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IN THE OLD COUNTRY.

12 KEATS AVENUE, SOUTHWICH, SUNDERLAND, ENGLAND, July 15, 1893.—Although I am not Tynesider born, having first seen the light of day in the city of Manchester, the cotton-popolis of the world, my forefathers for many generations have helped to build up Newcastle-on-Tyne, the metropolis of the north of England, which is without doubt one of the most remarkable cities in the British empire; in fact, upon the whole surface of the globe. This is perhaps high praise, but we must consider its combination of minlag, manufacturing, trading and shipbuilding, and above all its rivers, lined on the sides with smoky, filthy-looking towns, but which yearly bears upon its rolling waters a larger number of vessels than any river in the world, although not equal in tonnage to the Thames and Mersey. Here was launched the Victoria, 10,000 tons burden and the flagship of the British navy, which, it will be remembered, succumbed to a watery grave in the bosom of the Mediterranean sea, through accident, a short time ago. Crossing old father Tyne are those wonders of modern engineering, the high level and swing bridges, and at the entrance to it we have the north and south piers, fit emblems of the sturdy characteristic of the Norseman's temperament, which have stood immovable amid the clamor and blast of storms for over fifty years, and defying difficulty and danger in the execution of duty.

Turning to the trade of the river, none will deny that the source of the maritime power and national wealth are traceable to the discovery of the commercial use of coal. It was on the Tyneside that the coal trade originated, and a town within close proximity called Wallsend—whence came the famous coal bearing its name—made the old river renowned. Speaking of coal, the trade has been, and is, considerably crippled through multitudinous strikes, lockouts, etc. the men lying idle, and resulting in the trade going to foreign competitors. Since returning to work, the business formerly had does not come back as fast as desired. The condition of the poor pitman is certainly deplorable and the outlook anything but encouraging. The owners of the Lancashire and Yorkshire collieries are now asking for a twenty-five per cent reduction of

of wages. The miners have formed what is known as the Miners' National Federation society and are at present considering the advisability of a national strike against the reduction of wages which their brethren in the counties named have been asked to accept. If such a thing as is contemplated should transpire it will not only involve the immediate 300,000 coal workers, but various avenues of trade throughout the kingdom would be stifled, and what the dreadful result would be becomes obvious—poverty, crime, bloodshed and contention on every hand. Surely the prophetspoke of this day: "When men's hearts would quake for fear."

To return to the wonders of the Tyneside. The greatest era of modern history was that which witnessed the application of steam to locomotion. This is the birthplace of "Puffing Billy," and now the passenger trains of Great Britain alone run two hundred and fifty million miles a year. George Stephenson little thought when struggling to perfect his first engine that such a glorious future awaited his efforts. Robert Stephenson was "a worthy son of a worthy sire," and while time shall last their names will be handed down as two of the world's greatest men.

I would mention one or two other factors of the coal Tyne. Foremost among them is the invention of the lifeboat by old Willie Wouldhave, the original model of which hangs in the St. Hilda church, South Shields market place, where also is erected near the seashore which skirts the town, a monument built by his admirers.

The originator of the screw fighting ship was a Tynesider, and the celebrated Armstrong gun also had its birthplace here. She cannot boast of many public orators, but Northumbria's and Durham's sons hold foremost rank among those who have triumphed over the forces of nature, brilliant mathematicians, great inventors, poets, fighting ships and fighting men and statesmen.

As to the marriage of the Duke of York and Princess May of Teck, the occasion was made if not a national at least a general holiday. In some of the towns the committees which had taken upon themselves to give additional cause for rejoicing lacked the harmony and happiness that leads to success, as a consequence some of the proposals first made were not carried

out. Neither did the committees, charged with the duty of collecting subscriptions for the purchase of wedding presents for the royal pair, meet with a very generous response from the classes appealed to. Nevertheless there was a genuine display of loyalty. The streets were lavishly decorated, old and young were entertained, special care being taken of the poor by the various charitable and religious societies, while the general public festivities extended over the afternoon and evening. While I enjoyed myself in company with three other Utah boys, (missionaries,) we are looking with fond anticipation to the time when we shall join in the celebration of Independence and Pioneer days on Columbian's soil, in the valleys of the mountains.

I left home December 2nd of last year, to perform missionary labors in Great Britain. On my way I stayed fourteen hours in New York, taking in the sights with almost a boy's gusto. December 6th I boarded the Guion steamer Wyoming, at 8:30 a.m., and bid adieu to America's fair land, steaming out of the harbor with a heavy heart, but with the knowledge that I was doing God's service. The voyage was an exceptionally smooth one and fortunately we kept even with the steamship company, feeling well enough to obey the call of the meal bell. Arriving in Liverpool December 18th, the brethren at Islington received us kindly. I was assigned to labor in the New Castle conference, and after a few hours rest started on work rejoicing. I am laboring in what is called the Hebbur and Jarrow districts, where we deliver tracts from house to house, and as a rule the people treat us very courteously. Even at this late date we have to study the most pleasant means of clearing away a great deal of prejudice still prevalent against the Church. But firmly believe the time is not far distant when we will be recognized with respects which should characterize all true followers of Christ. A few weeks ago we held a meeting at a place called Spennymour, known to many of your readers, and were favored, to our surprise, with a good audience. Many strangers were present and listened attentively, and some are investigating. Our sectarian friends, the ministers, did not care to let us have all our own way, and commenced a crusade by de-