

Leatham, John S. Smith, David Eccles, and Peter G. Johnston (Elders Neil M. Stewart and Wm. Stirling sacrificed their own desires to be present, and attended the pressing duties in Glasgow and Edinburgh), Elder Geo. H. Dansie, Cheltenham conference, Brother Geo. Whyte, Edinburgh, Sister Anna McDonald, Glasgow, Wm. Spowart, Thos. Spowart, Sisters Nelson and Hutchinson, Dunfermline, and many friends were also in attendance.

Appropriate hymns were sung, and after a few remarks from Elder Wickens and the writer, Pres. Wells delivered the funeral sermon, followed by Counselor McMurrin, both of whom expressed many grand truths connected with the life, here and hereafter, of a faithful Latter-day Saint such as Elder Muir. At the conclusion of the services, the remains were taken to Bowhill cemetery, a beautiful quiet spot about two miles from the town, and there interred to await the resurrection of the just, President McMurrin offering the dedicatory prayer.

In behalf of the Elders in the Scottish conference and of all affected by the death of our brother, I shall take occasion here to thank President Wells and McMurrin, for the devotion they showed by enduring fatigue in traveling and loss of sleep to pay their last respects to the deceased. For several successive nights they had been deprived of their rest. To attend the services and fill their appointment in London on Sunday, would necessitate two more days and nights of fatigue; yet in their love for their brother and sympathy for the bereaved ones, they thought not of themselves, but unhesitatingly hastened to give words of comfort and cheer. They assisted in dressing Bro. Muir in his burial clothes.

It seems that Elder Muir's mission here was to die. Nothing but the administrations seemed to give him relief and that was but temporary. His testimony is truly a strong one. There as his earthly tabernacle lay in the casket surrounded by his fellow-laborers bowed in grief and sorrow at the loss of so noble a worker, one was forcibly reminded of the testimony of Jesus, that "No man hath greater love than this, that he will lay down his life for his friends." This Brother Muir did. May peace and comfort come to those who now mourn his loss.

DAVID O. MCKAY.

LA FAYETTE.

The La Fayette Memorial commission, organized under the auspices of the commissioner general for the United States to the Paris exposition in 1900, in a bulletin dated Chicago, Oct. 19, announces that it is proposed to unveil the monument to La Fayette on the 4th of July, thus making United States day the most conspicuous event of the exposition. The commission feel assured of the enthusiastic co-operation of the American people. Funds collected for the monument should be sent to the treasurer of the commission, Hon. Chas. G. Dawes, comptroller of the currency, Washington, D. C., with inscription on the envelope, "Memorial Fund."

Below we publish by request a letter addressed by the secretary of the commission to the school children of West La Fayette, Ind. It portrays in a vivid manner the services rendered this country, and the cause of liberty, by the great Frenchman. It shows why he should always be held in grateful remembrance by the American people. The letter says in part:

"One hundred and twenty years ago your great-great-grandfathers were fighting almost without hope against a strong and powerful English army. They were fighting that they might be

free and independent and that they might make a great nation out of their country. In those days the American people were very poor and numbered little more than the population of the great city of Chicago numbers today.

"A handful of simple, honest people, they were fighting against the most powerful nation in the world. They had neither money, clothing nor arms, but they had the courage of a people who were in the right, and with the leadership of a great general, George Washington, they had held out for over a year, being driven from the larger cities with many of their numbers killed or lost, or forced to give up in order to save themselves from starving or freezing. Our government could not supply them with food or clothing.

"About the time General Washington was driven away from New York, and in the darkest days of the Revolution, a young man, less than 20 years of age, arrived in Philadelphia, where the American Congress was in session, and offered his services to our poor colonies free of any cost and as a volunteer. Congress made this young man a general and placed him on the staff of George Washington. They did not know much about him at that time, but they soon learned that he was to be of the greatest service to them, for he was very rich and powerful. He bought thousands of pairs of shoes for the poor soldiers and bread and clothing to feed and clothe them.

"With his flashing sword he led them across the fields of Virginia and New Jersey, and after a while went away, but returned in a few months with fleets of warships and splendid armies of French soldiers, the best in Europe, who marched side by side with the ragged Continentals under Washington, showing them the greatest kindness and respect, and paying from their private means for everything our country people gave them. They fought and bled and died with us that we might be free.

