

by the people opium devils, and not a few of them smoke themselves into their graves. Now and then one of the mandarins will try to stop the traffic in his district, and the taxes on opium are always high. The great Chung Chi Tung, the viceroy of Hangkow, made such an attempt during my stay in China, but it was a failure, and the opium saloons are as wide open as ever.

I rank G. Carpenter

VOYAGE OF THE SHIP HUDSON.

June 16th, 1864. On board the ship Hudson. An elderly man of the emigrants of the fore part of the ship fifty-four years of age, Wm. Fitzgerald, from Limerick, Ireland, died of heart disease at one a. m. About six p. m. many of the Saints and others gathered on the larboard side to witness a burial at sea. Under the direction of the first mate, Mr. Charles H. Knight, the body was brought to a midship lying on a plank, having been sewn up in canvas and a weight sufficient to sink it attached to the feet. One of the sons of the deceased read the burial service in conformity with the church of Rome, and the remains were launched into the ocean by raising one end of the plank, until the body slid feet foremost into the deep blue sea and quickly disappeared.

Many passengers, having lost all appetite for eating, felt truly thankful for a bowl of soup made from preserved meats that had been on a voyage to the arctic regions; twenty-five gallons were made and distributed by Capt. Pratt's directions. It was much appreciated by all.

June 17th—Through the kindness of Capt. Pratt twenty-eight gallons of that strengthening soup were distributed.

June 20th—T. Mets of Rotterdam has been very sick with a fever for some days since coming on board, is now improving.

June 23rd—A son of Brother and Sister Kaemerli, aged one year, two months and twenty-one days, in the third ward, died of inflammation of the bowels. At 8:30 p. m. the body was committed to the waves. I conducted the ceremonies in German. Capt. Pratt, President Kay and others extended their sympathy to the parents. They returned their heart-felt thanks, all of which I translated.

Sunday, 26th—At eleven a. m. meeting on the main deck; the presidency gave instructions and much good advice.

Monday, 27th—Sister Elizabeth Reiser (of the ninth ward,) aged forty years, two months, died suddenly of disease of the heart. She was born in Canton Zurich, Switzerland; leaves a husband on board but no children. She died a faithful Latter-day Saint of four years' standing. The burial took place at 6:10 p. m., London 27-30, I officiating.

June 29th—President, J. M. Kays wife visits the sick below decks and ministers to them in her motherly way, which causes many to rejoice and bless her.

June 30th—Capt. Pratt, Mr. Massey, part owner of the Hudson, and President Kay visited every ward and find all in better condition than expected. They gave the German and Dutch wards the premium as being in the best condition

At council in the evening, the report was that all are improving.

Sunday, July 3rd—Meeting on deck as usual. Much improvement among the entire company. Much advice given. Another child of the German ward died, and service was held under my direction. Brother Forer spoke comfortingly to the parents. The body was committed to the waves at 3:30 p. m., London 39 45 west.

Wednesday, July 6th—Brother Ulrich Winkler's wife, from Zell, Canton, Zurich, Switzerland, gave birth to a son at one a. m., both doing well. At council in the evening several cases of measles were reported. Today the ship was thoroughly sprinkled with taroil as a renovator. July 8th—A confederate steamer passed to leeward very slowly. She was watched very closely, as her movement seemed very suspicious.

Tuesday, 12—Deaths; Emily Frances Kellon, from Cheltenham, England, age one year, two months and twenty-five days, buried at 6:20 p. m. President J. M. Kay officiated. John Ulrich Winkler, of convulsions, age six days buried at 12 noon; London 55 30 w. Ellen W. Clifton, aged one year five months; buried at 8:30 a. m. London 56 1 w. At 10:30 p. m. we came near running aboard a vessel, missing her by only a close shave. We felt that the Lord is watchful over His own.

Wednesday, 13—Deaths: Bastian De Keyser aged three years, one month and four days, Holland; buried at 8:52 p. m. T. Mets officiated. Thursday, 14—Margaret Papworth from Cambridgeshire, England died of measles, age one year, four months, and one day, buried at 8:40 p. m. Below decks all was sprinkled with lime and tar oil.

