

Provincial Wesleyan.

WEDNESDAY, SEPTEMBER 27, 1871.

MINUTES OF CONFERENCE.

We have before us a well got up little volume of one hundred and fifty-nine pages, printed under the supervision of the Rev. Mr. Currie, of Centenary Church, St. John, N. B., Secretary of Conference, by G. W. Day of that city, and entitled *Minutes of the Seventeenth Annual Conference of the Wesleyan Methodist Church of Eastern British America, 1871*. This volume ought to be in the hands of every intelligent Methodist of these Maritime Provinces. It is interesting, suggestive, and instructive. We propose to furnish the readers of the *Wesleyan* with an outline of its contents with the hope that they will be thereby induced to procure the work and study it at their leisure. The first page is imprinted with the title; the second furnishes a list of the respective Presidents and Co-Delegates of the Conference from its formation, with the year of their incumbency. Then follows the Minutes of Conference proper. These are cast in the form of question and answer, to the number of twenty-five of each. After these come certain standing orders of Conference relating to District Meetings, Provincial Wesleyan, Ministerial Candidates recommended, Missionary Lists, Children's Fund, Conference Statistics, Spiritual Reports, Book Room Accounts and times for collections in aid of Connexional Funds. Next we find the Conference order of business for its session in 1872. Then follows sundry Appendices duly lettered in alphabetical order.

The questions of the Minutes are here set down:

1. What special committees are now appointed, and who comprise said committees?
2. Who are now admitted as ministers into full connection with the Conference?
3. What preachers now remain on trial?
4. What preachers are now received on trial?
5. What ministers have died since last Conference?
6. What ministers become supernumeraries at the present Conference?
7. What supernumeraries return to the full work of the ministry?
8. Are there any objections to any of our ministers or preachers on trial?
9. Who have now ceased to be recognized as ministers among us?
10. How are the ministers and preachers on trial stationed this year?
11. What is the number of members of our Church, and of those on trial?
12. What has been collected upon the several circuits for the Missionary Society; the Contingent Fund; the Supernumerary and Minister's Widow's Fund; and for the Conference Educational Society?
13. What is the amount of the Circuit Aid and Contingent Fund; and how has it been apportioned?
14. What are the resolutions of Conference respecting the Circuit Aid and Contingent Fund?
15. What are resolutions of Conference respecting the Home Mission Fund?
16. What does the Conference resolve respecting the Supernumerary Minister's and Minister's Widow's Fund?
17. What are resolutions of the Conference respecting the Children's Fund?
18. What are the resolutions of Conference with respect to the Mount Allison Educational Institutions?
19. What are the resolutions of Conference with reference to our Sabbath Schools?
20. What are the resolutions of Conference with regard to the Conference Educational Society?
21. What are the resolutions of Conference with regard to the Parsonage Aid Society?
22. What are the resolutions of Conference respecting the Provincial Wesleyan and the Book Room?
23. What are the standing and other committees for the year, and of whom are they composed?
24. What miscellaneous resolutions are adopted by Conference?
25. When and where shall our next Conference be held?

The respective answers to these questions are full, clear and definite, and contain much information which ought to be in the hands of every adherent of our church.

Appendix A. furnishes a brief account of the proceedings of the Home Missionary Society, held during Conference in St. John, together with a most encouraging report of the operations of the society for the year, and a list of the names of the subscribers to its funds. This is a most important society, and we are rejoiced to see how well appreciated are its claims and objects by our people already. This society is destined without doubt to operate most beneficially for the promotion of the cause of God within the bound of our Conference.

Appendix B. gives information as to the present condition of the Conference Educational Society. The story it tells, however, is not, we regret to say, what it ought to have been able to rehearse.

Appendix C. contains interesting statistical details concerning the ministers, local preachers, class leaders, members, persons on trial for membership connected with our church in the respective circuits and the number of families and individuals accustomed to worship with us in the different congregations to which our church ministers. Information is also given concerning the number of baptisms and marriages celebrated within our boundaries during the year, and the number of funerals attended, respecting our Sabbath school work.

