

Passing on we are soon sailing in plain view of the great Vancouver Island in the waters of the Canal de Haro, and looking out toward the Pacific ocean through the strait of Juan de Fuca. The scenery continues grand and sublime all the way. The morning is cold and windy and heavy clouds rest upon the snow-capped summits of the Olympian mountains southwest of us, as well as upon the heights of Vancouver Island on our right. As we approach the mouth of Victoria harbor, we view with great interest the Empress of India, one of its three great steamers plying regularly between Vancouver, B. C., and China and Japan. The three are almost alike and were built at the same place by the same company only a few years ago. They are named respectively, Empress of India, Empress of China and Empress of Japan. The Empress of India has just returned from one of her regular trips to China and Japan and is disembarking passengers and unloading cargo off the harbor of Victoria. She draws too much water to go in. Another object of interest as we entered the Victoria harbor was the wreck of the coast steamer San Pedro, which ran on a rock five years ago. Several unsuccessful attempts have been made to dislodge her; half of her hull has been washed away by the breakers, and the remainder sticks to the rock as a warning to other vessels. At 11 o'clock a. m., we arrived at the outer wharf of Victoria, where we remained three hours to take in passengers and freight. Our next stopping place will be Honolulu.

Victoria is the capital of British Columbia and has a population of nearly 20,000. It is charmingly situated on the southern extremity of Vancouver Island, overlooking the straits of San Juan de Fuca to the Pacific, and beyond the Gulf of Georgia, the mainland. Across the strait southward are the beautiful Olympic mountains, and far away in a southeasterly direction the white cone of Mt. Baker, in the state of Washington is conspicuous. The climate of Victoria is said to be very much the same as England, and the town is peculiarly English in all its characteristics. The city has many fine public and private buildings, and large commercial houses. A railroad extends northeasterly seventy miles to the great coal mines at Nanaimo. Steamships and steamboats afford regular connection with Vancouver, San Francisco and all American ports as well as Japan, China, Sandwich Islands, Fijian Islands, Australia, New Zealand, etc. Esquimalt harbor, two miles from Victoria, is the British naval station and rendezvous on the north Pacific, with naval storehouses, workshops, graving docks, etc. A number of men-of-war can be found there at all times, and strong fortifications are being constructed. The harbor of Victoria is only suitable for vessels drawing up to about sixteen feet of water.

Victoria dates back to 1843, when the Hudson Bay company established a trading post on the site which was named Port Victoria; it was a stockade fortification. In 1849 actual colonization was commenced, and in 1852 the town of Victoria was laid out. Its growth, however, was slow until after 1856 when the gold fields of British Columbia were opened. In 1853 the place only contained 300 inhabitants, and the whole island of Vancouver 450. But there were

about 17,000 Indians on the island at that time.

Vancouver Island is the largest island on the west coast of America, being about 300 miles long and with an average width of about fifty miles, and contains an estimated area of from 12,000 to 20,000 square miles. The interior of this land is mountainous. The shores are exceedingly picturesque, bold, rocky and rugged, broken on the western side into numerous bays and inlets, like those of the mainland, with intervening cliffs, promontories and beaches; while on the northern and eastern sides the absence of ocean indentations are remarkable. The island is generally wooded, the borders with fir, back of which are hemlock, and the mountains with cedar. Between the ridges which cross and interlace are small valleys affording but moderate agricultural facilities.

ANDREW JENSON.

LETTER NO. VI.

HONOLULU, HAWAII May 30th, 1895.

