

by a thunderstorm; but my critics seem to forget that my apparatus was still in place and in good order the next day, and nothing would have been easier than to have gone up there again, if it were thought either necessary or profitable. In view of the main problem involved—i. e., had it been inhabited—I did not think it necessary to go back again, as the surface of the rock convinced me on this point.

I picked up some fragments which resembled ancient pottery, but could not persuade myself that they were. I took them to Mr. Pearce, and he agreed with me that they were not pottery.

The shell bracelet might also be taken as a proof of a comparatively recent visit, for it certainly could not have withstood the attacks of the climate for any very long period of time.

I also found several pieces of pottery at the base of the Mesa, not only near the amphitheater where Mr. Hodge evidently made his climb, but also at other points around the base; but these only indicated the possible visit either to the top or the base of some of the natives. As such relics have been repeatedly found in this position before I did not think it important enough to mention.

It is hardly necessary, I think, to state that personal abuse does not enforce an argument, but rather tends to weaken the position of the man who makes use of it. I am as anxious as any one to arrive at a serious and right-minded solution of such problems; but I am wholly unprepared to descend to quibble over doubtful items. I am prepared at any time to admit that I was wrong in my interpretation of the facts I saw, if sufficient and proper arguments are produced, and I do not think it is asking too much of those who oppose my opinions to meet me in the same fair spirit.

As long as the main question is kept in view—i. e., was the Mesa ever inhabited? I think I am warranted in answering it in the negative, for I have not yet seen any proof which would establish anything more than the evidence of a temporary visit.

WILLIAM LIBBEY.

OPENING A FIELD IN CANADA.

Brandon, Manitoba, Canada,
October 1, 1897.

I left my home in Cardston Alta, Canada, January 28, 1897, in company with Elders Niels Hansen and Alva Merkley of Cardston, A. G. Barber of Logan, W. S. Baxter of Sterling, James Stuart of Wellsville and Frank May of Calls Fort, Utah, on our way to the snowy province of Manitoba to magnify our calling in spreading the Gospel. We reached Brandon Saturday morning, January 30, 1897, where we separated, Elders Barber, Merkley and May going on to Winnipeg, 130 miles east, while Elders Hansen, Baxter, Stuart and I spent the day visiting the people of Brandon distributing tracts and inquiring for a place to stay.

We spent the winter in Brandon laboring under the direction of Elder Hansen, visiting the people at their houses and holding meetings as often as possible. The Elders at Winnipeg spent the winter in a similar manner, under the direction of Elder Barber. We have gained a great many friends and still have a great many enemies. I presume the Saints in general understand that we are the first Elders in Manitoba, and we therefore have a great deal of prejudice to contend with, as the old story that the Saints are a wicked, adulterous, low degraded people has been widely circulated in this land.

We regretted some time ago the departure of Elder Hansen, who was obliged to go home to look after his affairs there; Elder Johnsen of Logan, Utah, filled the vacant place, and since that time we have all been laboring at Brandon and surrounding country, with Elder Barber as president under Stake President Charles O. Card of Cardston.

The summer past has been a very busy one; and while the farmers have been industrious in sowing their seed and reaping their harvest, I can say that the Elders have been just as diligent in sowing the seed of the Gospel, though our harvest will have to come a little late, owing to the tares that have been sown among it by which has been somewhat held back and a great deal of it choked out. We have baptized one honest soul into the Church of Jesus Christ and are in hopes of baptizing others before long.

The people of Manitoba are very well provided with ministers, who are active in guarding their different flocks. A short time ago a minister called on some friends of ours and spent a goodly portion of the day trying to turn them against us. He told them he would call again the next week. Our friends informed us of his interest in their spiritual welfare, and desired that we should be there to meet him. When the time came Elder Barber and I thought we would go and hear what he had to say about us. When we reached the place the gentleman was there with all the pamphlets and books written against our people that he could possibly find. We felt that the Lord was with us and we were aided by His Holy Spirit in defending the truth until 2 o'clock in the morning. Elder Barber bore a powerful testimony unto him by the Spirit and power of God, which made him feel a little better towards us. Our friends felt that there was no truth in the awful statements that he made about the Latter-day Saints.

