

houses, and some in private dwellings where we happen to be stopping. Many are the invitations we receive to return and hold meetings where we have been entertained.

This country was considered the bitterest we have opened in the state, but by determined effort, blessed by the spirit of the Lord, we have succeeded in allaying much of the prejudice.

Last Saturday we entered the small city of Hickory, containing a population of about 800. We first asked consent of the mayor to canvass the town. It was freely given. We then called on the leading men, making friends of them, and holding as many Gospel conversations as we could. We met with no opposition. As there was no objection on the part of our Christian friends, we secured their church and had not the rain and wind interfered we would have held a rousing meeting. We called at the best hotel in town, told the proprietor our mission and what our mode of travel was without purse or scrip. He kindly invited us in and made us very welcome. We called on the shoemaker for repairs; this was furnished free, voluntarily.

The next day, Sunday, was so stormy we could hold no meetings, but Monday opened up bright and lovely. Our appointment for Monday night was circulated, though few, our hearers were interested. We distributed among them the Voice of Warning and tracts.

The people in the south are most hospitable and kind. It is a pleasure to work among them.

The Lord is opening up the way, enabling us to preach the Gospel without purse or scrip. We feel much better, and are meeting with much greater success since we have striven to carry out the spirit of instructions on this point. We are prepared to testify that in the south Elders can travel and preach the Gospel depending upon the Lord for all things, as the apostles of old did. We wish the young Elders at home could appreciate their positions, and prepare for missions such as this, for we know it is a school of development, of experience and spiritual learning, and of incalculable value to us as Latter day Saints.

W. G. PALMER
W. N. EYRE.

SPRINGVILLE'S ENTERPRISE.

SPRINGVILLE, Utah Co., Jan. 19, 1897.

Notwithstanding there are quite a number of mercantile houses in Springville, considering its population, they all appear to be prospering; but the store of H. T. Reynolds & Co. is the great attraction to the visitor of this thrifty and neat little city. This store, with its basement and three upper stories, contains about half an acre of flooring, enough space under its roof to do the general merchandise business for a town of ten thousand inhabitants. It is a fine structure, costing about twenty-eight thousand dollars; and gives evidence of the ambition which characterizes many of our citizens to excel in building on a large scale. This store is 50x100 feet, with basement ten feet in the clear; first story sixteen feet, second and third, fourteen feet each. The iron pillars for center supports and the iron girders are from the Carnegie iron works. The plate glass windows, with the fittings and furnishings of the interior, give an appearance of elegance that is hardly

surpassed by any store in the State, and to credit to the architect Mr. Kletting. The office on the second floor commands a full view of the whole of the store, so that the proprietor can have under his eye the movement of every clerk of both floors, and the entrance and departure of every customer. The upper story is used for dancing, and on the large extent of space in the 50x100 feet flooring, Springville's grand balls and parties are held.

At the time of my visit, the home guard of the Black Hawk war veterans were holding one of their enjoyable reunions of old comrades and their wives. The occasion will be one long remembered by Comrade William Gallup, who, rapidly descending the stairs, laden with picnic baskets and dishes, supposed he was at the bottom of the flight when in fact he had another step yet to reach the floor. He stubbed his toe in his endeavor to save himself, shot headforemost at one of the massive plate glass windows, striking it fairly with his head, and breaking out a piece as large as a man's hand, shattering it from top to bottom. Had it not been for two iron bars placed there for the protection of the glass, which he struck with his shoulders, his head might have gone clear through, and he have been fearfully cut. As it was, the damage amounted to seventy-five dollars, the price of the glass.

It must not be thought that the whole energy of the men of Springville is expended in dealing out goods over the counters of their stores. William Drury and Sons, as producers, have shipped from their small but well tilled farm one and a half cars of celery this season, besides other local shipments of celery, cabbage and cauliflower, for which they are also noted.

James Whitehead, proprietor of the Springville two-set woolen mills, capacity of one hundred thousand pounds per year, with the aid of his two twenty inch turbine wheels and sixteen operatives, has been turning out superior articles of stocking yarn, flannels, linseys and suitings. He has now orders for stocking yarn that will keep the mill running full time for the next two months. Mr. Whitehead's goods command a ready market in southern Utah, and he is devoting all his time and capital in the improvement of his mills, thus placing himself in the ranks of those most honorable of men, the producer and manufacturer.

Springville has excelled, and has had her many comfortable and neat dwellings spring up with their well ordered surroundings, which are so pleasing to the eye, and impress one's mind with the idea that this people are wealthy, because of the fact that her people have been the great railroad builders of the State. The names of George McKenzee, the Deals, Crandalls, Sumptions, Thorns, Roylance and Robertson, are associated with the grading of the Union Pacific under the Miller and Patterson contract. These same men contracted for and built ten miles—then six—then ten again, on the Rio Grande Western, on the desert between the lower crossing of Price and Green river. Again these men built thirteen miles in Idaho on Wood River from Halley to Ketchum. Again they take ten miles from the Colorado Midland; then we find them in Colorado again building thirteen miles from Montrose to Telluride, then making changes on the Rio Grande Western

near Grassy Trail, embracing fifteen more miles. Then the Park City road of the Utah Central extension, seven miles; then the Deal contract of thirty-five miles of the Tintic branch of the Rio Grande Western. Now in Garfield county, Colorado, they build eight miles of the Elk Mountain road, then away down south they build twenty-five miles of the Atlantic and Pacific, of the John W. Young contract in Arizona. Again we have the Straw Brothers on the Northern Pacific, in Colorado, Wyoming, Montana, Washington and Oregon, one hundred and fifty miles—and then on still farther north into Canada, grading the Canadian Pacific railroad on British soil. George Mason's contract, well filled on the Frisco extension of the Utah Central; then under the Reynolds contract, the Springville boys built the Sanpete branch of the Rio Grande Western. Sumption and the Thorns worked on the Utah Central to Garfield and the Packards built the Pleasant Valley branch of the Rio Grande Western to the great coal mines. The Deals and Mendenhalls have only just come home from their work on the heavy deep cuts and tunnels of the Marysvale extension of Rio Grande Western in Sevier county.

These men still live; they are not old men yet, but some of them have relinquished the work of throwing up the great highways across this grand State of ours and its neighbors, to younger hands, but in their day and in their line no obstacle was too great for them to attack—no object too vast for their minds to grasp. They may well be placed in the front rank of the great producers of Utah. By their efforts, they have built miles upon miles of the great tracks over which the iron horse thunders along, bearing to and fro the varied productions of the East and West, the rich ores from out the depths of our stern old mountains—the coal from our mines, and the production of our fertile fields.

All honor to these men; and now, not content to rest entirely on their past endeavors, they turn their attention to the production of the sugar beet, and among the most successful of the men engaged in this industry, may be found these railroad builders; I had not time to consult Alex Robertson, agent of the Lehi Factory residing here at Springville; but from what I heard, these same men are drawing large sums each season from the treasurer of the sugar company for the superior beets they furnish.

The people of Springville are interested in some rich mining properties, and the fine quarries of marble located by Messrs. Tuckett and Wordsworth, a few miles east of Springville, promise to secure a market that will greatly add to the wealth of this neat little city.

ALBERT JONES.

CHURCH HISTORICAL RECORDS.

The following letter, dated Archivstrasse 20 Bern, Switzerland, January 11th 1897, has been received by Church Historian Franklin D. Richards, by whose courtesy it is given for publication.

Dear Brother.—Since I last wrote you from Christiania under date of September 16th 1896, I have visited all the conferences in the Scandinavian mission, and have finished my work in Sweden and Denmark; but not in Norway, where time only permitted me to make a start.