

dren come. I trust the school will be the means of doing much good. I have been very well supplied with food since I last wrote, with the exception of potatoes, which have now run out, and a great many natives will suffer till the next crop comes in, which will be in about six or eight weeks. I have no reason to complain for I now have plenty of bread, milk, sugar and meat and there is not much danger of me losing what flesh I have gained, as it is put on to stay.

On the first of December we are invited to attend the opening of a new house built by the people about one mile from here. They are going to have a feast. We will there meet more new Maories, who are coming to attend the opening.

There will also be a big gathering at this place on Christmas, as the Missionary Church are going to hold a feast on that day and will also open a new meeting house, which has been built since I came here. They expect to have a large crowd as several of the most noted chiefs of the island will be there.

The Saints have also made arrangements to hold a meeting on that day and we expect to have a good time on a small scale. There will be about fifty or seventy-five and no doubt they will make it interesting for us.

It would highly please you all to see one of these large meetings, but as you will not have the privilege I will do my best to describe what I see when I write you.

#### A TRIP TO WASHINGTON.

I left your beautiful city on the morning of the 12th inst., and changed cars at Ogden, where we took train on the U. P. railway for Omaha. My great nephew, W. D. Riter, was with me. We saw but little snow on passing up Weber and Echo canyons, and the farther we proceeded east the less we found till reaching the high plains at Sherman, where the ground was bare. I noticed signs of drouth all across the plains, but little grass for stock to feed upon during the winter.

At 7 a.m. of the 18th we arrived at Omaha, having had a pleasant journey. Here we laid off till 5 p.m., and spent the time in "doing the town." Omaha is a live place, and has made rapid growth during the past twenty-one years. The streets are paved with three kinds of material—cedar blocks, asphaltum and little pieces of granite rock a trifle larger than ordinary brick, brought from Sioux City, about a hundred miles up the river. The last mentioned gives the greatest satisfaction. Omaha today appears to me as large as New York did in my boyhood. The city has expended large sums of money in grading the streets. I saw some buildings left 20 feet high above the present grade. Some of the blocks are twelve stories high, built of a sort of variegated stone, which shines and glitters in the sun, giving a very beautiful appearance.

Council Bluffs is not making much progress. The people there

have constructed a fine bridge during the past year, just above the Union Pacific Railway bridge, for wagons and electric car traffic. At the east end of the bridge is a handsome boulevard, broad, and straight as a line for six miles.

We left Council Bluffs at 5 p.m., on the Rock Island route, on board "the Flyer." The speed at times was terrific, reaching nearly sixty miles an hour.

The trip to Chicago was made in little less than fifteen hours, the distance being 500 miles across the State of Iowa.

From Chicago we took the Pan Handle route through the centre of Indiana, a low, flat, level country with water very near the surface. I noticed as we flew along but little to interest the eye, corn in shocks and hay in stacks, from last season's crop, looking as much weather-beaten as they would in the fair, sunny climate of Utah in five years. I observed very few real improvements in this part of the State. The houses are mostly one story frame, and look as though they had all been designed and built by the same person. Occasionally the monotony was relieved by groves of timber, chiefly of the second growth. The land was nearly covered with water for many miles. Now and again a small knoll or low hill was seen, and these were invariably covered either with hay stacks or tombstones. It made me shiver to look at the dreary, dismal country.

In this part of the State are a great many kilns or furnaces, where tiles are manufactured for the draining of the land. This would surely be a rather profitable business, for the people need to get rid of their surplus water. We crossed the Wabash River at Logansport. The country here looks well, and there are signs of thrift. Winter wheat looks green and nice, and there is some fine stock, with good improvements.

At 5:40 p. m. the 15th inst. we arrived at Bradford Junction, Ohio. Here we passed through a beautiful country. At 8:20 we changed cars at Columbus, Ohio, for Harrisburg, Pennsylvania, but were delayed two hours during the night on account of a train wreck obstruction.

Daylight on Monday, the 16th, found us winding our way up the Conemaugh River, below Johnstown, where the great flood of last May occurred. Men are still at work clearing away the debris, repairing the railroad and constructing a new railroad bridge. The curves on the road are very sharp here and the speed at which the trains run makes it quite unsafe for a passenger to leave his seat. I was introduced on the train to Mrs. Anderson (wife of the judge), who was on a visit to New York.

We reached Washington at 5 p. m. on the 16th instant. Next morning we had a stroll up to the Capitol. Delegate Culne took us through the different rooms, describing each to us in a very interesting manner. Later on we went with him on the floor of the House, and he pointed out the most conspicuous members. He kindly

did the same for us in the Senate. He next escorted us to the Supreme Court room. Delegate Culne is earnestly engaged looking after the interest and welfare of all the citizens of Utah, and he is highly respected by the members of Congress. He will do all in his power to assist me in the matter of the removal of the Southern Utes into Utah.

Through letters of introduction I had received from the Hon. George Q. Cannon, I had a very pleasant interview with Senator Morgan of Alabama. He is a member of the committee on Indian affairs, and asked me many pertinent questions in relation to the Utes, the nature of the present reservation at Los Pinos, its situation, area, soil, climate, water, etc.; the same was asked concerning the proposed reservation. He promised to see that a hearing should be had for me before his committee after the holidays.

The manifesto of the first Presidency and Council of the Twelve was well received here and favorably commented upon, so far as I have learned. I called on Rev. T. S. Childs, Secretary of the Southern Ute Commission, who received me very kindly and manifested much interest in the Southern Ute removal bill. Senator Teller sent word to me by Delegate Culne that he would see me after the holidays. He submitted a new bill in relation to the removal of the Utes into Utah. In this he asked for an appropriation of \$50,000 to be applied in settling squatters' claims, and says he is willing to have it increased on good cause being shown.

We paid a visit to the National Museum on the 18th, where we spent a few pleasant hours. Yesterday we visited Mount Vernon, the home for many years of General George Washington. The mansion is situated on a beautiful hill a little removed from the Potomac River, and commands an excellent view of the opposite heights on the Maryland shore.

Today, the 21st, we took a trip to the Washington Monument. We ascended 500 feet, and had a grand view of Washington City and its suburbs. This is the negroes' paradise. Wherever you go the negro turns up.

The weather is mostly foggy, a kind of a Scotch mist which nearly chokes one. As to the matter which called me down here—the removal of the Utes into Utah—I cannot say much. There are so many persons interested in the subject that it puzzles me to tell how to fight without injuring our own cause. After the holidays it will develop more fully.

F. A. HAMMOND.  
WASHINGTON, D. C., Dec. 20, 1889.

The death of Mr. Macdonald, manager of the *London Times*, was due, doubtless, to his chagrin and worry over the awful blunder which led him to give publicity to the Piggott forgeries.—*Ex.*