

inations. The main object of my visit to Dunedin was to secure a concession of that kind from the company named. After this visit we climbed a high hill from the summit of which we obtained a good view of the city and harbor; through the courtesy of the town clerk we were also permitted to ascend the high steeple of the city building from which a grand bird's eye view is obtained of the business part of the city. We also spent a couple of hours in the Athenaeum library, which is certainly a credit to a town like Dunedin. At 4 p. m. we took leave of Elder Young, who returned by rail for his field of labor in the south.

Dunedin is the capital of the provincial district of Otago, and by its own citizens it is claimed to be the largest, best built and most important commercial city in New Zealand. It is situated on a picturesque site at the southwestern side of a bay running inland about nine miles. Its streets are well paved and lighted with gas, it has also good water works. During the last few years a large number of substantial buildings have been erected, rendering an air of permanency and wealth to the business portion of the city. The city is enclosed by a recreation reserve called the Town Belt, through which a carriage drive called the Queens drive has been laid out. Dunedin was founded in 1848 under the auspices of an association of members of the Free Church of Scotland; and the intention was to make it purely a Scotch community and permit no other class of settlers; but the scheme would not work, though the Free Church of Scotland members still constitute a majority of its inhabitants. The progress of the city was slow until 1861 when gold fields of extraordinary riches were discovered seventy-two miles from the town. This brought crowds of diggers in from Australia. The town now has a population of about 46,000. It is situated in latitude 45° 52' 11". Hence, the climate is strictly temperate; but only a little snow falls in the winter.

Tuesday, December 10th. After attending to some more transportation business with the steamship companies Elder Gardner and myself left the Leviathan hotel, where the extremely selfish and unladylike proprietress demanded pay for what we had not received, and repaired to the harbor arriving in time to see this Tasmania swing out from the wharf as she was leaving for Port Chalmers, the bridge having been taken in already. But by watching our chance, as one end of the ship lunched the wharf, we sprang on board, an undertaking which was not accomplished without some danger of falling into the water. We could have overtaken the steamer at Port Chalmers by taking a railway train later on; but we desired to meet John Murrell, Esq., general New Zealand agent for the Hudson, Parker Company who was on board. We had no difficulty in effecting with him the same reduction for our Elders that the Union company had granted. Leaving Dunedin at 10 a. m. we arrived at Port Chalmers (eight miles down the inlet) an hour later. Here we landed and spent several hours on shore. After taking a rest sitting in the green grass on the top of a hill overlooking the harbor, we walked through the town, which contains about 4,000 inhabitants, and also made interesting observations in regard to the dry dock, a heavy

weight hoisting apparatus, the heaviest forge in New Zealand and other things of interest at the harbor. Port Chalmers is the deep sea port for Dunedin. All large vessels stop here; and only the smaller ones owing to shallow water and irregular channel, can with safety go up to the Dunedin wharf. At 4 p. m. we boarded the Tasmania once more and steamed off for Lyttleton; but owing to the heavy current considerable difficulty was experienced in turning the ship in the narrow channel. We reached the open ocean at 5 p. m., and the wind and waves being favorable, we experienced another pleasant voyage.

