

M. Societies, Churches, Sabbath Schools, or individuals, who contributed the \$285.34 you have just forwarded to Dr. Steel for Erromanga and of which you have just written me, and thank them all very sincerely for me and for my dear flock here, for their thoughtful, timely, generous, welcome, and at least by me altogether unmerited gift. I do most truly affirm that owing to my continuous, and almost without exception, neglect to write my many generous friends in Canada in order to thank them for their much needed gifts for the Lord's work on Erromanga, that I have no right to expect a continuance of their help, and yet they have kept on aiding me year after year, since our never-to-be-forgotten visit to Canada in 1882-83.

Many, 'tis true, do not send me any help now who use to do so annually, but of those several have joined the church above and many others are either not able to continue their aid or have become disheartened, disappointed, or hurt owing to my neglect to acknowledge their gifts, and small wonder.

JULY, 23rd,

I am anxious to write several other friends before the inter-island steamer, "Croydon", returns from Aneityum. The "Croydon" passed Dillon's Bay, between 10 and 11 o'clock last night going south. We saw her light and made a bonfire, but not being bound to call going south unless there should be something special and the weather stormy, and the hour late, Captain Munroe probably wished to press on to meet the mail boat at Aneityum. By the way Capt. Munroe is a native of Georgetown, P. E. I. He left his native village when only seven years of age, I presume along with his parents, went to New York State and has never been back to his native land. He is married and has a grown up family of four daughters and two sons. He himself is about 62 years of age. So far, Captain Munroe is well liked by the missionaries and traders. He is kind and gentle, big and as strong.

The change from the old slow "Dayspring" to a line of splendid fast steamers plying between Sydney, Fiji, New Caledonia and Aneityum is as great as it has been delightful. Four to five days between Aneityum and Sydney in a first class passenger mail is certainly a contrast to from twelve to twenty days in a little narrow, uncomfortable schooner, often "cl-schooled", so making things lively and often not more than three or four passengers, and as these are well or sick they are carried about from day to day in a zig-zag fashion.

At Aneityum the large steamers can meet by the inter-island steamer which carries passengers, mails, supplies, and cargo to each island in the group in a rapid manner

and completes the round trip in about nineteen days, having called at every mission station where there is a Missionary, and at every trader's station within that time, landing and picking up cargo and mails and is at each Trading station, and landing supplies and mail at each Mission station and frequently landing or picking up missionary and other passengers, and almost every trip there are on board travellers or traders from Australia.

And then only consider the boon of a monthly mail to and from Sydney, and the comfort of getting fresh supplies each month instead of mails and supplies only once in six months as was the case when we were served by the "Dayspring."

Especially to those of us who have children at school in Australia or Scotland is this monthly sure mail beyond all money considerations.

We'll gang na mair tae yon ship.

Wha wad na be a Missionary noo?

Of course the "Croydon" is small and comfortable, but she goes ahead.

The charges both for passengers and cargo are very high, and yet I do not think the steam boat Company is making any profit so far, but as travelling and commerce increases the returns must be much larger, so that a rich company may well be willing to wait for prospective large gains. I well remember saying at the *Farquhar* meeting in St. Matthew's, Halifax, to Messrs. Murray, McKenzie and myself and our wives (I think it was then) that the Presbyterian Churches in Canada were so divided at that time, I believed that before five years they would be united into one grand church and that though the New Hebrides were so far away and so little visited by travellers, I hoped to see the day when ocean going steamers would be running between Australia and those islands, and that pleasure seekers would be making visits to these islands in those steamers. I remember many smiled, but has not all come true within the time I dared to name, and even in a much more advanced stage than I had hoped to see?

But it is now quite late and though I would like to talk to you a little longer much work may be in store for me to-morrow so I must get some sleep. "Good-night."

MONDAY, July 27,

Twelve pages and yet nothing said. Let me try my hand at asking questions which I know you will answer as far as you can and as soon as you can.

Mr. Robertson after asking a question on a matter of business goes on to speak of the contract with the Steamship Co. for the service of the Mission and says:—

You know therefore that at least for the