

reinforcement of three missionaries, including the courageous brother of the martyred Gordon. In 1866 three more missionaries came from Scotland to occupy stations in the group. The vessel called the *Dayspring* was supported by the Presbyterian Sabbath scholars in Australia and New Zealand, with the aid of £250 annually from Nova Scotia and £250 from the Reformed Presbyterian Church in Scotland. In 1873 this vessel was wrecked on a reef in the harbor of Aneityum during a hurricane, but no lives were lost. She was insured for £2000, which was recovered, and formed the commencement of a new fund. The Rev. Messrs. Copeland and Paton collected £2000 more, and with this a vessel built in Sydney, New South Wales, was purchased, and adapted to the missionary work. It was a three-masted schooner of 159 tons, and a remarkably quick sailer. For seventeen years this second *Dayspring* served the mission well, making two voyages annually from Sydney with stores and mails and mission passengers, and waiting on the missionaries at their several stations. Much pioneer work was done by the aid afforded by this vessel and her master, officers, and sailors, as well as by the native crew always employed in the islands. She was insured for £2000, the premium for which was paid by means of an insurance fund inaugurated in New Zealand by the Rev. J. Copeland, and completed to a sum of £3000 by Mr. Paton. One of the services of this vessel was the conveyance of the missionaries, and often also their wives, to the place where the mission synod was held, and the entertainment of them during its several sessions. Having had the pleasure of being present at one of these synods, I can testify to the happy and comfortable arrangement for the missionaries staying on board and meeting each other at meals. It secured proper attendance and much comfort. The wives of the missionaries were quartered at the mission house. The annual expense of the vessel was about £1800, of which £1300 were raised by the Sabbath scholars of the Presbyterian churches in Australasia. Indeed, they frequently raised much more, and thus met the necessary repairs required from time to time. It was found, however, that this vessel was too small for the wants of the growing mission in the New Hebrides. The Rev. J. G. Paton, on a visit to Great Britain and Ireland in 1884-85, collected over £9000, of which £6000 were given for the purchase of a steamer for the use of the mission. Negotiations were entered into immediately after his return to Melbourne with a view to ascertain the probable cost of maintaining a steam vessel, and as that was found to involve an annual outlay of some £3000, considerable difficulty was felt in getting those supporting missionaries on the islands to undertake so heavy a responsibility. But in Divine Providence an unexpected solution of the difficulty was obtained when the mercantile marine stepped forward and offered to establish a regular line of steamers if encouragement was given. The Victorian and the New South Wales Governments each subsidized a monthly service to the islands by way of New Caledonia and Fiji. This did not exactly meet the wants of the mission, as the steamers called only