Monday, July 18th—At 4:30 a. m. the pilot came on board, bringing news papers. In the afternoon I went to the German wards below deck and gave them instructions how to proceed, when the officers came on board and made all arrangements about money to be changed.

Tuesday, 19th—A steam tug took the ship Hudson in tow at 7 a. m. and we anchored off Castle garden at 3:30 p. m. W. C. Staines came on board at 5:30 p. m. He addressed our council meeting and stayed on board for the night.

Wednesday, 20th—P. A. Schettler came on board early. A lighter came alongside and Saints with luggage went on board the steamer St. John at five p. m. and started for Albany, 150 miles up the Hudson river at 6 p. m.

Thursday, 21st—Arrived at Albany, at five a. m. The steamer, having 1400 souls on the lower deck, was uncomfortably crowded and there was poor chance for sleeping. The luggage was taken to the railroad station and weighed 65 tons. The people went aboard a train consisting of twenty-four cars and started for Buffalo at one p. m. 260 miles.

Friday, 22nd—Arrived at Buffalo at three p. m. Crossed the end of Lake Erie, per steamer, luggage was transferred to the cars of the Grand Trunk railway and all start for Port Haron at eight p. m., 240 miles.

Saturday, 23rd—Arrived at Port Haron on the river St. Claire at twelve noon. We crossed the river per steam ferry and changed to the cars of the Central Michigan railroad and started at five p. m. for Chicago, twenty-six miles. The

track ran through a forest much of which was on fire, and the high wind carried the flames and smoke uncomfortably near our train.

Sunday, 24th—Arrived at Chicago at five p. m. staid on train all night.

Monday, July 25th—Left Chicago at nine a. m. per Illinois Central railroad for Quincy on the Mississippi river. The changing of cars, one of which took place at midnight, on this line is a regular nuisance.

Tuesday, 26th—At daylight, while the engine was taking in water at Colchester I saw by the fence cousin Lucy, the Prophet's youngest sister and her husband, Arthur Milken. and ran across the road and passed a few words with them. They were glad to see me. On reaching Plymouth, I enquired of the station keeper and learned that my brother-in-law, A. D. Cleveland, who formerly lived there, had moved to Iowa.

Wednesday, 27th—We arrived at Quincy at twelve noon. At six p. m. we ferried the Mississippi river. Here we received a dispatch that Salt river bridge and Shelby station on the Hannibal and St. Joseph railroad had been burned by guerillas and we had to camp in the woods near the station.

Thursday, 28th—Three trains were got in readiness and we reached the vicinity of the burned bridge at noon. We left the train and forded Salt river and camped in the woods. Our luggage had to be conveyed across the river three-fourths of a mile, mostly on men's backs, as only three wagons were obtainable for the heavier packages. I had charge of reloading the cars with the Germans.

Friday, 29th—At three p. m. all were loaded into three trains of cattle cars composed of trucks of all kinds. These were started at short intervals. The country shows how unsettled this portion is by the armed men seen and the blackened logs of burned buildings on the route, and the armed men sent to protect the railroad line.

Saturday, 30th—We all arrived at St. Joseph, Mo., the last train at three p. m. the roughest railroad ride I ever experienced. The last train brought in two children who had died on the route.

Sunday, 31st—After much delay, trouble and bother we left St. Joseph per steamer Colorado at three p. m. for Wyoming, with wagons and the foreign Saints. The boat had on board much merchandise and freight for intermediate stations. J. A. Young, J. W. Young and P. A. Schettler in the company.

Tuesday, August 2nd—We arrived at Wyoming at 2 p. m., where I found letters from home. Steamer J. F. Lacy with the English Saints arrived at 5 p. m. We moved to camp-ground, a short distance from the Outfitting Office, and all went to work with a will in fitting up wagons. I bought provisions for the independent company's wagons. J. Beck offered to take my trunk in his wagon, which offer I accepted. Sunday, at 11 p. m., I was taken sick with vomiting and diarrhoea, which continued until noon of the next day, with severe cramp, during which time I lost forty-five pounds in weight. I called on the brethren to come and administer to me. As they entered the tent in which I lay, I saw them hesitate and look at each other, upon which I said: "Brethren, you have no need to look at each other in that way, or to think under what tree or upon what spot of ground I am to be