

ward it. He was well equipped for the work, and was said by Lieut. Peary to have been a faithful and conscientious man. The theory of his friends is that when the relief party took charge of the expedition he was averse to returning home without having accomplished the object for which he set out, and started off alone, determined to make an effort to reach the north pole himself and unaided. Even if this theory be correct the chances now are that if he is ever again seen it will be only the mortal tabernacle from which the spirit has long since taken its flight.

DIVINELY PROTECTED.

The return of Elder Ira Williams, of Hyrum, Cache county, from a mission to Great Britain, where he has been for nearly two years, recalls an exciting experience on his outward trip. Elder Williams left Liverpool on his return the 14th of the present month, on the Alaska, the fastest of the Gulon company's boats, once famous as the "grayhound of the ocean." His outward voyage, however, on which he started from New York on the 13th of December, 1891, was begun on what was then the slowest of the Gulon fleet—the Abyssinia.

A full account of the chief episode of the voyage was given at the time by the NEWS special correspondent, and it is unnecessary now to recite the details. The Abyssinia had been announced to leave New York on Saturday, December 12, but was delayed one day in taking her cargo. Her passengers numbered fifty-nine—nineteen cabin and forty steerage. Among the former were three missionaries for Great Britain, Elder Joseph H. Richards, of Arizona, Elder Joseph M. Kerr, of Payson, Utah, and Elder Williams.

Considerable rough weather was experienced on the voyage, but all went well until the fifth day out—Friday, December 18. In the forenoon a slight mishap to the machinery caused a slackening of speed for repairs. Between noon and 1 p. m. fire was discovered in the cargo, and efforts were at once made to extinguish it. Some of the passengers learned the reason of an unusual activity among the crew, but were reassured by the statement that nothing serious need be apprehended. At this time there was no sign of the proximity of any other vessel—nothing but the broad expanse of angry waves and the black clouds which betokened a continuance or increase in the severity of the weather.

The flames paid little heed to the efforts to extinguish them, and it soon became apparent to the officers that the ship was doomed; preparations were therefore made to launch the small boats. These would have been of no avail in the fury of the storm which came on in the night, but they afforded the only hope of rescue that was known. Up to this time the passengers had not begun to realize the extent of their peril. Yet the fact was that within three hours the vessel which up to that time had given them shelter was to be a mass of flames, and there was not a sign of relief in sight.

While preparations for lowering the boats were going on a line of black

smoke became discernible some distance to the right and in the rear of the Abyssinia, and soon a large steamship came into view. When those on board the Gulon liner learned the full danger of their situation, it was only the prospect of timely aid that prevented a panic. As it was, the blanched faces and evident nervousness told how they were affected. Signals of distress were put out on the burning vessel, and were quickly responded to by the new arrival, which proved to be the North German Lloyd steamer Spree, from New York, December 15, for Southampton and Bremen. The German vessel came up to the burning steamer, and seeing the condition of affairs, proffered to take all on board—an offer that was gladly accepted—and boats were lowered from both ships.

A snowstorm was in progress and the sea was running very high, making the transfer difficult and dangerous. It was accomplished, however, without any serious accident, and by 4 p. m. the passengers and crew of the Abyssinia were on board the Spree. The flames gained so rapidly that there was no opportunity of saving anything from the fated ship but her precious load of human freight. The personal luggage of the passengers was left on deck, Elder Williams losing even his coat. By 4:15 p. m., when the Abyssinia became lost to the view of those on board the Spree, she was ablaze from stem to stern.

But all on board were saved. There had been just time for that; no more. Even at this distance it causes a shudder to think what would have been their fate if it had not been for this special interposition of Providence in their behalf; all that history could have recorded of their sad ending would have been that the ship which carried them from port had sailed and had been heard of no more. If the Spree had been three hours earlier she would have passed the Abyssinia "all well;" if she had been three hours later there would not have been a vestige of the Gulon boat on the surface of the ocean. The Divine Hand had guided her in the winds and storms of a three and a half days' voyage from New York, so that she arrived on the scene in the very hour when her presence was most needed.

On the Spree, the comfort of those who had been saved was amply provided for, until, on the night of December 22, the entire party was safely landed at Southampton. The promptness, courage and uniform courtesy and kindness of Captain Willigerod, master of the German vessel, and his officers and crew received the highest commendations from those whose gratitude they merited by rescuing them from a watery grave. The Elders felt that in providing the means of their escape from danger the Almighty had indeed answered the prayers which are offered up by His people for the protection of those who are called to carry the Gospel to the nations of the earth.

This occurrence is one among many noteworthy events that go to make up the history of the Elders and members of the Church of Jesus Christ of Latter-day Saints in connection with their

travels across the mighty deep. The record which covers the entire period of sending out missionaries and gathering the Saints is remarkable in its immensity from disastrous results to those engaged in the work. In the extensive journeyings that have been undertaken not even all the dangers of the sea have been allowed to interpose a barrier that closed the way. There have been occasions when every earthly hope seemed gone, yet God has never failed to provide that which was necessary. The supplications of wives and of children, of parents, brothers, sisters, relatives, and of the body of the Church, in behalf of the missionaries and the Saints who are gathering in obedience to the Lord's command, are heeded and receive response in the protecting power of Providence that is unceasingly manifest. Recognizing the great blessing that has been thus bestowed, the Saints should so live that their petitions may be ever "the prayers of the righteous" that shall be of avail in invoking a continuance of the Divine watchcare over those who seek to fulfil His purposes.

ENGLAND'S PRESENT WAR JOB.

Those of the readers of this paper who carefully perused and still remember an article on "Gold Hunting in Africa," published in the DESERET EVENING NEWS of September 30th, will have a much clearer understanding of the causes, difficulties and probable termination of the present war in that section than they could possibly obtain from the telegraphic dispatches. The article was written by Mr. Joseph W. Ford, then in this city, and gave his personal experience in Matabele Land, together with an account of a visit to King Lo Bengula, the monarch and fighting chief of that warlike tribe. He predicted the very result that has since actually happened,—the attempt of the Britian to conquer the natives and take possession of their country; and he quite prepared his readers to believe that this would be no child's-play for the English, which conclusion has also been fully verified. The campaign of the invaders has been by no means brilliant thus far, earlier successes having been followed by unceded but messagerly-described disaster. It seems to be admitted that, taking all the natural difficulties into consideration, a larger force than the whites now have in the field will be needed to complete the conquest. The Matabeles are brave, numerous and bloudthirsty, and they have most powerful allies in a natural rampart known as the Matoppo Hills, and in the floodgates of heaven which within two or three weeks may be expected to open to their aid. The granite defense alluded to stretches away between the most populous part of Lo Bengula's kingdom and the British advance column, and is pierced by but a single pass through which a mounted army could by any reasonable means force a way. The savages will doubtless defend this desperately, and meanwhile the rainy season draws nearer and nearer, which is unhealthy for Europeans and makes broad deep rivers out of small creeks and vast swamps out of