Appendix D. contains Addresses from our Conference to our people, called the Pastoral Address, from the British Conference to ours, from ours to the British Conference, from the General Conference of the Methodist Episcopal Church of the United States to ours, from ours to the General

Conference, from the Canadian Conference to ours, and from ours to the Canadian Conference. These are all instructive and interesting documents.

Appendix E. furnishes certain Miscellaneous Lists. One of Ministers and Probationers, arranged according to official seniority. One of Ministers and Probationers alphabetically arranged, with the date of the commencement of their ministry, the name of the present place of their residence and the number of years during which they have respectively resided in those places; one giving the names of members of the British Conference who died in the Maritime Provinces prior to the formation of our Conference; and one giving the names of the deceased members of our Conference with the date of their decease.

As we have already indicated every adherent would find the information condensed into this little book deeply interesting. Every family under our care would like to have it at hand for frequent reference. We shall be glad if our description of the character of its contents shall tend to promote its circulation. J. R. N.

PROGRESS AND PROSPECTS OF COLLEGIATE EDUCATION IN THE MARITIME PROVINCES.

This ample and ambitious title will be apt to suggest an essay of equally stately and elaborate proportions. However, any expectations which it may excite in this direction are doomed to disappointment. It is not my intention to discuss the question of collegiate education in the light of first principles. I venture merely to throw out a random hint or two, which may possibly be of benefit to some who are directing their thoughts towards this pre-eminent important subject.

The Faculties of those of our colleges, whose autumn session has already begun, have been cheerfully, as appears from apparently authorized statements in the press, by the entrance of matriculating classes, either highly respectable or exceedingly encouraging, in point of numbers. The friends of our own college, and it is certainly safe to include among these all readers of the *Wesleyan*, will be glad to hear that it shares to a goodly extent in the general prosperity. We have already had an addition of twelve fully matriculated students, in the full A. B. course, and of several special ones, of quite an advanced educational standing. Others, of both classes, are expected to enter within a few weeks. St. John, Halifax, St. John's, Nfld., Charlottetown and other localities of all the Maritime Provinces, within and without the Dominion, are now represented in our various classes.

One thing would seem to be certain. The question of "higher education" is before the public more prominently than ever heretofore in the history of the country. It excites general interest. It is the theme alike of the private conversation and newspaper discussion. Our churches begin to realize its momentous importance as related to their welfare; our legislatures, as related to national progress.

Associated with this, is the fact that there are, or will be, when all the colleges have resumed operations, a larger number and a larger proportion of our young men undergoing collegiate training than at any previous time; and together, they betoken, we may fairly conclude, a renaissance in the history of advanced education in our country. This state of things must be especially pleasing to those who believe in the existence and value of culture, as distinguished from technical and merely professional training. As yet our colleges (with very partial exceptions) are not schools of the professions, but simply instruments for imparting this generic culture. Their success, it would seem, must accurately measure the value attached to this by the public mind.

But it would be strange if, in this age of specialism in many of our practical investigations, the validity of the ancient methods of imparting this culture were not called in question; and stranger still, if such a challenge were not to elicit the necessity of modification, of improvement. The danger, not as yet, I am grateful to declare, seriously threatening us in our own country, is that of substituting demolition for reform. Schools of technical knowledge are necessary in this country as elsewhere. No free, progressive community can long afford to do without colleges of agriculture, of mining, of mechanism, of medicine, or law. The sooner private beneficence or public sagacity rears them in our midst the better! But their founders will commit an egregious blunder, and will directly defeat their own presumed intentions, if they essay to build them on the ruins of institutions designed for other and nobler purposes. Standing by themselves, with no relation to fundamental training, fostering only a showy empiricism, professional schools can confer but small benefit on the country in which they are established. But when once the truth is recognized that superficial knowledge of special branches is of little value compared with that training of its own powers, capacity for which is the distinguishing glory of the human mind; and when technical schools are correlated with institutions which aim to impart that training, these occupy their true position and perform their proper work.

In short, it is not apparent that the "new education" is at best a misnomer. To educate is the very thing which this much vaunted system which mainly consists in despoiling the treasured wisdom of the past, and leaving the whole matter of mental development to take its direction from the "elective affinities" of inexperience and ignorance, generally fails to accomplish.