Wednesday, December 11th. At 6 o'clock a. m. we arrived at the mouth of the Lyttleton inlet and an hour later we arrived at the Lyttleton wharf. Being informed that the ship would not sail till 4 o'clock in the afternoon Elder Gardner and myself landed, and walked up to the top of the mountain lying immediately back of Lyttleton. Its highest point to which we climbed is about 1600 feet above sea level; and from that lofty summit we enjoyed a grand view of the surrounding country. Looking northward the city of Christchurch with its suburbs and surrounding villages lay unfolded to our gaze, while far beyond the snow capped mountains popularly called the Alps of the South rose their lofty peaks heavenward, and formed a sublime background to the extensive and fertile Canterbury plains which extend from the coast inland about sixty miles. From north to south this level tract of country is about one hundred miles long. Looking to the right or northward and northeast, the broad expanse of the ocean called forth our admiration. The view reminds one of Salt Lake valley as seen from Ensign Peak, though the New Zealand landscape is by far the most extensive. But there certainly is a similarity. While the windings of the Jordan and the Hot Springs lake is plainly seen from Ensign Peak, the serpentine course of the Avon on the Canterbury plains and a sheet of water or coast lake lying about as near the ocean as the Hot Springs lake does to the Great Salt Lake, is observed with much interest from the top of the Lyttleton mountain. Looking south and southeast the view is nearly as grand. Here almost at our feet lies the town of Lyttleton which for the lack of level ground to build upon has its houses perched upon the steep hill sides. Across the inlet with its numerous arms and miniature bays lies Banks' Peninsula, a mountainous tract of country which hides part of the Canterbury plains from the view of an ocean observer. After enjoying the interesting scenery before us for some time, we sat down upon the grassy hill side and sang some of the songs of Zion; we also poured out our hearts in thanks giving to God for His kindness and mercies to us, and invoked His blessings upon our future labors, and upon Zion and her cause in every land, not forgetting our own loved ones in far off Utah. It was a beautiful summer day, the finest day of the season in New Zealand so far, and all nature clad in its beautiful robes of green appeared lovely indeed. While standing in the summit several railway trains passed through the mountain underneath us, and we also watched several steamers passing in and out of the Lyttleton harbor, which viewed from such an elevation as the one we occupied added increased in-

terest to the surroundings. After descending the mountain we spent some time viewing the vessels in the Lyttleton harbor. We also boarded the great steamer Tokomaru of London, which is capable of carrying 9000 tons of freight; at present it is chartered for the frozen meat service, and can carry at one time 100,000 sheep carcasses. The exportation of mutton from New Zealand to England is a very important branch of commerce in this part of the world. One of the officers (Mr. Innis) took us into his cabin and treated us to a bottle of soda water each. This was quite timely so far as I was concerned, as this was the forty-fifth anniversary of my birthday. We also visited the dry dock where the steamer Fifeishire, of Glasgow, was laid up for repair. She ran on the rocks off the east coast near Oamaru last Sunday night and was badly damaged. She had no Mormon Elder on board when she struck. At 4:45 p. m. we again boarded the Tasmania, and at 5 o'clock we continued our voyage now bound for Wellington. Another fine night and another pleasant voyage.

Thursday, December 12th. At 7 o'clock a. m., the Tasmania landed Elder Gardner and myself together with all her other passengers safely at Wellington. We shall long remember the Tasmania and its gentlemanly officers and other persons. She is a fine steamer, affording nearly all the modern improvements which a traveler meets with in first-class vessels. Captain Thomas McGee, who is a man of much experience on the sea, is a kind-hearted and interesting gentleman, and very popular with the traveling public. After landing in Wellington, we sought our former quarters on Willis street, then called at the postoffice where we received some additional mail matter from home; I also called on government officials to obtain literature and maps of New Zealand, and spent the remainder of the day and evening at the public library reading "Captain Cook's Voyages."

ANDREW JENSON.

PICTON, New Zealand, Dec. 17th, 1895.

IMPORTANT LAWS.

COUNTY CLERKS AND U. S. COURT RECORDS.

An act to provide for the custody of papers and records of United States and Supreme Court commissioners, for the continuation of actions begun before them, and the issuance of process and proceedings upon judgments obtained in their courts.

Be it enacted by the Legislature of the State of Utah:

SECTION 1. It is hereby made the duty of the various county clerks of the State to transmit and deliver to the county justices of the peace all papers, records and dockets now in their possession pertaining to the business of or kept by the United States and Supreme Court commissioners who on the 31 day of January, 1898, were sitting or acting within the several precincts of such justices of the peace respectively.

And the said justices of the peace are hereby made responsible for the care and safe keeping of all such papers, records and dockets so delivered to them or any of them, and are hereby authorized and directed to proceed to hear and determine all ac-