IN THE OLD COUNTRY.

Items by an "Ogden Boy" Traveling as a Missionary in the Newcastle Conference.

CORRESPONDENCE DESERET NEWS.

12 KEATS AVENUE, SOUTHWICK, SUNDERLAND, ENGLAND, July 11, 1893.—Although I am not Tyneside born, having first seen the light of day in the city of Manchester, the metropolis of the south, my forefathers for many generations have helped to build up Newcastle-on-Tyne, the metropolis of the north of England, which is without doubt one of the most remarkable cities in the British empire, in fact, upon the whole surface of the globe. This is perhaps high praise, but we must consider its combination of mining, manufacturing, trading and shipbuilding, and above all its rivers, lined on the sides with smoky, ship-looking towns, but which yearly bears upon its rolling waters a larger number of vessels than any river in the world, although not excepting Southampton Water and the Thames and Mersey. Here was launched the Victoria, 10,000 ton burden and the flagship of the British navy, which, it will be remembered, succumbed to a watery grave in the bosom of the Mediterranean sea, through accident, a short time ago. Crossing old father Tyne are three wonders of modern engineering, the high level and swing bridges, but at the entrance to it we have the north sail within view. Its emblems of the energy and enterprise of the Norman's temperament, which have shed immortable among the culture and wisdom for over fifty years, and carried it efficiently and danger in the execution of duty.

Turning to the trade of the river, none will deny that the source of the maritime power and national wealth are traceable to the discovery of the commercial use of coal. It was on the Tyne that the coal trade originated, and a town within sixty miles probably called Wallsend, where came the famous coal bearing its name—made towards river renowned. Speaking of coal, the trade has been, and is, constantly crippled through inevitable strikes, lockouts, etc., the men lying idle, and reaching in the trade going to foreign competitors. Some remaining in work, the business demand had upon not some back as fast as desired. The conditions of the poor plumen is certainly deplorable and the outlook anything but encouraging. The owners of the Lancashire and Yorkshire collieries are now asking for a twenty-five per cent reduction of wages. The miners have formed what is known as the Miners' National Federation society and are at present combating the adversability of a national strike against the reduction of wages which their brethren in the counties named have been asked to accept. If such a thing as is contemplated should transpire it will not only involve the immediate 300,000 coal workers, but various avenues of trade throughout the kingdom would be stifled, and what the dreadful result would be becomes obvious—poverty, crime, bloodshed and anarchy on every hand. Surely the prophetspoke of this day!"When men's hearts would quake for fear."

To return to the wonders of the Tyneside. The greatest era of modern history was that which witnessed the application of steam to locomotion. This is the birthplace of "Puffing Billy," and now the passenger trains of Great Britain alone run two hundred and fifty million miles a year. George Stephenson little thought when struggling to perfect his first engine that such a glorious future awaited his efforts. Robert Stephenson was "a worthy son of a worthy sire," and while time shall last their names will be handed down as two of the world's greatest men.

I would mention one or two other factors of the early Tyne. Foremost among them is the invention of the lifeboat by old Willie Wouldhave, the original model of which hangs in the St. Hilda church, South Shields near his place, where also is erected near the seashore which skirts the town, a monument built by his admirers.

The originator of the screw fighting ship was a Tynesider, and the celebrated Armstrong gun has made the stripleace here. We cannot boast of many public orators, but Mathieu's and Durham's sons hold honored rank among those who have triumphed over the forces of nature, brilliant mathematicians, great inventors, poets, fighting ships and fighting men and statesmen.

As to the marriage of the Duke of York and Princess May of Teck, the occasion was made it not a national at least a general holiday. In some of the towns the committees which had taken upon themselves to give additional cause for rejoicing lacked the harmony and happiness that leads to success, as a consequence some of the proposals first made were not carried out. Neither did the committees charged with the duty of collecting subscriptions for the purchase of wedding presents for the royal pair, meet with a very generous response from the classes appealed to. Never theless there was a genuine display of loyalty. The streets were lavishly decorated, old and young were entertained, special care being taken of the poor by the various municipal and private societies, while the general public festivities extended over the afternoon and evening. While I enjoyed myself in company with three other Elders, (missionaries) we are bound to with fond anticipation to the time when we shall join in the celebration of Independence day at Pioneer Park on Ogden's soil, in the valleys of the mountains.

I left home December 2nd of last year, in company with Elders Joseph Hyrum Parkinson and Joseph Smith (nephew) came to New York, sailing in the night with sixteen boys (mostly December 8th I reached the Gadian mission headquarters, at Bolton, Lancashire, and was assigned to Newcastle-on-Tyne, the metropolis of the north of England, which is without doubt one of the most remarkable cities in the British empire, in fact, upon the whole surface of the globe. This is perhaps high praise, but we must consider its combination of mining, manufacturing, trading and shipbuilding, and above all its rivers, lined on the sides with smoky, ship-looking towns, but which yearly bears upon its rolling waters a larger number of vessels than any river in the world, although not excepting Southampton Water and the Thames and Mersey. Here was launched the Victoria, 10,000 ton burden and the flagship of the British navy, which, it will be remembered, succumbed to a watery grave in the bosom of the Mediterranean sea, through accident, a short time ago. Crossing old father Tyne are three wonders of modern engineering, the high level and swing bridges, but at the entrance to it we have the north sail within view. Its emblems of the energy and enterprise of the Norman's temperament, which have shed immortable among the culture and wisdom for over fifty years, and carried it efficiently and danger in the execution of duty.

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