Admitting that in view of the difficulties with which they have had to contend, our Colleges have made satisfactory progress, we have but to ask if any feasible method is presented for increasing their efficiency. The recent and very suggestive discussion of the great question of university reform, in the daily and weekly press is, without doubt, receiving the thoughtful consideration of college officials throughout the country. Silence is golden. The time for speaking has not yet arrived. When it comes, it will, I venture to predict, reveal at least this as the conclusion to which all sound thinking on the subject leads, viz., that nothing but insuperable practical difficulties, demonstratively shown to exist, should be allowed to hinder the realization of a project which offers our country a Collegiate system of unrivaled excellence.

That our own Board of Trustees does not believe in the existence of such difficulties is at least this as the conclusion to which all sound thinking on the subject leads, viz., that nothing but insuperable practical difficulties, demonstratively shown to exist, should be allowed to hinder the realization of a project which offers our country a Collegiate system of unrivaled excellence.

in augmented power to promote our country's best interests.

THE SPECIAL COMMITTEE ON FINANCE.

THE CHILDREN'S FUND.

NO. 3.

When the Conference was organized in 1855, the question was asked—"What is the judgment of the Conference respecting the Children's Fund?" to which the following answer was made and recorded:—"The Conference highly approves of the principle of making provision towards the support of the Children of our Ministers from a certain rate of contribution in proportion to the exact number of members in Society, and resolves that this principle be adopted and forthwith applied."

The comparative bearing of this Fund on our Circuits then and now will appear from the following table:

Year.	Children in Conference.	Amount Paid On Circuits.	Amount per Member per Annum.	No. Members To pay for Each Child.
1855	195	13,136	59¢	68
1871	312	15,374	59¢	49

The principle here adopted soon became irksome to many Circuits because of the unfairness of its application. Within the past few years much attention has been given to the subject as it now constitutes our chief financial grievance. It will be seen that the increase of claimants on the Fund is beyond all proportion to the increase of individuals supposed to be interested in the payments of the amounts required each year. The claimants have increased over 50 per cent in 16 years; while raised over 18 per cent, which is only about 18 per cent. This principle continued for ten years longer, with the same ratio of increase, must inevitably entail ruin on some Circuits.

It is seriously thought that the principle creates some of its own evils. By contemplating the consequences of an increase in return of membership, poor circuits may be restrained from going to the full limit of their actual members; that they prefer, in the event of a sudden increase of Society, to retain members on trial for a longer time than necessary, and thus avoid the essential demands of the Children's Fund.

But the most serious evil is the injustice of the principle itself. In England our members are generally contributors to the Funds of the Connexion, and the mode of collecting from Circuits according to membership, may there be fair enough. In this country our members pay on city and town stations; in country circuits there is little support obtained from the classes, the principal aid being obtained from all members of the congregation indiscriminately, either by pew rents, collections, or subscriptions. Therefore our members are in no way affected by the payments made to Conference, any more than other persons in our congregations. If all our members were able to pay, and were within such boundaries as to enable them to do so, they would collect for them, the present principle would be fair enough. As it is only a small proportion of our members are called upon to meet these demands, simply because in scattered populations the system of class-moneys can never be efficiently carried out. The payments to the Children's Fund are made from the regular income of the circuit.

It must be very apparent that the true criterion of a people's ability to meet necessary taxes is their actual property or income. This is the principle already recognized in civic or social economy. Why should it be different on circuits? The mode adopted by us is more like that of citizens according to the number of their children. This would all be very well provided citizens owned property or received wages according to the same standard. The reverse is very often the case. My neighbor A. is striving hard to support seven or eight children; he must be taxed seven or eight times as much as neighbor B, who is worth ten thousand dollars, and owns but one child?

Any one may see by looking over our Circuit accounts and membership that the above illustration is not inapposite. One class of Circuits having large resources otherwise have but a small membership; another class are poor in every other respect than in the number of their good and worthy adherents of our Church. The writer has been on a Circuit which only by noble efforts secured him his salary after paying very heavily into the Children's Fund; and on another which supplemented his salary more than once without feeling it, while the amount paid to the same fund was scarcely appreciated.

