

ter; salt pork seemed to have the preponderance in the pantry, and on more than one occasion the steerage passengers hinted at something like an indignation meeting. The accommodation both in the steerage and intermediate, brought on a very miserable state of things, when the most of the passengers were prostrated by sea sickness, and we believe that some may have difficulty in throwing off the effects of the voyage.

During the two first days we made about three hundred miles. But after this we had head winds for some seven or eight days. And not only so, but we had to pass through a severe storm which lasted the most of that time, and our condition was made worse by the bursting of the discharge pipe of the engine. The water in the hold increased while the engine was at rest. The ship's pumps were set to work to bring the water under, and the effort was successful. But the minds of most of the passengers were in a state of great anxiety on account of the state of the ship, while the wind seemed to dispute our progress. The United Kingdom was evidently too heavily freighted, and to have driven her too furiously in the face of the wind, must have buried the ship in the waves. The passengers at one time requested the captain, through four of their number, to put back to the nearest land, but he saw no reason why he should comply with such a request; that the danger was not nearly so great as the passengers imagined. But I suspect the danger was greater than we were aware of. Yet we feel grateful, now that we have got on *terra firma*, that the captain did not turn back.

Sabbath 8th Nov'r., was a terrible day with us. The wind rose to a hurricane, and, throughout the entire day sea after sea broke over the ship. The passengers met in the fore steerage, when the Rev. Henry Melville, of Toronto, led the devotions, and made a few remarks on the scripture concerning the flight of Jonah, and the storm by which he was overtaken. The writer followed in a few remarks on Jehovah Jireh "The Lord will provide." The meeting was a deeply solemn one; and we believe that most of the passengers were favourably impressed; but on the following day, when the storm had somewhat abated, and the danger for the time seemed removed, the old frivolous spirit returned. But so it is on land, as well as upon the sea. The presence of danger makes people serious, but, as it passes away, it oftentimes carries with it every serious impression.

Nothing worthy of note took place on board during the week. On Friday, 6th Nov. an iceberg passed to the south west of us, carried along by a current from the high northern regions. This traveller on the deep warned us that we were nearing the cold bleak coast of Labrador; and about two o'clock of the following day, on the clearing away of a thick snowdrift, we discovered the land about four miles ahead; our hearts rose in gratitude to Him who rules even in the tempest, that he had brought us near to the end of our voyage in safety. We soon passed the Straits of Belleisle, and entered the Gulf of St. Lawrence, and during our progress up this noble river we were favoured with a clear atmosphere, a matter of great importance where the navigation is so dangerous. On the last Sabbath on board we met for divine service in the after steerage where the Rev. Mr. Melville gave an excellent discourse