

parts of the kingdom. The estimate furnished by Messrs. Alexander Hall & Co., Aberdeen was accepted, not only because it was the lowest, but because, in looking at the figures, and in view of all the circumstances of the case, it was felt that the builders would enter into the contract, not with a view to profit, but because, as they afterwards said, "they had never built a ship for war, but were anxious to have the privilege and the honor of building one for peace." Having furnished a beautiful model of a clipper barque, the ship was completed within the specified time, and on Thursday, the 5th of October, was launched into her future element amid the cheers of an immense number of spectators.

The "John Williams" is a barque of 124 feet in length, 25 feet in breadth, and 15 feet depth of hold. Her builder's measure is 370 tons; and she is classed 13 years A 1 on Lloyd's register. The frame is of British oak, trussed diagonally with iron plates. Iron beams are also laid down for the deck planking, and four lines of plates run throughout the entire length, with diagonal bars intersecting them, between each mast. The planking below the water-line is of the finest American elm and the best quality of teak. All her fastenings are of the first order, and the workmanship, even in the least prominent sections of the ship, is perfect. She is coppered and copper-fastened. There is a poop, or quarter-deck, raised $3\frac{1}{2}$ feet above the flush, or main deck, giving eight feet of height to the saloon, which extends about forty-five feet from the stern, where there is a covered wheel-house, with steering apparatus on the most approved principle. The saloon is roomy and airy, and is fitted up in a simple yet elegant style. There are state rooms on both sides of the saloon, with three double berths in each, well ventilated. The framework of the state-room doors is of teak, and the lower panels of maple, both highly polished. A bookcase will occupy a large space in front of the stern cabins, where there are two compartments, and berths for children as well as adults. The tables are so arranged that they may be used for purposes of study as well as for meals. The saloon is lighted from above by skylights of stained glass with appropriate texts of scripture, the aspect of the whole being light and cheerful. It is intended for European missionaries. In the middle part of the vessel there are three berths, immediately before the break of the poop, the captain occupying one cabin and the mate another, while the steward's pantry and the dispensary are in the centre.—Still farther forward are the "tween" decks, a cabin for native teachers, a large roomy place, with bedroom accommodation on each side and excellent ventilation—a

most important provision in those warm climates where the "John Williams" will be employed. In the fore-castle there is ample accommodation for the crew, and near to it a sail-room, with berths for carpenters and native pilots or boatmen, which are often required when the ship is among the islands.

The ship is modelled according to the finest lines of the Aberdeen clippers. Her entrance is sharp, and her run very clean; while the floor is long, and the sides so rounded that there is not an angular point about the hull. There can be no doubt but the ship will work her way under any circumstances, where there is wind, off a lee shore, and will be easily towed in a calm. The main and fore-mast are of iron, and, having openings into the hold and at the top, they form ventilating shafts—a most important consideration where there is cargo. The bow is ornamented with a bust of John Williams, representing him in his prime; and underneath, overlapping the neck of the prow, is a carved and gilded open bible, with the motto, "Peace on earth, and good will to men." On the stern, which is finely rounded, there is a dove with the olive branch, and the scripture "Go ye into all the world," &c. The ship is barque-rigged, with all her standing rigging of iron wire, and has a very light and graceful appearance.

The "John Williams" sailed from London early in January, but encountered a terrible storm in the Bay of Biscay and had to put back for repairs. At one time during the gale it was feared that all would be lost; boats were carried away, the rigging considerably injured, but happily no life lost.

AN APPEAL FROM INDIA.

A Missionary Conference was lately held in Calcutta in which the Missionaries of the Baptist, Free Church, Church of England, Church of Scotland, Wesleyan and Independent churches took part. After prayerful discussion of the claims of the heathen, and the best method for spreading the gospel, an Appeal was adopted, addressed to "Ministers, Students, and all such as desire to be engaged in the spread of Christian truth." They ask earnestly for a large increase of men to labour in India, a country whose claims they consider paramount.

"We plead, not for a country but a continent; not for a nation but an empire, composed of numerous tribes and many nations. We plead for races richly endowed