Besides, looked at in the light of their true relation to us, it may well be questioned whether the members of a church are at all the proper objects on which to impose any arbitrary tax. To make a fund the source into which the spontaneous benevolence of God's people shall flow is just and proper; to charge any Circuit to pay additionally 50, 60 or 80 cents for each person added to its communion during the year, would seem to be a questionable policy. It is a tax upon the results of the toil and prayers of every successful worker in the Church.

What is to be done? It is certain the Children's Fund cannot be abolished. From it comes in some measure the best aid in equalizing our Minister's salaries. As the grants are now distributed, a Minister having no children would claim as much, in the absence of the Children's Fund, as he who has eight or ten. Other churches have their own modes of payment to their ministers as far as possible, a religious community. Where one member suffers all other members to some extent suffer with him. And this is one of our modes of contributing from one Circuit to the support of another.

Several plans might be suggested. For instance:—
1. Let circuits having paying members, remain under the present principle, and circuits having no possible means of reaching their membership, contribute according to annual income.
2. Let all circuits pay according to their Receipts; the Receipts of the present year to form the basis of estimate for the following year. This plan has been elaborately presented by the Rev. Leonard Gaetz, and postpended by Conference for more consideration.
3. Let the circuits be divided into several classes according to their paying ability, and a sliding scale of taxation be adopted to be altered each year according to necessity.
4. Include all Dependent and Home Mission Circuits in one class; withhold their proportion of Children's Fund claims from the annual Grant, or what is much the same, distribute all the Grant and collect from each circuit its quota of the Children's Fund at annual District Meeting; let the

with the sale of the pews, this neat and comfortable place of worship will be free from debt. May it be the birthplace of many souls.

But we felt one sad drawback to our rejoicing on this interesting occasion, and that is, unless a young man can soon be sent to this Circuit, the services which all these eager pew buyers will have the opportunity of attending, will be few and far between; and not only so, but other parts of this large and interesting Circuit must suffer loss. I do hope for the good of the Redeemer's cause, and for the relief of the overtaxed energies of the worthy superintendent, that a supply of help may soon be sent.

Permit me to say that I was much pleased and greatly enjoyed my visit to Wilnot. For it seemed to me that preaching to such a people was like feeding the hungry. If I had a supply for my own pulpit there is nothing I would take more pleasure in than to visit and preach in the more needy parts of this District.

JAMES ENGLAND.
Digby, Sept. 22, 1871.

Miscellaneous.

THE PACIFIC RAILWAY ASSURED.

(From the Montreal News.)

When the British Commons were asked by the Ministry to assent to a limited guarantee in favour of the Intercolonial Railway, strong opposition was manifested by the Liberal side of the House against incurring any liability. It was only when it was explained that a pledge had been given by previous administrations that the measure was carried. In one respect, the terms were favorable. We raised money at a low rate of interest, having the guarantee of England; but we mortgaged all our property to repay the loan, and we pledged our revenues binding ourselves to pay the interest and sinking fund, though every branch of the service starved. There was one exception—the salary of the Governor-General. On the next occasion when Canada came before the Commons, it was to obtain a guarantee for the Hudson Bay purchase. In that instance the good faith of England had to be upheld; for the raising of money for some other mode of raising funds; that England never would guarantee another dollar of Dominion loans. It is certain that if we wished to raise capital for our Pacific Railway, it would be useless asking the British Ministry to assist us with a guarantee. Fortunately for us we have a bank to draw on that will not dishonor our drafts. We have millions of acres of the finest farming lands in the world, and every acre will be worth a pound sterling the moment a railway penetrates to the fertile belt. There are monied men in New York who are thoroughly acquainted with the value of our prairie country, and willing to build our Pacific Railway if we assent to their terms. We can secure a railway if we give liberally enough of our real estate, and we shall not be under the necessity of mortgaging our revenues or augmenting our taxes. There are at this moment twenty-one surveying and exploring parties spread over the country at work to ascertain the character of the country which the Pacific road must pass; their reports cannot reach Ottawa before December. Parliament will, when it meets, have ample data before it. Offers have already been made by American capitalists to undertake the construction of this railway. A deputation from Chicago found their way to Ottawa last month to contract for the road. Mr. Wadlington being over sanguine, probably led the Chicago capitalists to believe that the Government, acting in concert with the New York capitalists, proposed to construct the Canadian Pacific in consideration of a land grant and a trifling subsidy; they are ready to renew their offer when the surveyors' reports come in. We are thus in the enviable position of being driven to ask England to guarantee a dollar of our Pacific Railway loan. We can build our road with our public domain, and by transferring a trifling portion we shall augment the value of millions of acres which will remain to us. The Government did not commit themselves in any wise,—they said "that at the proper time they would be open to offers with the distinct understanding that the Canada Pacific was not in any way to be made tributary to American lines." The Americans, who are disposed to embark their cash in our Canada. Now there are three thousand miles in working order. In all about \$160,000,000 have been expended upon Canadian railways, and there earnings are now estimated at \$13,000,000 per annum, not sufficient to fully remunerate the capital employed, but still a respectable sum.

