

and even with it not faster than ten miles an hour.

In making his early surveys Stephenson had to go by stealth on moonlight nights, or with sufficient force of assistants to beat off the game-keepers and others who were employed to prevent the operation. He was frequently fired at and driven off the grounds by force. Large cities refused railway accommodation, causing the road to make an expensive detour. They were afterwards glad to purchase it at almost any price. What a change was the railway mania a few years later. In 1845 there were 620 new railway projects before the public requiring a capital of £563,203,000 sterling. The conflicts of these great engineers with the dumb, brute forces of Nature, the ice and frost and rushing river, as at the building of the Victoria Bridge; with the waves of the ocean and its heaving tides; with the deep ravine and rocky cliff to be spanned by giddy arches, or tunnelled with infinite toil, recalls the legends of the wars of the Titans with the old Homeric gods. All this and much more may be found in this fascinating volume, which forms a worthy tribute to the memory of these Titan men whose mighty achievements from the Conway to the Clyde, and in Belgium, in Egypt, and in Canada far transcend the fabled labours of Hercules.

But we must not forget that material prosperity is not national greatness, that scientific achievement may not be a sign of real progress. True greatness is that of the soul and not the intellect; it is moral excellence and not physical prowess. We regret that the writer says so little, or perhaps had so little to say about the religious character of the men he celebrates. A biography in which no reference is made, or a life in which no earnest thought is given to the soul's life, seems a sad anomaly in an immortal being. The world and all the things therein shall be destroyed, but the interests of the

spirit are imperishable and eternal. The work of man's hand shall be forgotten, but the mind that conceived it shall endure forever.

*The Story of the Great Fire in St. John, N.B.* By GEORGE STEWART, Jr. 12mo., pp. 273, with map and numerous illustrations. Toronto: Pelford Brothers and Methodist Book Rooms.

Our whole country has been thrilled with sympathy for the sufferers by the great fire of St. John, and our churches are nobly responding to the appeal on behalf of their sister churches in that city. Many of our readers will desire to have a fuller account of the great tragedy than that given in the daily prints. This want has been supplied by Mr. George Stewart, a well known and accomplished *litterateur* of St. John. He gives a graphic account of the fire, with its many heroic and thrilling incidents, together with historic reminiscences of the buildings burned. The book has a large number of illustrations of streets and buildings, both before and after the fire, faithfully reproduced from photographs. It is a marvel of industry and energy on the part of both author and publisher, having been written, printed, and bound within four weeks. The demand, we learn, has been exceedingly active, one agent alone ordering 4,000 copies.

*Evergreen Leaves; being Notes from my Travel Book.* By TOOFIE. 12mo., pp. 384; illustrated. Toronto: Belford Brothers and Methodist Book Rooms.

The dear Fatherland beyond the sea will never lose its fascination—its spell of power—to the sons and daughters of Canada. There is in all our hearts a strange longing to tread its historic soil, to view its memorable scenes, to visit the spots hallowed forever by the martyrs' or the patriots' blood, or by the poet's song. To many of us, however, this is impracticable. The next best