

hotels in nearly every city or town. Would you recommend these? Yes, and no. Were I again visiting the Continent I would procure these coupons for a day or two only. In arriving, especially late in the evening, at a place where you are not familiar with the language spoken by the people, you are at the mercy of the landlord of the hotel, who can victimize you as to charges as he pleases, and on the Continent some hotel-keepers know how to do this kind of thing. If, however, you have Cook's coupons, you can go to the hotel where they are available, and pay for your room and breakfast with these, and should the hotel not please you in any respect you can in the morning look out for another home more to your taste. If you have these coupons for the whole time of your tour you require to stay at the hotels for which they are available and these are not always the best. Moreover, in most places on the Continent you can find "pensions," or boarding houses, at from one half to two-thirds the cost of a hotel and generally much more comfortable.

We used Cook's railway tickets to a limited extent in travelling on the Continent; but found that we would have saved money had we not done so. They may obviate a little trouble in the changing of the money of different countries occasionally, but on the whole we think it is preferable to do without them for an extended tour.

On the Continent the second class compartments of the cars are well upholstered and at least as comfortable in this respect as our first class cars in Canada. There is, however, one intolerable feature in connection with Continental travelling smoking is not only allowed but practised in nearly every car. Frenchmen too often forget their proverbial politeness when they enter a railway train, and to sensitive ladies the cars are often simply disgusting because of this habit. It is a matter of surprise that there are not compartments set aside for smokers on the Continental as well as on English railways, to which exclusively the use of the weed is confined.

In nearly all the cities on the Continent street-cars are used, as in Canada, the fares, however, being much less, viz. three cents each, and in some places, three cents on the outside or top of the car, and six cents inside. The top of the car is in fine weather the most comfortable and the best for seeing the streets and buildings of a city.

On the Continent, our Sabbaths were spent in Brussels, Lucerne, Geneva and Paris. The Episcopal Church of England has several congregations or stations on the Continent, where services in English are conducted. Many of these are very High Church. In one of them, visited by us on a certain Sabbath morning, it was somewhat difficult to determine whether the service most resembled that of a Protestant or a Roman Catholic church. There was no sermon or address, but the lighted candles and vestments, and genuflections, etc., were not wanting. The prayers were intoned, and these were somewhat numerous. During the service of an hour and a-half there were three prayers for Queen Victoria, and the Lord's Prayer was used five times. In spite of the day and the place and the subject, it did seem most grotesque to hear the minister during the Litany trying to keep time and tune with the responses of the people, beginning each sentence in a manly, firm tone, and ending them in a most pitiable whine.

The spiritual wants of the English-speaking

PRESBYTERIANS ON THE CONTINENT

are attended to by the Scottish Churches, especially by the Free Church of Scotland, which has several permanent congregations and also a number of summer preaching stations in the places most frequented by tourists. There is room for doubt as to whether the appointments to these summer stations and the general arrangements connected with them are always the wisest. The attendance was very small at all the services at which we were present, ranging from fifteen to forty-five, and in more than one place we had difficulty in ascertaining whether there were Presbyterian services at all. In Lucerne the Free Church services are held in the Maria-Hilf Roman Catholic Church, which is the property of the municipality. The minister preached from the altar, and during the service several Roman Catholic worshippers came in, remained a few moments in an attitude of devotion, and quietly retired. In Geneva the service was held in the Protestant Cathedral, where, upwards of 300 years ago, John Calvin preached. In Paris we heard a ser-

mon of great power and unction in one of the small chapels of the Oratoire, where the Church of Scotland service is temporarily conducted. A church building for the congregation is soon to be provided, a considerable portion of the money required being already obtained. There is a beautiful and attractive American church edifice in Paris, the pastor of which is the Rev. Dr. Beard, well-known in the New England States. The service we attended there was conducted in English by one of the French Protestant pastors, one who was brought to a knowledge of the truth a few years ago in America.

The McAll Mission still continues its good work. In connection with it there are twenty-five mission or preaching stations in Paris, and nine others in the suburbs of the city, the total number of stations being ninety-four. Services are held in all of these with more or less regularity, and in a few of them an evangelistic meeting is held every evening. The places of meeting are generally small and are plainly but neatly furnished. Considerable prominence is given to singing, and the addresses are quiet, earnest expositions of Gospel truth. One of the principal stations in Paris is that in Rue St. Honoré, where a service is held every evening. It was on Sabbath we visited this station. There were present between sixty and seventy, including some twelve or fifteen English-speaking visitors. The attendance, however, in the summer months is smaller than at other seasons of the year. The service was very simple, the singing not nearly so hearty as in our French churches in Montreal, and the address a simple, earnest Gospel appeal. The Mission evidently has the sympathy of the English-speaking Christian community of Paris and has been instrumental in much good in the past. Last year the receipts included \$15,000 from England and Ireland, \$15,000 from Scotland and \$22,000 from America. The report does not give the number of workers, the number of communicants or families connected with the stations or the number of conversions during the year. That the Mission has accomplished much in the past thirteen years and that there is abundant scope for an hundred-fold more Christian workers in France no one can for a moment doubt.

Paris, 25th Aug., 1885.

MIDSUMMER VACATION—ASHBURY PARK, NEW JERSEY.

