

and 65 water bottles in a single voyage.

As regards the consumption on board the fleet for one year, it may be said that their sheep and oxen feed on a thousand hills; for they consume no less than 4,656 sheep, 1,800 lambs and 2,500 oxen. This is equivalent to over two million pounds of meat, or over four pounds per minute. They consume a million eggs; and they drink 21,000 lbs of tea and 72,000 lbs of coffee sweetened with 300,000 lbs of sugar every year; whilst the following articles also figure largely: 1½ tons of mustard, 2 tons pepper, 7000 bottles pickels, 8000 tins sardines, 30 tons salt fish, 17,000 lbs of jam, 15 tons marmalade, 22 tons raisins, figs and currants, 16 tons split peas, 18 tons barley, 17 tons rice, 34 tons oatmeal, 450 tons flour, 75 tons hams and bacon, 15 tons cheese, 930 tons potatoes, 24,000 fowls, 4250 ducks, 2200 turkeys, 2200 geese, 31,000 tablets of Pear's soap, 3500 pounds Windsor soap and 10 tons yellow soap.

The passengers annually drink and smoke to the following extent: 8000 bottles and 18,000 half bottles champagne, 14,000 bottles and 8000 half bottles claret, 9200 bottles other wines, 500,000 bottles ale and porter, 200,000 bottles mineral waters, 34,000 bottles spirits, 35,000 pounds of tobacco, 63,000 cigars, 57,000 cigarettes.

The heaviest item is naturally coal, of which they burn 358,800 tons or almost 1000 tons for every day in the year. This quantity of coal if built as a wall four feet high and one foot thick would reach from Salt Lake to San Francisco.

It takes to run the fleet 34 captains, 140 officers, 628 engineers, boilermakers and carpenters, 665 seamen, 916 firemen, 900 stewards, 62 stewardesses, 42 women to keep the upholstery and linen in order, with 1100 of a shore gang; or about 4500 people in all, to run the fleet, which traverses yearly over the ocean a distance more than equal to five times that between the earth and the moon.

It would be scarcely fair to conclude this sketch without mentioning some of the other ocean lines.

The Inman have quite recently added to their fleet the *City of New York* and the *City of Paris*. These are both considerable larger than the *Etruria*, being about 10,000 tons burden. It was expected that they would eclipse her in speed, but this they have failed to do. Up to the present the *Etruria's* passage from New York to Queenstown, 6 days, 1

hour and 50 minutes, is the best on record.

It must be admitted by all impartial observers that in the improvement of ocean steamers, more particularly in regard to speed, a great deal is due to the "Guion" line. The *Arizona* and the *Alaska* were unquestionably the pioneer ocean greyhounds, and led up to the building of the great vessels which have been referred to; and it was only the superior wealth of the Cunard Company which enabled them to triumph in the end.

There is another thing I must not forget, and that is the fact that the condition of the third class or steerage passengers in these great floating palaces is anything but comfortable. I have crossed the ocean in one of the Guion boats and in one of the great Cunarders, and must say that I would rather pay to go in the Guion boat than be carried third class in the Cunarder for nothing. The great gulf that divides the rich and the poor is perhaps nowhere on the face of the earth so clearly marked as it is on an ocean steamer. The rich man is allowed to roam all over the ship, but the poor man must not put his foot on the deck anywhere beyond a very narrow corner which is assigned to him.

The Guion steamers have carried our people for many years and have honestly endeavored to give them as much comfort as was possible; and although I have not crossed the ocean with a company of Saints, I was made very comfortable in the *Arizona*.

Before closing this sketch I wish to say that I am frequently asked questions about the largest vessel ever built, I mean the Ark, built by the Patriarch Noah. Most men are agreed that as the Ark was only intended to float and not built for speed she was not shaped like a modern ship, but square like a box. The length of the Ark was 550 feet, the breadth 91 feet 8 inches, and the depth 55 feet. This will give a capacity of about 60,000 tons, or three times the size of the *Great Eastern*, and more than seven times the capacity of the *Etruria*. It will take some time yet to overtake Noah, and if men ever do, the vessel so built could neither get into Liverpool nor New York for the want of water. SCOTT ANDERSON.

Deny not the Spirit of revelation, nor the Spirit of prophecy, for we unto him that denleth these things.

UNWITTING WITNESSES.

III.

According to the historical record of the Book of Mormon, the American continent was settled in ancient times by two distinct races of people. The first colony came from the Valley of Nimrod, and left the "Dark Land" about the time of the building of the Tower of Babel, when the language of the presumptuous ancients was confounded. The date, according to Bible chronology, was 2,234 years B. C. A fragmentary or condensed history is given of the early settlement, the reigning kings, wars and migrations of this colony, down to about six centuries before the Christian era, when they were totally destroyed by internecine feuds, and exterminating civil wars. Coriantumr, one of their two last rival chieftains, was the only one who did not die in the final bloody conflict; and he, weak, and suffering from numerous wounds, survived the tragic extinction of the race only a few months.

This colony consisted of an illustrious patriarch named Jared and his numerous family, and some others who are called his friends; among whom was his brother, whose name is not given, but who became the chief leader of the company, directing all their movements and adventures, both during their migration and after their landing. They numbered probably, from one hundred and fifty to two hundred souls. These people were called Jaredites, after the name of their founder.

The Jaredites were eight years after they left the vicinity of the Tower of Babel before they embarked upon their vessels, called "barges," to cross the ocean. This time was employed in gathering seeds and grain, flocks and herds, and stock of "all kinds," of which a male and female were selected. These supplies were gathered from the "plains and valleys of Nimrod."

In the Book of Mormon we read of their labors and skill in making the necessary preparations for crossing the mighty waters, and settling the new country. They set up a forge, "making bellows of the skins of animals." They smelted and wrought suitable metals into tools, weapons, and implements of various kinds, and make utensils for their numerous needs and comfort. Lastly, they built eight ships, and fitted them out with all the necessary spaces and appointments to stow their provisions, substance and living