

was only by the hardest work that we were able to avoid an accident, both to the people and boats. The women and children were removed first and after them the male passengers and crew. At 2 p. m. we finished the work of transferring the passengers, having consumed nearly five hours and getting everybody with the exception of the officers safely on the *Missouri* without a single accident.

An hour later the barometer commenced falling and I sent word to Captain Knudson and his officers to leave the ship and come aboard the *Missouri*, and after getting some provisions from the *Denmark*, which had now settled very perceptibly in the water, that vessel finally settled, Captain Knudson being the last to leave the ship. I found that we had in addition to our crew of 45 men and four passengers, 689 cabin and steerage passengers, 69 of the officers and crew of the ill-fate steamer. Our last view of the *Denmark* showed the vessel to be rapidly going down, her stern being almost level with the sea and water breaking over her. We threw overboard most of our cargo on the decks, consisting principally of bales of rags, in order to make room for the accommodation of the large addition to our passenger list. On looking over our provisions, we found with the number of mouths we had to feed we had only enough food on board to last three days, and decided to make all possible haste to reach the port of St. Nicholas, which was 700 miles away. On April 7th, at 1:30 a. m., about ten hours after the transfer was made, Mrs. Linney, aged 18 years, a Danish woman who was on her way to America to meet her husband, gave birth to a girl in my cabin. The little stranger was christened Atlanta Missouri. The child was born during a howling storm which rocked the vessel and caused the sea to break over us. We had started for St. Michaels with all on board at 5 p. m., of the 6th. The weather was very threatening at the time. The wind increased in violence as the night wore on. Everything possible was done to make the passengers comfortable. Awnings and sails were brought out and used as a partial protection to the panic-stricken emigrants. The gale kept increasing in fury and there was a tremendous sea running, which was continually breaking over the vessel, and taken altogether things looked dubious. It must be remembered we were very short of provisions, and this storm at the very outset of our journey towards St. Michaels made us fearful of reaching that port in safety. By daylight of April 8th, however, the gale materially decreased and we were able to make fair progress, and on April 10th we arrived at St. Michaels. April 11th we landed 370 of the passengers and crew of the *Denmark*, including Captain Knudson, at St. Michaels. On the same day we sailed from St. Michaels with 380 people from the *Denmark*, including eight of the crew of that vessel. We had fine weather all the way to Philadelphia, and a remarkably small amount of sickness

on board considering the crowded condition of our boats.

Just before arriving at the pier a florist's agent boarded the ship and, searching out Captain Murrill, presented him on behalf of several ship-owners and citizens with a handsome floral ship, the hull and rigging being composed of pink roses and a sea of evergreens and trimmed with silver sails. The floral tribute to his bravery and humanity was an excellent specimen of the art of floral design and was admired by everybody who was fortunate enough to catch a glimpse of it. There was never a jollier tar aboard a ship than Captain Hamilton Murrill of the *Missouri* appeared to be today. He was the lion of the day, indeed, and all the crew. With all the excitement and bother incident to so great a responsibility as he has had upon his shoulders for the past sixteen days, he was the same affable, big-hearted mariner, who had a kind word for everybody and whose modesty never for once forsook him.

The steamer picked up on her way up the channel several tug loads of representatives of the Thingvalla line, of Peter Wright & Sons, the agents, and of the leading newspapers of the country. Everybody was hurrying to and fro, getting what little of their possessions they had been able to save from the sinking steamer, and all displayed upon their faces every sign of joy at reaching *terra firma* sound and well. All of them had the same story to tell in reference to their treatment on either boat, the *Denmark* and *Missouri*, and all were unstinting in their praise of the valor and chivalry displayed, which to their minds made up largely for the enforced delay in their voyage. From early morning the crowds began to gather at the piers along the river front below where she landed her human cargo, and when the vessel reached the first of these docks she was saluted in every possible way, always answering with the heavy, sonorous whistle. When the boat finally touched at her pier the work of disembarking was an easy task, and directly from the ship the passengers were conducted to a well-laden table, fully 200 feet in length, at which they had their fill of good things, a treat they had not looked for, but which was made fully welcome.

Tonight at 11 o'clock, in a special train on the Pennsylvania Railroad, nearly 300 of the passengers were whirled towards their destination in the West and Northwest; the remaining sixty-five or thereabouts who were destined for points in the East also left tonight over the same line. The majority of those bound West are going to Minnesota, Dakota and other points in that section, while a few go as far as Washington Territory. They will be accompanied by the agents of the Thingvalla line, and will be reprovisioned at Chicago. The final leave-taking between Captain Murrill and the passengers of the *Denmark* was affecting. For all of those who grasped his hand, the master made a smile and kind word of well-wishing.

Captain Murrill could not state the value of the cargo which had been thrown overboard. The entire cargo was valued at \$150,000, but only a portion of it was thrown away. "Although," said the captain, "had it been necessary, I would have thrown every pound of our cargo overboard. That which was jettisoned consisted principally of bales of waste and other light but bulky stuff, stored between the decks."

On the 22nd of April Secretary Windom authorized today the commissioner of emigration at Philadelphia to use the emigrant fund in meeting all proper expenses in giving relief to destitute emigrant passengers of the wrecked steamer *Denmark*, brought to Philadelphia on the steamer *Missouri*.

AMONG THE HAWAIIANS.

Thinking that it might be interesting to some of your readers to learn how the Hawaiian mission prospers, I will indite only a few brief items.

Our semi-annual conference held here on the 5th, 6th and 7th inst., was very satisfactory indeed. The attendance was large, the spacious meeting house being literally crowded to overflowing. The various branches were well represented, and the interest was kept up during the whole conference. The reports of the traveling Elders showed a great labor performed by them, increased zeal and earnestness among the Saints, a desire to learn more of the glorious principles of the Gospel and to become better acquainted with their individual duties, as well as to understand more fully the precious privileges vouchsafed to the honest, humble worker in the vineyard of the Lord.

The eagerness with which these simple, kindhearted and affectionate people listen to the discourses, testimonies and counselings of the Elders during the last few days, together with the benign influence of the Holy Spirit that pervaded the whole assembly, loosened the tongues of the Elders and filled their hearts with joy and love. Many a tear-drop upon the hundreds of happy faces bespoke the salutary effect of the words of truth upon the humble seekers after the light.

According to the statistical report for the term, there were: New baptisms, 442; deaths, 77; total membership (not including children under eight years of age), 4045.

Elders J. F. Gates, Frederick Beesley, Matthew Noall and Elihu Barrell, Sisters Gates, Beesley and Noall and their children were honorably released and will return to Zion with happy hearts, carrying with them the "aloha" of the native Saints and the benedictions of Pres. Wm. King and his co-laborers.

Elders Isaac Fox, Wm. Hallen and M. F. Eakle were appointed to travel and preach, in connection with sixteen native Elders, throughout the Islands.

Under the leadership of Elders Noall and Beesley the Honolulu and Laie choirs furnished us with