

and by a subsequent observation it was ascertained, that the true position of the Scilly Isles was sixteen miles from the place indicated by the chart.

"At sunrise all hands commenced to make a raft with fragments of the wreck, to convey us to the islands. By about noon the remains of a quarter boat was also fixed up with canvas and copper, to convey the women and children to the land; still the men were compelled to remain on the reef two days and two nights, without anything to eat or drink, and this under a burning tropical sun. The third day we succeeded in reaching the island upon the raft, and found that its only inhabitants were rats and sea-fowl; there was no fresh water to be seen in any direction. By scraping holes, however, in the sand, near the water's edge, with a pearl shell, we were enabled to obtain water, which, by filtration through sand, was rendered comparatively fresh and palatable. We kindled a fire by the aid of a sun glass, and roasted some shell-fish, and made a very light repast.

"After we were all landed on the island, Captain Pond called all hands to order, and delivered a short address, stating that as we were cast away upon a desolate island, a common brotherhood should be maintained, and every man should hunt birds and fish for our common sustenance, to which proposition all assented. The next morning we found a turtle upon the beach that weighed about three hundred pounds; this gave us strength and confidence to exert ourselves with around the island to watch for turtle and wild fowl. Too much cannot be said in commendation of the Saints in this trying situation. I have seen an old lady upwards of sixty years of age out at night hunting turtle.

"In this situation we remained seven weeks. By that time the ship's carpenter had repaired the quarter boat so that it was thought that she might possibly live to perform a voyage to some inhabited land. This, after great difficulty, was launched over the reef, and the captain and nine men, including myself, embarked. Our provisions were a little salt pork and jerked turtle, with two casks of water; there was danger of being swamped in crossing the reef, with our small boat, but we providentially succeeded in getting cheered by those on shore. We returned their cheers and took our departure.

"Our boat was almost level with the water; but after four days' hard pulling through squalls and calms, we succeeded in reaching Borabora, one of the Society Islands, a distance of about two hundred miles. The inhabitants treated us with much kindness, and fed us upon poi and breadfruit. From thence I went with the mate and one of the crew to the island of Maupiti, and petitioned King Tapoa for relief. We were received with kindness, and obtained two small schooners with which to return and rescue the passengers. In these we returned to the Scilly Isles.

"In the meantime Captain Pond had chartered the Emma Packer at Huahine, and had sailed for the Scilly Island and reached there twelve hours before us. She took the passengers from the island and went to Tahiti; consequently when I found they had been taken off, I returned in the schooner to Maupiti. I would here state that while on this uninhabited island we held our regular meetings, dividing the time between worship and labor, as we would have done had we been at our ordinary occupations."

The Scilly Islands consist of a number of very low islets or motus, lying on a coral reef which measures about fifteen miles in circumference. The easternmost motu is in latitude 16 deg. 28 min. south; longitude 154 deg. 30 min. west. It is also about 185 miles west of Raiatea and 300 miles west

northwest of Tahiti. Besides the circular reef composing the island a hidden reef extends westward for many miles. It was on this reef that the Julia Ann was wrecked. The whole island system constitutes a very dangerous locality for navigators. The island was discovered by Captain Wallis in 1767.

It was on the 3rd of December, 1856, that the unfortunate emigrants were taken from their lonely and exiled condition on the Scilly Islands, by the untiring perseverance of Captain Pond, connected with the charitable good feelings of Captain Latham, master of the schooner Emma Packer, who came to their relief. They were first taken to Huahine, one of the Society Islands, thence to Tahiti, where they were most kindly treated by the inhabitants. The United Board of Masonic Lodge at Sapeete, Tahiti, took immediate measures to relieve their wants, by providing or finding shelter and food for all. The American consul provided for the crew.

Elders Graham and Eldredge returned with the schooner to Huahine, where they remained a month and then sailed for Honolulu, on the Sandwich Islands, per American schooner Navigator, which arrived at Lahaina Maui, March 12th. After remaining in the Sandwich islands a little over two weeks, they were enabled through the assistance of an Elder Evans and others to engage a passage for California, on board the Francis Palmer, which sailed from Honolulu April 1st. After twenty-three days' sailing they arrived safely in San Francisco, Cal., April 23, 1856.

Elder John McCarthy, after returning from the Scilly Island to Maupiti, commenced to preach the Gospel there. He found favor with King Tapoa, and soon had the satisfaction of baptizing the king's interpreter, Captain Delano, a Maltese by birth, who could speak seven languages. Brother McCarthy ordained this man an Elder and was enabled through him to preach to the natives, who received his testimony with much favor.

