

shed adjoining the tilting office at St. Johns.

Mr. E. N. Freeman, of St. Johns, has furnished the following information and facts concerning the history of this celebrated spring wagon:

"This is the identical spring wagon in which President Brigham Young crossed the Plains, arriving at the present site of Salt Lake City on July 24, 1847. It had seats, at that time, running lengthwise of the bed, and was used as a council house during the long journey. It was thus the general headquarters of the Pioneer company all the way from Nauvoo, Illinois, until permanent headquarters were established at Salt Lake City, Utah.

"The father of the late Horace S. Eldredge cut the timber, cured and prepared the lumber, and made the wagon. President Young purchased it from Mr. Eldredge in Nauvoo, just before starting on the long western trip. The wagon was not made to order, but was the one best suited to President Young's requirements, available at that time. It was originally decked over, something like a van used for moving pianos and furniture, and was a remarkably well-finished and substantial specimen of the wheelwright's art. Its present condition hardly gives an adequate conception of its utility for the purpose it was originally built.

"It was used in Salt Lake City for many years, and in 1881 was brought to Arizona by John W. Young, who had a construction contract on the Atlantic & Pacific railroad. He fitted it up for a camp kitchen, and it served for that purpose while he was building the part of the grade under his contract.

"After serving this purpose, it was taken by A. M. Tenney Esq., to the Windmill ranch, about twenty-five miles northeast of St. Johns. Mr. Tenney had personal charge of the work under Young's railroad contract, and afterwards settled on the Zuni river, at the Windmill. By some means, the old wagon was left there, when he moved away, after disposing of the place to the G-bar Cattle Co. It remained there for several years, with no care, and suffered by exposure to the weather, which with the ravages of time and other incidents to which such a bit of flimsy would be liable, nearly completed its destruction. During this time the Indians took away its cover, besides carrying off all the bolts which could be conveniently loosened. It is believed that the tongue served some itinerant camper as fuel for a fire.

"Through the efforts of President D. K. Udall, the remains of the antique vehicle were brought here, and he has interested himself in seeing that it has received reasonably good care ever since."

The Herald remarks that it is proposed to take this historic wagon to Salt Lake City before the coming semi-centennial jubilee, and after the managers of that affair are done with it, that the wagon be deposited in the Salt Lake museum for safe keeping.

HENRIEVILLE, May 3, 1897.

While looking over your paper I notice that there are a good many people who have in their possession as memorials of the sufferings of early days in Utah and also the crossing of

the Plains, relics which, when they look upon them, call to mind some of the trials and tribulations which the Pioneers and early settlers of Utah, also the Mormon Battalion, had to pass through. These people are describing their articles in the columns of the DESERET NEWS. My father has one of the horns from a bull that was killed in the Mormon Battalion bullfight on the San Pedro river, or brook as it is called in the poem, in 1846. This horn has been made into a powder horn, and holds about three and a half pounds of powder. It is a large horn, as it is now, and it has been cut off some at each end. It was the property of James L. Thompson, one of the mem-

bers of the Battalion, who served his country the entire term of enlistment, and passed through the hardships of that campaign. He lived in Utah and on the frontier nearly all the time up to his death, in March or April, 1891. He died as he had lived, a patriotic American citizen and a true Latter-day Saint.

JAS. E. THOMPSON.

SALT LAKE CITY,

May 10, 1897.

While reading the Daily Report of fifty years ago today, as published in the Tribune, it occurred to my mind: If I could see Chairman Spencer Clawson and possess his attention long enough I would suggest: How



DALLIN'S SIGNAL OF PEACE.