Thursday 21st, (continued.) One of the boilers of the Miowera being in need of repair, our stay in Victoria, B. C., was prolonged until 8 o'clock p. m., when our ship severed her connection with the wharf and commenced her long voyage to far off Australia. The distance from Vancouver, B. C., to Sydney, Australia, is 6985 nautical miles, with only two stopping places on the way, namely Honolulu, Sandwich Islands and Suva. Fiji Islands. The distance to Honolulu from Vancouver is 2435 knots or nautical miles; from Honolulu it is 2780 miles to Suva, and the distance from Suva to Sydney is 1770 miles. It took us fully an hour to get clear of the Victoria wharf and get turned around, the channel being very narrow; but the task was successfully accomplished at last, and the ship headed for the Strait of Juan de Fuca, through which she passed during the darkness of the night, with Vancouver Island on our right and the state of Washington terminating in Cape Flattery on our left. To sail through the strait in the day time is said to be very interesting, the sight of the Olympian mountains on the south affording an ever-changing variety of beautiful scenery, as well as the wooded shores of Vancouver Island on the north. The night was cloudy, dark and windy, and as we passed out into the great Pacific, the heavings of the vessel began to produce that effect upon some of the passengers which is the unwelcome but sure forerunner of that common disease known as sea sickness, for which no ancient or modern patented or unpatented medicine has ever proved a sufficient remedy.

Wednesday, May 22nd. Most of the passengers did not arise this morning for good and sufficient reasons. Those who did were rewarded for their efforts by being privileged to inhale freely the fresh ocean breeze which the heavy wind blowing from the southwest sent across the deck of the good ocean steamer. But no land and no coast vessel greeted the eye of the keenest and most long-sighted observer. We were fairly out on the broad face of the greatest ocean in the world, and nothing but its turbulent surface and high rolling waves were to enhance the vision for several days to come. During the day sea-sickness reigned supreme, only a few of the forty-nine passengers on board showing up for meals. Fortu-

nately, your correspondent was one of these, not because his appetite was more ravenous than that possessed by mankind generally, but because he had decided with all the resolution and will power which he possessed that he would not yield to sea-sickness on his first voyage on the Pacific. At 12 o'clock noon the ordinary nautical observations were taken which showed that we were in latitude $47^{\circ} 0' 30''$ n., long. $126^{\circ} 59' 15''$ w. We had sailed 183 miles since we left Victoria last night, and it was 2,172 miles to Honolulu.

Thursday May 23rd. The day was windy, misty and cold, and the increased motions of the vessel made the state of affairs among the passengers worse than yesterday. Your correspondent had interesting conversations with the captain and several of the other officers of the ship, as well as with those of the passengers who were not sick. From first I become known to the crew and passengers as a Mormon Elder, and I was kept busy answering questions about "Utah and the Mormons," while several expressed themselves in favor of having me deliver a lecture on board, the captain being the first to suggest it. Of course I had no objection, and so the lecture was only deferred until the weather became better. The extract from the ship's log posted up today at noon read as follows: Latitude $43^{\circ} 22' 0''$ n., longitude $132^{\circ} 5' 15''$ w; distance traveled since yesterday at noon 310 miles; distance to Honolulu 1,862 miles; distance from Victoria 493 miles.

Friday May 24th. Last night was a stormy one, and this morning the sea, now thoroughly white-capped, rolled heavier than ever. The sea-sickness was the only predominant feature on board; the excellent meals served in the stately dining saloon were but poorly patronized, and the deck, washed with spray from the heavy seas occasionally, was no longer a pleasant promenade for those who were able to walk about. The usual joke about the rough passage being caused by the presence of preachers on board was passed by some of the ship's officers; but I assured them that though we might have a rough passage the good Miowera would reach Honolulu in safety. The only thing of interest in or about the ship was a flock of sea-gulls, or a bird called by the sailors molly-hawks, which had followed us all the way from the American shores, feeding on the ship's refuse as it is thrown on the water from time to time. It is very interesting to watch the quaint movements of these long-winged specimens of the feathered family, and to see them capture the articles of food as they float upon the waters. As the sea rolled high and the vessel swayed to and fro so much that the deck could not be promenaded with any degree of comfort, your correspondent spent part of the day in his little stateroom.

The Miowera is a modern steamer in all its details; it was built in 1892 by Messrs C. S. Swan and Hunter, of Wallsend-on-Tyne, England, to the order of James Huddart, managing owner of the ship as well as the Warrimoo, which is an exact counterpart of the Miowera and was built by the same firm, at the same time and for the same service. Both vessels are fitted with a complete system of water ballast on the double bottom system, thus giving great stability and safety. In length they are 360 feet over all with a beam of more than