Maupiti, or Marua, is the westernmost of the Society Islands proper, lying forty miles northwest of Raiatea, about 170 miles northwest of Tahiti and 145 miles east of the Scilly Island. It is distinctly visible from the lower hills of Raiatea. Maupiti is composed of hills wooded to their summit, and occasionally crested by cocoanut trees, but presenting ragged and mural cliffs to the sea coast, especially one rocky mass on the southwest side, which rises 700 feet above the sea, resembling the ruins of a gigantic castle. The population of the island is small; the principal village is situated on the southeast side. The island, which is seldom visited by navigators, is surrounded by a coral barrier reef at a distance of about three miles, enclosing numerous small islets covered with cocoanut trees.

After about three weeks' stay at Maupiti, Elder McCarthy sailed for the island of Raiatea, where he baptized a Spaniard by the name of Shaw and ordained him an Elder. He remained on that island two weeks, when he obtained passage for Tahiti in a French sloop, and from thence sailed for San Francisco, Cal., where he arrived April 14, 1856.

After the departure of Elders Graham, Eldredge and McCarthy, and another one of the emigrants from Tahiti, the following Saints were left at that place: John Penfold, the president of the company, and his wife, two sons and three orphan children, whose parents were lost; Brother Andrew Anderson, wife and seven children, and Brother Logie, wife and one child. Brothers Penfold and Logie, with their families, embarked for California a short time afterwards; and finally

Brother Anderson and his family, the last members of the ship-wrecked company, embarked and sailed from Tahiti on the G. W. Kendall on May 6th, arriving at San Francisco, June 27th, after a tedious passage.

More details are at hand and may perhaps be used hereafter in compiling Church history, but the above is perhaps sufficient for the readers of the "News" at present.

ANDREW JENSON.

DEWEY IN FULL CONTROL.

Washington, May 7.—Owing to the complicated names of the Spanish ships destroyed by Commodore Dewey, the following is taken direct from the list given by Secretary Long:

Reina Christina, Castilla, Don Antonio, Isla de Ulloa, Isla de Luzon, Isla de Cona Gen Lezo, Marquis del Duero, El Carrso, Velaaco, one transport, Isla de Mindanao.

Isla de Cuna, probably means Isla de Cuba. The El Corro probably means El Cano. The Don Antonio is the Don Antonio de Ulloa. The Isla de Ulloa is not given in accessible data of Spanish ships, and is confounding with Don Antonio de Ulloa.

Notwithstanding the fact that everybody of several days past has been in a momentary expectation of cable advices from Commodore Dewey, the town was thrown into the wildest excitement at breakfast time this morning by the issue of extra papers announcing the arrival of the McCulloch at Hongkong with dispatches for the government from Commodore Dewey. The publication of newspaper dispatches telling of terrible mortality among the Spanish and the escape of the American forces, men and ships, from serious injury, added to the excitement and to the intense satisfaction with which the long expected news was received.

There was an instant rush of newspaper men to the navy department, to secure further information from official sources, and perhaps dismayed by the number and impetuosity of the newspaper contingent, the officials of the navigation bureau, where cipher dispatches are transcribed and translated, promptly closed and locked their doors against invasion. One of the officers of the bureau had been on duty every moment of the 24 hours for several weeks past, waiting to receive cablegrams of importance. A similar state of affairs has prevailed at the state department, where one of the assistant secretaries and the chief clerk have been upon the watches of the night sleeping on temporary cots set up in the ante-room.

The state department has the honor of receiving the first news. It came in the shape of a telegram of three words from United States Consul Wildman at Hongkong, and was as follows:

"Hongkong, May 7.—McCulloch, Wildman."

That is the usual form in which naval movements are reported by cable. The dispatch was received by Third Assistant Secretary Cridler, who was turned out of his cot by a messenger boy at 4:40 o'clock this morning. The naval officials were promptly notified and awaited with intense interest the dispatch which was expected to surely follow from Commodore Dewey.

About 9:30 Manager Marean of the Western Union Telegraph company appeared at the department, bringing a sheet comprising four lines of the mysterious jargon which makes up the naval cipher. He handed this directly to Secretary Long, who gazed at it for a moment and turned it over to Lieut. Whittlesey, one of the cipher experts of the navigation bureau, for translation into English. Then the secretary made a pretense of sitting down at his desk