

**"PERFECT" TEMPLE
BUILT IN DESERT**

ERECTED BY THE MORMONS

**Description of Edifice Given
by Press Representatives
In Arizona; Handsome
Structure**

The temple perfect is nearing completion away deep in the painted desert. It is a Mormon Temple, pronounced by architects who have seen it as the most painstakingly measured, the most scientifically constructed and the most perfectly co-ordinated mass of concrete masonry ever erected into a work of man, says a correspondent of the International News Service in Arizona.

Heber J. Grant, president of the Mormon church, upon a recent visit, declared the temple was being built to withstand the ravages of time and the despoilments of nature, even as the "Rock of Ages," for a thousand years to come.

The structure is the Arizona Temple of the Church of Jesus Christ and Latter Day Saints, the ninth to be erected by that organization since the laying of the foundations of the great Salt Lake, Utah, temple April 6, 1869, and is surpassed in strength and simple beauty by none save possibly the Salt Lake City edifice.

Nearly Completed
Workmen have been building the desert temple continuously since April 25, 1922, and it is now within days of completion. It will not be dedicated until autumn, according to the announcement made by President Grant, and until then it will be open to public inspection. After dedication only the elect of the Mormon church may ever enter its portals.

Exterior dimensions of the temple extending 184 feet east and west, and 128 feet north and south, are underlaid with a concrete foundation varying in depth from 10 feet, 4 inches, to 12 feet, 6 inches. The walls, from foundation to first floor height are 3 feet, 11 inches thick. Giant concrete pillars, reinforced with steel, support the roof, which is of concrete. To these pillars are tied the concrete floors and walls.

Starlight in Rooms
Covering the rough concrete walls is an exterior finish of pulschrome terra cotta, or brick wall faced with burned fire-clay blocks with an egg-shell glaze, made by spraying each block separately before placing it in the kiln.

Surrounding the roof is a parapet four feet high, which forms the background for the sculptured frieze

which decorates the apex of the temple wall on four sides. From the parapet walls the roof slopes gradually to an immense skylight, permitting the light of day or of the desert stars at night to penetrate every room in the temple.

Devoid of spires of towers, the temple is colonial in appearance but characteristic of no particular period. Or rusticated masonry, the lower floor structure appears to be but a second foundation for the temple proper, rising from its center. The lower floor is given over to the president's office, recorder's room, chapel, cloakrooms for temple workers, vault kitchen and laundry.

From the massive entrance, also of colonial design one proceeds by a spacious hallway, lined with polished grey marble from floor to ceiling, through the annex to the first ceremonial room, the Baptistry, or front room. Near the center of this room is an ornamental baptismal front of polished tile rests upon the backs of twelve brazen oxen. Embellishing its walls are paintings depicting scenes of significance in the church's early history.

Marble Stairways
From either side of the entrance to the front room broad marble stairs lead upward to the mezzanine floor, where is located the creation room.

Another short flight upward and the Eden room is reached, where in pictorial manner the story of the Garden of Eden is unfolded. Next, and again at a slightly higher elevation, is the world room, its painted walls down to date. Finally, situated above the front room, at the highest point in the temple, is the climaxing sealing or marriage room, where the ceremonials typifying the unity of man with his Maker, the sacred "sealing" rites, and the ordinance of marriage with the dead will be performed.

**BOY SCOUTS PREVENT
WRECK OF FAST TRAIN**

**Members of Troop of Massillon,
O., Find Boulder on Track,
Flag Flyer**

Boy Scouts of troop 41, of Massillon, Ohio, are very proud of the fact that they were enabled recently to prevent a fast train from being wrecked on the Cleveland & Pittsburgh line, near Dover, Ohio. Ten scouts of the troop, headed by Dean Mason, patrol leader, were hiking. Their route lead across the railroad tracks. Before crossing the tracks the boys looked in either direction to make sure no trains were in sight. Some distance away they saw a large object between the rails and, promptly investigating, found it to be an enormous boulder which loosened by

a recent thaw had rolled from an overhanging bank to the tracks. Later estimates placed the weight of this boulder at twenty-five tons.

Dividing their number the scouts ran down the tracks in either direction. They knew a fast train—the Cleveland Flyer—was due in a few moments. They removed their neckerchiefs, and using these as flags, signaled to the crew to stop the oncoming train. Passengers and crew were profuse in their thanks to the scouts whose quick-witted action undoubtedly resulted in saving the train from a serious wreck and preventing possible casualties.

**NORTHERN ILLINOIS
CENTER OF INDUSTRY**

**Vice-President of Public Service
Company Thinks So, States
Reasons**

"Northern Illinois may well be described as the country's center of gravity in respect to industrial activities," said John G. Learned, vice-president of the Public Service Company of Northern Illinois, in addressing the Industrial Development conference held in Waukegan Tuesday afternoon, April 12, in connection with the fifth district conference of the Illinois Chamber of Commerce.

"New industries," continued Mr. Learned, "constantly are on the lookout for advantageous locations. There is no section of the country which has more to offer in the way of both natural facilities and those which have been developed than the territory north, west and south of Chicago."

After mentioning many of the factors which must be born in mind by communities in their efforts to obtain new industries, Mr. Learned devoted several minutes to emphasizing the importance of aiding in the development and expansion of industries already established.

"We all recognize the importance," he said, "of doing our utmost to attract new manufacturing plants to the Northern Illinois territory. We must exercise care, however, that—in our zeal for the new—we do not neglect the old."

**GAS-ELECTRIC CARS
FOR N. Y. CENTRAL RY.**

**All-Steel Coaches of This Type
For Use in New York and
in Illinois**

Fifteen all-steel gas-electric rail cars have been contracted for by the New York Central Railroad for use in New York state and in Illinois. When these are delivered during the next six months, the road will have a total of 23 such cars in service, which, officials say, are more economical in operation than the steam

trains now employed on the short runs.

The new cars will have electric transmission through truck motors, current for which is supplied by generators which are turned by gasoline engines. The older type car used mechanical drive and were only 35 feet in length, compared with 73 feet length of the new cars. Ten are equipped to carry passengers, baggage and mail and five are for passengers and baggage only. In actual service, several of them will draw a 60-foot steel underframe coach and in one instance, a milk car also.

No matter how hard he steps on the gas, the hit-and-run driver can never run away from the condemnation of his own conscience. — Fort Wayne News-Sentinel.

There are now 15.8 telephones in Michigan per hundred inhabitants, an increase from 12.7 in 1920.

Cairo and Alexandria in Egypt are to be linked by means of an underground telephone cable.

Connecticut gained a greater number of telephones during 1926 than in any previous year.

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For the purpose of meeting the requirements of Daylight Saving Time a new time table goes into effect on the North Shore Line next Sunday, April 24. Ask for a new time folder at any North Shore Line ticket office.

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