

42 feet, and a moulded depth of 28 feet, with a registered tonnage of about 3,400 tons, and a cubic capacity of about 5,000 tons. On trial the ships indicated 4,500 horse power, and attained a speed of 17 knots. The dining room of the *Miwera* is a magnificent department extending the whole width of the ship and capable of seating 112 persons. There is a large social hall on the poop deck 50 feet in length, with an elegant ladies' music room elegantly fitted. The staterooms are exceptionally large and are all on the upper deck; they are well ventilated, and furnished in modern style, with every necessary convenience. The ship is fitted with duplicate installation of electric lights throughout. The fore-cabins, for the use of second-class passengers, are also chiefly on the upper deck; the floors are tiled and the rooms are well ventilated, at least in fine weather, when the port holes can be kept open, and generally speaking, the second-cabin accommodations are very good, considering the fact that only half the amount is paid by second class passengers of what saloon passengers pay for their passage.

The *Miwera* is one of the steadiest sea-boats that I have ever traveled in; old sailors who have been on the sea for twenty years and upwards claim that she is one of the finest ships afloat as far as easy sailing is concerned. She plows through the water so gracefully and easy and heaves and rolls so gently that both crew and passengers must necessarily be delighted with her. There are much larger ships in the world than the *Miwera*, but perhaps only a few that excel her for comfort and convenience. And the same can be said of the *Warrimoo*, I am told.

The *Miwera* is chartered to carry a crew of 75, and she has accommodations for carrying 180 after cabin and 60 second-cabin passengers—a total of 315 souls. On the present voyage she has 131 souls on board. Of these 27 are saloon or first class passengers, 22 fore-cabin or second-class passengers, and 82 persons belonging to the ship. James Stott, a young man 40 years old, of Scotch birth, is the captain and commander; James W. Lawrence, a good-natured, open-faced and corpulent Englishman, born in Australia, is the chief officer; Frank A. Hemming, a pleasant man of Canadian birth, is the second officer; and Hawwell B. Sayer, a young unmarried Englishman of spare build, ranks as third officer. The fourth officer is not along on this voyage. All the officers, including the purser and chief engineer, or young men, rather good-looking, pleasant in their manner and address, and above the average of nautical officers in intelligence. Laboring directly under the command of the captain and the three officers, are one boatswain, one carpenter, four quartermasters and nine ordinary sailors. At the head of the engineer's department stands Patrick Smyth, a young Irishman of pleasant address; under him there are six subordinate engineers and 25 firemen and trimmers. In the purser's department there are 30 persons, namely, 28 men and 2 women. This includes cooks, waiters, barber, etc. Thomas B. Young, the purser, to whom I was first introduced in Vancouver, is a young gentleman of culture and quite intelligent. Frederick Whittingham, the chief steward, is also a gentleman of note, and a very important officer on

board a ship. He and the chief officer are about a stand-off in point of corpulence. Independent of all departments stands the ship's surgeon, or Doctor Douglas Corsan. Not having required his professional services, I am unable to judge of his abilities. Captain Stott carries himself with that dignity and independence which characterizes ship commanders generally; but is rather more sociable than many of his rank. I have had several conversations with him about Utah and the "Mormons," and he says he is much interested in our people.

Among the passengers is a Mr. John Blake, who has figured prominently in connection with the great Russian overland railway, which already extends from St. Petersburg eastward over 3,000 miles far into the interior of Siberia; a Mr. Corbett, one of the leading merchants of Suva, Fiji Islands; Hugh Keith, a young English doctor, in the government service en-route for Fiji; Philip T. Balls (accompanied by his wife) who goes to Melbourne Australia, to introduce the latest improved type-setting machine in the office of one of the leading papers of that city; George A. Davis, a former New Brunswick lawyer, who is changing his residence to the Sandwich Islands, accompanied by his family; a Mr. Carter, whose brother was killed in the late rebellion in the Hawaiian nation; he is a son of ex-premier Carter, of Hawaiian kingdom fame, and was born on the islands. Among the second class passengers is the Rev. A. McLean, a Presbyterian minister emigrating to New Zealand with his family. The stormy weather has so far prevented any great degree of sociability or acquaintance on the part of the passengers, most of whom appear to be people of considerable note and intelligence.

