

Having reached the shore of the Pacific, and imagining, probably, that the beautiful country they had reached, was the promised land, they rested awhile from their fatigues, and felt grateful and satisfied. But the word of the Lord came to Nephi:

"Arise, and get thee into the mountain. And it came to pass that I arose and went up into the mountain, and cried unto the Lord. And it came to pass that the Lord spake unto me, saying: Thou shalt construct a ship, after the manner which I shall show thee, that I may carry thy people across these waters. And I said, Lord, whither shall I go that I may find ore to smelt, that I may make tools to construct the ship after the manner which thou hast shown unto me. And it came to pass that the Lord told me whither I should go to find ore that I might make tools." I Nephi, xvii: 7-10.

Perhaps there was not another man living then upon the earth who would not have received this astounding requirement with wondering incredulity, or haughty disdain. And even Nephi might have staggered at the seeming impossible requisition, but for the trying ordeals he had to pass through, and the educational experiences he had recently received.

If Nephi or any of his company had ever seen a ship, it could have been such only as the Egyptians and Phœnicians used. So far as can be learned from ancient sculptures, the galleys of the Mediterranean at the dawn of civilization appear to have been open, and strengthened by the numerous benches upon which the rowers sat. Improvements were introduced very tardily, and in Nephi's day, sailing vessels without oars, were unknown; and the mariner's compass, not having been invented, or its utility discovered, sailors could seldom venture out of sight of land. Ocean navigation, therefore, six centuries before the Christian era, was an untried and appalling adventure.

But by the inspiration and guidance of the Lord, a ship was constructed, launched, stored with provisions, and steered, without loss of life, to the shores of the new world. And this was done by a band of weary wayfarers; destitute of every comfort and even necessity of civilized life; without an implement or tool; without even a cooking utensil, for they ate their food without the process of cooking. But they had for their leader, a man full of faith in God, who did not shrink from the stupendous task. He knew with whom he had to deal;

and, calmly running his thoughts over the situation, traced his long list of necessities, back to the most primal, and then asked—"Lord, whither shall I go?"—not for timbers already cut and shaped; not for tools even, but for ore that he may smelt and make the necessary tools.

Of the style or shape of the vessel, we know no more than we do of the ark in which Noah and an animate world in miniature, survived the tumultuous surgings of a drowning world. But the ship was successfully piloted by the same wonderful instrument which had conducted the colony through the wilderness.

This instrument has been confounded with the modern mariner's compass; and those who had indulged the false conception, have asked, how could Nephi steer by it, seeing he did not know in what direction the promised land lay?

By reference to I Nephi, xvi: 10, it will be seen that one of the spin-dies of the "ball of curious workmanship" pointed out the way they should go; not merely indicating the north pole, as the compass does. Hence, when Nephi was deprived of his liberty, by the cruel treatment of his brothers, "The compass which had been prepared of of the Lord, did cease to work." I Nep., xviii: 12. But Nephi being loosed, and taking charge again of the vessel, the compass worked again, and the prophet-captain "did guide the ship" by it toward the promised land. Verses 21, 22. There was a close relation between Nephi's faith and the working of this mechanical guide.

(To be continued.)

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#### AFFAIRS IN SAMOA.

Advices from Apia, dated June 22, via San Francisco, state:

The steamer *Alameda* touched at Apia and took away the officers and sixty of the men of the United States frigate *Trenton* who were left here when the steamer *Stockton* sailed for San Francisco last month with 450 survivors of the recent hurricane. Admiral Kimberly and two staff officers and five men remain in Apia. The admiral stated that the department had probably issued the orders under the impression that the United States man-of-war *Alert* was here, but as no American war vessel was at Apia now, he did not care to abandon the place entirely. Hundreds of natives stood on the shore and gave the American sailors parting cheers.

Quiet has prevailed at the Samoan Islands during the past six weeks, and the political situation of the

country has assumed a peaceful aspect.

The only war vessel now here is the German gunboat *Wolf*, which arrived from New Zealand on June 15th. The *Nipsic* has gone to Honolulu for repairs. These two ships left here for Auckland on May 9th but returned a few days later, the commanders reporting that after going two hundred miles the *Nipsic*, breaking an improvised rudder, became so unmanageable that but slow progress was made. He was reproved by Admiral Kimberly for having returned, whereupon the former asked to be relieved of his command. The admiral at once detached him and ordered Lieutenant-Commander Lyon, of the *Trenton*, to take command of the *Nipsic*. He also ordered the *Nipsic* and *Alert* to proceed to Pagopaga at once, take in coal and again sail for Auckland. The orders were afterward changed, and Honolulu was made the destination of the ships instead of Auckland. The vessels sailed for Honolulu on June 1st. Chief Engineer G. W. Hall, of the *Nipsic*, being ill with dysentery, was ordered to Leon. While waiting for the steamer, he died. His home was in Syracuse, New York.

Some time ago Mataafa wrote to Tamasese expressing a desire for peace. The latter replied that he was willing to stop the fighting for the present, but declined to make any negotiation for permanent peace until the results of the Berlin conference had been learned here. Mataafa abandoned the fortifications early in May, sent his men home, and moved to the eastern end of Apia. It is stated that he wished to show Admiral Kimberly and the American people that he desired to do all in his power to promote peace. He said he was ready to abide by the decision of the Berlin conference. Mataafa gave a feast, to which he invited 200 foreign residents and officers of all nations, but no Germans. Mataafa made a speech, thanking Kimberly for bringing about a peaceful state of affairs.

Most of Tamasese's men have left the camp and gone home. Numbers of them visited Apia recently and were unmolested by other parties. It appears impossible for them to reach Auckland before the last week in May, when severe weather might be expected on the New Zealand coast.

Sir Julian Pauncefote, the new British minister to the United States, is making himself acquainted and is acquiring a knowledge of American customs and people very rapidly. He is a great bibliophile, and purchases every rare or odd volume he sees. This all induces the New York *World* to half maliciously remark that he does not propose to meet the fate of his predecessor.

Wit is folly, unless a wise man hath the keeping of it.

A good word for a bad one is worth much and costs little.