

the parties who compose it—the members. And that, however wise and good a Deacon may be, if everything is left for him to do—and all the rest shirk work and responsibility—he will be sure to develop into a (more or less amiable) despot. Therefore, delegate nothing that you can do yourselves. Let the Deacons ask your verdict on their conduct (at the ballot-box), every one, two, or three years. And remember, that the success of that beautiful Christian democracy, a New Testament Church, depends, not only on every man having his proper rights, but each man doing his proper work.

PASTORAL CHANGES.

As a number of changes have taken place in the location of pastors, since the issue of the *Year Book*, it has occurred to us that it might be well to note such changes, up to date. We do not guarantee the absolute fulness and correctness of this list; though we believe it to be correct. The following are the present pastors of the churches named:—

Alton, Ont., Rev. Frank Davey.
 Belleville, Ont., Rev. T. W. Bowen.
 Brooklyn and Beach Meadows, N.S., Rev. M. M. Goldberg.
 Cold Springs, Ont., Rev. Joseph Shallcross.
 Cowansville, Que., Rev. A. W. Main.
 Economy, N.S., Rev. Simeon Sykes.
 Edgar, Dalston and Rugby, Ont., Rev. Robert J. Stillwell.
 Listowel, Ont., Rev. Mr. Franklin.
 Liverpool, N.S., Rev. W. H. Watson.
 Newmarket, Ont., Rev. George A. Love.
 Speedside, Ont., Rev. Donald McCormick.
 St. Catharines, Ont., Rev. G. Trotter Carr.
 Toronto, Zion, Ont., Rev. G. H. Sandwell.

The following have become vacant, since the last *Year Book* was issued:—

ONTARIO: Kincardine, South Caledon and Church Hill, Canifton, Unionville.
 QUEBEC: Brigham, Fitch Bay
 NEW BRUNSWICK: Sheffield.

A letter just at hand from one of our missionaries in Japan says: "I think that most of our people are studying this Union question with steady heads. No one can even guess, however, what the result will be."

Our Contributors.

MISSIONARY SHIPS.

When towards the close of the 18th century the Protestant churches of Europe awoke to a sense of their responsibility in the fulfillment of the command, "Go ye into all the world and preach the gospel to every creature," one of the first objects to claim their attention were the islands of the South Sea; containing some of the most beautiful and fertile spots in the whole world. But the present fast steamship lines, encircling the globe in almost every direction, were then to a large extent unknown; and it was felt that a ship to be devoted exclusively to the work there would be needed. But it was easier to feel this need, than to meet it; for very little interest was taken in mission work by people in general then, as Great Britain was at war with France. Ships were dear and hard to be procured. But the offer of a Captain Wilson, who had gone through many thrilling adventures in India, and who was deeply interested in the proposed mission-ship, to take the command free of charge, if such a ship could be secured, stirred up the directors to renewed effort; and in 1796, a ship was purchased, called the *Duff*, which with its fittings cost £10,000, and in three months she was ready for sea. Thirty missionaries, some with their wives and children, sailed in her. The farewell scene must have been one never to be forgotten by the hundreds who witnessed it.

Dr. Haweis, one of the departing missionaries, says, "As we passed down the river (the Thames) the shores on both sides were lined with spectators; our friends waving their hats and wishing us a *happy voyage*; while those on board united in singing—

"Jesus, at Thy command,
 We launch into the deep.

The sailors in the ships passing were much surprised with the strange melody; and one time being hailed by a man-of-war, with the usual questions, "What ship?" "The *Duff*." "What cargo?" "*Missionaries and provisions*." The answer was regarded as so suspicious that an officer was sent on board to inspect; but reported "all right." Happily, missionary ships are not now such uncommon things. There are some