mains, so that they can be used.