



SEAL BOATS ESCAPING FROM THE ICE.

The Bishop was never weary of acknowledging his obligations to this good ship, which, however, could not be navigated on his long voyages of visitation without considerable expense, but he bore the chief burden out of his own stipend, which as his "personal expenses, being unmarried, were few," he freely gave in furtherance of the Church's work through it, as "his palace and cathedral" combined.

Appointed in 1844 he labored unsparingly till, in 1864, he was obliged to appeal to England for "a good clergyman" to come out and help him, and such a one was found in the Rev. J. B. Kelly. When on the occasion of his visit to England in 1867 he was enabled by the aid of Archbishop Longley to obtain the consent of the Colonial Office to the appointment of a coadjutor bishop, and as the nomination was graciously conceded to himself, he naturally selected Mr. Kelly, who had generously taken upon himself the responsibility of the church ship and the visitation voyages in her, thus relieving Bishop Feild of arduous duties which the weight of advancing years caused him to feel more sensibly than he had acknowledged in his prime.

This "good clergyman" who came out to help Bishop Feild and who proved a valuable coadjutor both as priest and bishop was born in England in 1832. He was a graduate of Cambridge, taking successively the degrees of B. A., M. A. and D. D. He took priests' orders in the year 1855, was domestic chaplain to the Bishop of Sodor and Man in 1856, and became vicar of Kirk Michael in the Isle of Man in 1860, and Episcopal Registrar of the Diocese. In this position he was when the call came for him to undertake missionary work in Newfoundland. His first position there was that of Incumbent of St. John's, the capital of the colony. The following year, (1865) he was appointed by Bishop Feild Archdeacon of Newfoundland and Labrador, and was

selected, as already stated, coadjutor bishop. In 1872 the Synod of Newfoundland endorsed his position and voted him the right of succession.

The "Star" had now taken the place of the "Hawk," from which Bishop Feild parted with much regret for the loss of a faithful servant, like himself, as he said, "used up." But the connection of the "Star" with the Mission voyages was destined to be brief. In 1871 she encountered a heavy sea at the entrance of an island harbor, and Bishop Kelly with the crew only escaped with their lives. She was, however, soon replaced by the noble generosity of

Lieut. Curling, R. E., who, when on the staff of Sir Frederick Chapman, the Governor of the Bermudas, had learned to appreciate the self-denying labors of the bishop and clergy. He presented to the bishop his own yacht, the "Laverock," of seventy-two tons burden, together with a steam launch of more convenient size for entering the land locked harbors of a coast where the navigation is always most intricate. The first Day of Intercession (1872) resulted in a still nobler gift to Newfoundland. Lieut. Curling gave himself; and since his ordination in 1873 he and the "Laverock" have both been ever ready to face the perils of the seas whenever duty calls them to carry the ministrations of the Church to the outlying coves and harbors of Newfoundland and Labrador.

The labors of Bishop Feild had been lightened materially by the valuable support always freely rendered by his "faithful, able and experienced coadjutor," Bishop Kelly, but he loved to continue at his post thinking that perhaps "though unattached he might still do some good." For nine years the two bishops thus continued their work together, but in 1876 Bishop Feild was called to his rest, leaving the diocese under the sole control of Bishop Kelly, whose health, however, was not sufficiently robust to enable him to continue long at his post. In the year following the death of Bishop Feild he was compelled to resign the see and to seek rest and quiet in England.

"If one were asked," says Rev. H. Tucker, in his *Under His Banner*, "in what portion of the world the conditions under which missionary work is carried on are the hardest, the answer would probably be given without any hesitation. In Newfoundland all circumstances seem to combine to make the work of the clergy irksome and difficult to men actuated by any but the highest motives."