

ence, and Traveling Elders H. Tuttle, W. R. Johnson, Andrew Johnson, W. A. Walker and O. M. Porter.

During the conference a Priesthood meeting was held at which the Elders reported their labors. They received some instructions in regard to their duties and were assigned to labor as follows: Elder J. E. Moulton was released as President of the Iowa Conference and appointed as a traveling Elder throughout the Northern States mission. Elder Hubbard Tuttle was appointed President of the Conference. Elder W. A. Walker was appointed to labor with President Tuttle in Iowa. Elders P. M. Porter and W. R. Johnson at Decatur, Nebraska, Elders Andrew Johnson and W. C. Mann at Great Bend, Kansas, and Elders John Giles and John Christenson at Emporia, Kansas.

There was a very good attendance and an excellent spirit prevailed.

P. M. PORTER, Clerk.

COUNCIL BLUFFS, Oct. 12, 1891.

### DEATH OF JOSEPH A. ALLRED.

Many of the friends of Brother Joseph A. Allred will be surprised as well as pained to learn that he died over two weeks ago. We only heard of the demise of the respected veteran through the following letter from his brother:

*Editor Deseret News:*

I hope you will give place for the following items for the information of the many friends of the late Joseph A. Allred.

I have waited a week hoping some of his friends would write something for publication, but as nothing has appeared, I now write myself of my dear brother's demise.

Joseph Anderson Allred, son of Isaac Allred and Mary Calvert Allred, was born in the State of Missouri, April 26th [year not given], and died in Spring City, Utah, September 30th, 1891, after eleven months' suffering with enlargement of the heart, which terminated in dropsy. During the latter months of his sickness he was unable to recline in bed and he passed most of his time in his chair, in which position he breathed his last. He endured his afflictions and met his death as calm as a summer morning.

He leaves a family of grown-up children, besides a wife and five daughters, aged from two to fourteen years, who have the sympathy of the entire community.

His parents joined the Church when he was one year old, and he was baptized at eight, since which time he has always been true, and he died as he lived. Your brother in the Gospel,

REDICK N. ALLRED.

SPRING CITY, Oct. 9th, 1891.

### STORMS IN ENGLAND.

LONDON, Oct. 14.—The gale has subsided tonight. Owing to the damaged condition of the telegraph lines, it is impossible to obtain full details of the storm's ravages. It is thought the losses of life and property are comparatively small when the vast extent of the storm is considered.

Reports continue to be received of the valleys of the Trent, the Wye and the Avon. Many farms in Monmouth-

shire have been devastated, and loss of crops and cattle is considerable.

At Cardiff the great breakwater was partly destroyed, and in addition to those reported many coasters have gone ashore. The Ostend steamer, which usually makes the trip to Dover in three or four hours, was out eleven hours under full steam, and then was compelled to put back without making the trip. All communication with the continent has been retarded to an extent never equalled. A coal laden steamer grounded off Holywood, where, beyond reach of aid, the cargo took fire, burning the vessel to the water's edge.

The gale also traversed France, but in a much milder form. Trees and chimneys were more or less damaged in Paris. The Rhine and other rivers, particularly in south France,

#### OVERFLOWED THEIR BANKS,

doing considerable damage to crops and houses, chiefly in the neighborhood of Lyons.

A telegram from Folkestone says a steamer was sighted off that port in distress but the local life crew was unable to reach her owing to the heavy sea, and it is feared that the steamer will become a total wreck.

Dispatches from Dover and Kent say that the hurricane was worse than the blizzard of March last. The "Ostend" boat was unable to approach near the shelter of the pier of Dover and was driven out to sea again, since which time she has not been heard of, but it is thought she reached some place of shelter elsewhere along the coast, and, the telegraph wires being down, she has been unable to make her whereabouts known.

Of recent years, by the expenditure of immense sums of money, Dover has been made a "harbor of refuge," long, powerfully built jetties have been thrown out seaward, and a huge granite pier, called Admiralty pier, one-third of a mile long having been built. At the commencement of the storm the pier and jetties were continually washed by the waves, and the new pounding the pier received has been so severe that a great amount of damage has been done.

#### HUGE GRANITE BLOCKS.

of several tons' weight being washed out of place in spite of the iron-work and cement which held them, and little more than the bare foundation is remaining. The oldest veteran seamen admit that they do not remember having seen worse weather and heavier seas off the English coast.

Great danger is experienced by pedestrians on the streets of Dover owing to falling tiles, slates and bricks from the chimneys which had been toppled over by the howling wind; a number of more or less serious accidents have been reported. In one street, it has been reported by the police, that a stack of brick chimneys was buried down with such force that it smashed in the roof upon which it fell and buried in the ruins the inmates of the house, a number of women and children, who were badly injured by the crashing rafters and tiles.

At Sunderland the hurricane unroofed a factory, the tall chimney of which fell upon the house and seriously injured four persons.

This afternoon the gale in the chan-

nel is increasing, and all steamers are forced to make some harbor.

ADDITIONAL REPORTS FROM GLASGOW say that the storm undoubtedly is the most severe since the terrible Tay bridge disaster.

The ship "Urania" broke from her mooring and crashed into the Italian barkentine "Goromina." The latter's foremast snapped and the vessel was completely dismantled. Both vessels then drifted down stream, the crews being utterly powerless to control them. Finally the "Urania" crashed into the sheds of the Anchor Line Steamship company, and this enabled her to be captured and made fast. Two coasting vessels have foundered in Loch Long, a branch of the Firth of Clyde, and six of the crew have been drowned. The ship "Helen Brewer," capsized at Glasgow and over a dozen yachts, a number of coasting vessels and many lighters are ashore in the Clyde. Four of the Standard lighters have already sunk and several others are almost certain total wrecks. The steamship "Anchoria," of the Anchor Line, grounded at Greenock, owing to the force of the hurricane. All incoming steamers report having encountered fearful weather.

Telegrams from Wellingborough, on the Northwestern Railroad, state that a theatre there has been blown down. The large audience had barely left the building when a powerful blast swept it down and reduced it to a shapeless pile of lumber and bricks. Had the building fallen a moment sooner a number of people would have been buried in the ruins.

The *St. James Gazette* this afternoon says: "Not within recent memory has such a terrible storm raged in England, and a terrible catalogue of disasters at sea is to be expected. Great damage has been done in many parts of the country."

### WEEKLY FINANCIAL REVIEW.

HENRY CLEWS, in his report for the week ending October 10th, 1891, says the stock market is dull and listless, and likely to continue for some time.

The monetary situation in London is somewhat uncertain. Mr. Clews estimates that \$40,000,000 in gold will reach this country from Europe by December next. The Bank of England is disposed to resist this movement in a degree, and much of the demand will fall upon Paris. Political, financial and monetary affairs in Europe are in a very complicated condition. It will not do to count on any strong support from there for our own securities.

The home monetary situation is satisfactory. Owing to prudent treasury management and expansion in circulation, together with plentiful gold imports and the strong position of the associated banks, there is little prospect of extreme stringency in money. Enough and to spare seems probable for crop and trade requirements. Railroad earnings continue to show handsome gains, both net and gross, and altogether, the railroad future is as bright as could well be.

The Cherokee strip, in Indian Territory, is likely to be the scene of another land craze. Already settlers are making a raid on it.