"Who was this young man so rich and powerful that he could equip an army from his own pocket and who could influence the king of France to send his armies and fleets here to fight for us? Who was this young man who left a beautiful wife, a palatial home, fortune and fame in his native land to help a people he had scarcely heard of before? Who was he? He is called the "Knight of Liberty." He should be enshrined in the heart of every American youth as the ideal patriot—his name was La Fayette.

"Nearly twenty years ago, when the writer of this letter was a schoolboy, he became an ardent student of the works of the great French author, Victor Hugo. In reading his masterpiece, 'Les Misérables,' his mind was attracted to a little, obscure convent in Paris, so vividly described by this wonderful writer as to inspire all who read the book to wish to visit the convent as an old landmark of the beautiful capital of France. In after years, when the opportunity came he made a pilgrimage to this convent, and much to his surprise there found, apparently unknown and forgotten by those for whom he had done so much, the humble grave of his boyhood's ideal in history, La Fayette.

"After 1900 no American visitor to France will dare return to his children without having paid the homage of a visit to this monument, made possible by their pennies. And thus will La Fayette be remembered for all time through your action today and through the action of your brother and sister students throughout the length and breadth of the land.

"With kind regards,

ROBERT J. THOMPSON,

Secretary La Fayette Memorial Commission.

"Chicago, Oct. 15, 1898."

OUR RAILROADS.

Duane Doty of the Pullman Car company gives some interesting figures about the railroads of the United States. He finds that the total length of all the roads, including yard tracks, sidings and turnouts, is 244,500 miles. The value is placed at \$60,000 a mile, and the roads are owned by 2,000 corporations.

These employ 850,000 persons at an average annual pay of \$565. Some of the officials, of course, receive a much larger salary, but the 80,000 station men and track repairers and the 70,000 switchmen, flagmen and watchmen get small wages. There are 450 employees to every 100 miles of road, or four and a half to every mile.

Exclusive of sleeping cars, the railroads have 1,325,000 cars of every description, or seven cars to every mile of road. One hundred thousand new freight cars are needed every year to replace those that wear out. There are 36,000 locomotives in use, and of these 10,000 are needed to convey the public from place to place.

Of the enormous proportions of the freight business some idea can be formed when it is known that for the year ending September 1st, 760,000,000 tons of freight was carried, and every ton on an average of 125 miles, making in all 95,000,000,000 tons of freight carried one mile. While the average cost of carrying a ton of freight one mile was eight-tenths of a cent, it was only six-tenths of a cent in some of the states. The cost of carrying freight has steadily fallen from two cents a mile per ton in 1867 to its present rate. Our railroads last year had to carry a ton of freight 1,630 miles to make one dollar, and the freight work done was equivalent to carrying one ton 1,300 miles for every man, woman and child of the population. Over three-fourths of the receipts of our railroads are for freight.

As to passengers 550,000,000 were carried during the year ending September 1st, at a rate of \$275,000,000. The roads had to carry a passenger 500 miles in order to make a dollar. The net earnings for the roads for the year were a little more than a million dollars a day.

Accidents form an interesting paragraph in the history of the railroads. It seems that one passenger was killed for every 2,250,000 carried. Twice as many people are killed annually, we are told, by falling from the windows of their dwellings as lose their lives while traveling as passengers on our passenger trains. The average mortal, it would seem, is safer as a railroad passenger than he is at home. Two-thirds of those accidentally killed lose their lives at stations, highway crossings and while trespassing upon tracks. The theory of probabilities required a passenger to travel 75,000,000 miles to be tolerably sure of getting killed. This is equivalent to riding continuously on an express train for over 400 years. One passenger only was injured in every 4,500,000 miles of travel.

Rev. Myron Reed, in an address on Conversation and Clubs, reported in the Denver Evening Post of Nov. 14, paid this compliment to the Mormons: "I like Mormons very well. They make co-operation work. They have subdued the desert and stood off the predatory gentile. There is not a Mormon sweat shop on earth."

The gentleman further said that the defect of the people here has been the "ignorance of the women," but in this he is mistaken. The women of Utah are now, and always have been, as intelligent and well-informed as their sisters in any of the states of the Union. The sons and daughters of Utah hold their places among the first wherever they go, and this fact is largely due to their mothers.