Every human being who is earnestly engaged in business, whether lay or clerical, requires rest. God has appointed one day in seven as the day of rest, and no man who violates that law can escape the consequences. Premature old age or a gradual breaking-down of the constitution must result from incessant toil and care. Ministers of the Gospel differ from other classes of men in respect to the rest of the Sabbath. It is their day of most earnest effort. Wearied pastors, after their Sabbath work is over, do not find themselves wholly restored by sleep. The second day of the week they feel "Mondayish." City congregations, knowing all this, generally allow their pastors a vacation, lasting from a few weeks to several months. The question arises, therefore, where shall this period of relaxation and recruiting be spent? The ministers of New York and other large cities are enabled to visit Europe, crossing the sea and beholding the wonders of the mighty deep as well as revisiting, it may be, their native land.

The inhabitants of Toronto have, almost at their very doors, a grand sporting ground in Muskoka and at the Northern Lakes. But no one who has once visited the sea-shore can fail coming to the conclusion that the breezes and waves of old Ocean have a sanitary influence for nearly every constitution that no other agency can equal. The sandy shores of New Jersey have long been places of resort for the citizens of the United States. Long Branch is famous as a place of fashionable resort. But Republican aristocracy the exclusiveness of purse-proud wealth—has restricted its privileges to the rich. It is true indeed that on Sundays Long Branch is invaded by multitudes of pleasure-seekers from the neighbouring cities, who care little for the Sabbath except as a day of dissipation.

A little farther south we come to a pair of seaside cities, more democratic and yet far better ruled. These places are Ocean Grove and Asbury Park.

Ocean Grove was begun about thirteen years ago, and it has been under the control and influence of Methodists. They have erected a large pavilion or shed, open

at the sides, which will seat comfortably fully 5,000, and when any celebrated preacher is to speak, the number of hearers, standing or sitting, may be greatly increased. Around this "auditorium" a great number of canvas tents are clustered, affording accommodation to visitors and yielding considerable revenue to the Church.

In order to form a clear conception of the locality of Ocean Grove and Asbury Park, the reader may imagine a series of fresh water lakes extending from the sandy beach, inland. One of these lakes, a beautiful sheet of water, has on it a great many gaily-decorated boats with awnings. Once a year these boats form in order under the direction of Captain Merlin, who long ago commanded the *Chicora*, in the days of blockade-running. With innumerable lamps, the boats slowly proceed from one end of the lake to the other while a band plays, *a la carnival*.

Twelve years ago a gentleman called Bradley visited Ocean Grove with some friends. Looking across the lake, northward, he saw a sandy wilderness towards the sea, and inland, a succession of groves. With much injury to his apparel, Mr. Bradley explored the wilderness and found in the centre of it, a small lake with an island, and on the north, a larger lake than the one which divided the tract from Ocean Grove. He ultimately purchased the entire tract for \$80,000. In its survey he laid out the lots on a liberal scale, so that now almost every house is sheltered by trees. Ocean Grove is comparatively crowded, while Asbury Park has ample room. At his own expense also, Mr. Bradley laid down a system of sewer pipes, through which, between twelve o'clock at night and four o'clock a.m., their entire contents are carried into the sea.

A broad wooden platform has been constructed along the beach, from Ocean Grove to the large lake at the north, about two miles long, on which may often be seen a well-dressed crowd promenading, and numbering from ten to twenty thousand. Huge hotels have been built, and hundreds of lodging-houses are ready to accommodate strangers.

Not the least of the recommendations of both Ocean Grove and Asbury Park are the regulations for securing temperance and Sabbath observance. No intoxicating liquors are allowed to be sold in either city; and while twenty or thirty trains may pass on their way to New York or Philadelphia on the Sabbath, not a single passenger is permitted to land from the cars on Sunday.

During a visit of several weeks at Asbury Park, I saw only one man intoxicated. Poor fellow! He was heartily ashamed of himself. He backed up against a tree to steady himself, and, as soon as he had partially recovered his equilibrium, he started off and disappeared round a corner.

Some of my friends who have just returned from Asbury Park declare that the weather and the sea-bathing were continuing to improve, and in their opinion, the very best time to go there is in September. Hoping that some over-worked ministers may be interested in this paper, I am, etc.,

W. HAMILTON.

NOTES OF A JOURNEY FROM BATHURST, N. B., TO MANITOBA.

MR. EDITOR,—I would have written to you sooner but felt the importance of a careful examination of the new scenes and objects which presented themselves continually to my view. I have, therefore, taken a few days to examine thoroughly my notes of the journey thus far from New Brunswick to Manitoba.

I need not occupy your valuable space with the stereotyped description of the journey by rail and water. It will be enough to state that it would be impossible to speak too highly or favourably of the trip by the C. P. R. from Montreal to Owen Sound, thence by steamship *Alberta* to Port Arthur.

We had a splendid run to Port Arthur. Weather fine, somewhat cold in the morning and evening, otherwise it was all that could be desired.

From the captain down to the humblest officer on board we experienced the utmost kindness, courtesy and attention. Everything was done to make our stay on the boat agreeable. The rooms and berths were in excellent condition, scrupulously clean, and the appointments of the table were all that the most cultured epicure could desire and well and promptly served.

We reached Port Arthur on Thursday morning about nine o'clock. The approach to Port Arthur is very picturesque. Islands on either side are bold,