All the lady passengers excepting one or two have been closely confined to their berths since the commencement of the voyage. The bulletin posted today at noon showed that we were in latitude $39^{\circ} 31' 22''$ n., longitude $136^{\circ} 48' 15''$ w., distance traveled since yesterday at noon 314 miles, distance to Honolulu 1,549 miles; from Victoria 807 miles.

Saturday May 25th. Last night was more stormy than any previous night since we commenced our voyage; and this morning the face of the ocean with its immense swells and innumerable white-capped waves looked truly grand and majestic; and could only inspire a God-fearing observer with awe and reverence for the great Creator who "made heaven and earth, and the sea and the fountains of water." The seasickness continued, and I was one of a very few passengers who showed up at meals; and we who did partook sparingly. During the day I had interesting conversations with several of the passengers. The usual noon observations showed latitude $36^{\circ} 05' 0''$ n., longitude $141^{\circ} 0' 0''$ w., distance traveled in the past 24 hours, 286 miles; distance to Honolulu 1,263 miles; from Victoria 1,093 miles. The heavy head wind had impeded our progress considerably.

Sunday, May 26th. The ship rolled unpleasantly last night, as the wind which had changed to the west sent the mighty waves against our starboard broadside; but in the morning the indications were fair for good weather. Towards noon the welcome rays of the sun came to us from behind the lifting

or dispersing clouds, which had deprived us of sunshine since we left Victoria. Before the day had passed the weather was fine and pleasant overhead, but the effects of the heavy winds still left the face of the ocean in deep swells which pitched our good steamer about as if she were a mere boat. On this account no religious services were held or lecture given today, though both had been contemplated; but your correspondent preached "Mormonism" in a private way to his fellow passengers during the afternoon and evening, not retiring till a late hour. The extract from the ship's log at noon read as follows: Latitude $32^{\circ} 30' 3''$ n., longitude $144^{\circ} 59' 30''$ w., distance (made since noon yesterday) 292 knots; distance to Honolulu 970 knots and from Victoria 1,386 knots. It may here be observed that while an English statute mile is 5,280 feet, a knot or nautical mile is 6,080 feet.

Monday, May 27. This was the first real pleasant day of the voyage. The sun shone brightly and the weather was good and warm. Still the wind blew quite considerable, and the heaving and pitching of the ship, though more gentle than before, continued. A number of lady passengers, who had remained in "hiding" in their rooms hitherto, appeared "in public" for the first time on the voyage, and everybody's countenance showed more sunshine and pleasure than usual. I was invited into the captain's room, where I had a long and pleasant conversation with him and the purser. Soon afterwards the following notice was posted at the head of the main stairway: "By special request Mr. A. Jensen has kindly consented to deliver a lecture on Utah and the Mormons in the Social Hall tomorrow (Tuesday) evening at 8 o'clock. All are cordially invited." At noon we were in latitude $28^{\circ} 38' 3''$ n., longitude $149^{\circ} 17' 30''$ w. Since yesterday at noon we had traveled 321 miles, which was the best run yet on this voyage. We were 651 miles from Honolulu, and 1,707 from Victoria.

Tuesday, May 28th, the morning was fine and beautiful, but the face of the ocean still troubled, as the wind continued to blow briskly. It now came from the east. At noon, when observations were taken, we were in latitude $35^{\circ} 3' 25''$ n., longitude $153^{\circ} 37' 45''$ w. During the last twenty-four hours the distance to Honolulu had been shortened 316 nautical miles, and we were now only 334.7 miles from that port, but 2,023.2 from Victoria. In the afternoon a large log or tree was observed as we passed along floating in the water at our starboard side. At first it was taken for a wreck, but by the assistance of glasses its true character was soon established. In conversation with one of the ship's officers I learned that such trees are often seen as far out in the ocean as this and that those met with in this latitude are supposed to hail from either the mouth of the Columbia or the Frazer river, on the American shore. The ocean currents in the Pacific will, generally speaking, transport floating objects in a westerly direction. This certainly favors the theory based on Book of Mormon history that the Pacific Isles were peopled from America, and that perhaps some of the ships launched by Hagoth were carried by the currents to the islands lying far westward of those points on the American coast where these ships were originally built.