Elders Baxter and May are now laboring in Minnidosia, forty miles north. The people as yet feel well towards them. As we all know and understand, that the faith and prayers of the Saints availeth much, we ask an interest in the faith and prayers of all in our behalf, that we may be able to spread the glad tidings of the Gospel in this land. The missionary labor is a great one, and a great experience for the young men of Zion. I would say to the young men, do not be afraid of being called on a mission, for it is the greatest blessing a young man can have. I take great pleasure in reading the reports from my collaborators in their different fields of labor, and pray God to ever bless them and the Saints in general.

EDWARD LEAVITT, Secretary.

TELEGRAPHIC NEWS.

Austin, Texas, Oct. 12.—This afternoon at 5:30 o'clock, in broad, open daylight and within twelve miles of the corporate limits of this city, the southbound cannon-ball train on the International & Great Northern railroad was held up by four men and robbed. The conductor of the train, Tom Healy, was shot by the robbers while resisting them, but fortunately not seriously wounded. One of the passengers had his shirt collar carried away by a pistol ball that was aimed at his neck, and another received a bullet wound in the hand. The passengers were robbed of some \$200 in money. The bandits attempted to rifle the safe in the express car, but were unsuccessful.

When the train reached McNeill, a small station fourteen miles above this city, two men heavily armed boarded the train and took up their stand on

the rear platform. After the conductor had checked up the train he reached the platform, only to find a pistol at either side of his head. The men demanded that he stop the train. He declined to do so, and began to run through the train with the two robbers in close pursuit. He had not gone half the length of the first car when the foremost robber shot at him, bringing him to the floor with a pistol wound in the right arm. At this juncture the other robber pulled the bell cord and the train was brought to a standstill.

It was evidently at the appointed place, for the train had hardly stopped before two other men, whose faces were covered with masks, stepped out from the trees and began shooting into the cars. Instantly all was confusion. The two men on the train were immediately joined by those from the woods and began their work. As the train porter sprang from the rear coach and ran for shelter, a robber began shooting at him and the negro emptied a revolver in return, without effect. The express messenger looked out of his car, and, taking in the situation, left his car and ran through the woods and was soon lost to sight.

The robbers, in the meantime, leaving two men to guard the three coaches, which were packed with passengers, proceeded to the express car and demanded that the baggageman open the express safe, but upon being assured that he could not do so, turned their attention to the passengers. They took only money from them, not overlooking a single cent and walking two by two through the cars, so as to always keep their eyes on all the passengers. After securing about \$200 in this manner they occupied the engine from the train and started off down the track. After going several miles, they set the lever at a moderate gait and left the engine, scampering into the surrounding country.

The engine came on to the flag station at Duval, four miles below, and was there captured and the station agent returned to the scene of the robbery with the engine, secured the train and came on to this city, arriving here shortly after dusk. Officers have gone to the scene with bloodhounds to locate the robbers. The two men who boarded the train at McNeill were not masked, but the other two bandits' features were concealed.

The sheriff and a posse have gone to the scene of the action, and a message at midnight is to the effect that they have struck the trail of two of the robbers.

The scene of the hold-up is a famous one for train-robberies, three having occurred there within a few years. It is a very wild and mountainous place, just at the foot of a range of mountains that afford a safe hiding place.

The negro porter, who emptied his revolver at the robbers while running away, has just been located some twenty miles above the scene of the hold-up, at a small station, where he arrived about 10 o'clock completely exhausted and badly frightened. The night express, bound for St. Louis, which left here at midnight, was accompanied by an armed guard.

New York, Oct. 12.—E. Ellery Anderson of the Union Pacific receivers made the following statement today:

"The Oregon Short line people have wired us that the agreement relating to the interchange of traffic between the two companies, as submitted by the Union Pacific receivers to the Oregon Short Line officials, has been accepted, signed and mailed to us. As far as the agreement goes, the differences between the two companies have been adjusted.

"The resumption of through passenger trains from Chicago to Portland will require the co-operation of the Oregon Railway & Navigation com-