General Intelligence.

ST. JOHN TELEGRAPH, 22nd inst.

FIRE AT ST. JOHN, N. B.

A WHOLE SQUARE DESTROYED.

A Struggle for Life on a Burning Building.

One of the most disastrous and extensive fires that ever visited St. John took place this morning, commencing about one o'clock and continuing its fury up to the hour of our going to press—5 o'clock. It originated in the middle of the block bounded by Charlotte and Union and Sydney Streets and King Square, some attributing it to the rear of Hamm's stables, others to Donohue's stables, while it is said by others that it was first seen in the rear of Broad's shops. It is a matter of little consequence, however, now, where the origin was, the results are so serious that the public attention is almost exclusively directed to them.—The losses are very serious and are estimated at about \$100,000.

THE SCENE OF THE CONFLAGRATION.

The block burned was almost entirely composed of wooden houses of two stories, facing the several streets, few of which are left uninjured. On the rear of the lots there was scarcely a foot of area which was not covered by some kind of wooden building, and it may be said that there were two or three acres of the most combustible material that could, in the shape of buildings, present itself to the flames. Roof joined roof and wall was built against wall. Many of these central buildings were occupied as livery stables which were in some cases well filled with straw, litter and forming a hollow square about them were liquor and grocery stores, and meat shops and other places of business, in the former of which were large quantities of spirits, kerosene, and other inflammable and explosive agents.

DECREASED WIFE'S SISTER.

After repeated refusals to sanction the laws passed in Australia to allow marriage with a deceased wife's sister, the British Colonial Office has finally confirmed such act. The Queen always refused her consent on the ground that the proposition was diametrically at variance with a fundamental principle of English law. Five times the Australian Parliament has passed such a law, and now it is confirmed on the express ground that it met with little opposition in either House, and that there is a strong popular feeling in its favour.

NOTICES OF NEW BOOKS, MAGAZINES, &c.

1. McALPINE'S HALIFAX DIRECTORY FOR 1871-2.

Containing an alphabetical and business directory for Halifax and Dartmouth; also a Street Directory of Halifax, with an Appendix of Companies, Societies, Institutions, &c., and a vast amount of useful and general information, including full details of the Customs and Post Office Departments. A copy of this book of more than five hundred pages, has been placed on our table by its enterprising publisher, Mr. McAlpine. It should be regarded as indispensable by every one who wishes to be acquainted with the chief city of Nova Scotia.

2. VICTORIA UNIVERSITY—ANNOUNCEMENT FROM THE MEDICAL DEPARTMENT AT TORONTO, SESSION 1871-2.

The Winter Session commences on the 2nd October, and is to continue six months.

This department of Victoria University seems to be in a very prosperous condition. The Faculty is evidently a very able one, well qualified for the work of instruction; and we do not wonder, therefore, to learn that a larger number of its graduates have secured honors upon examination, from the distinguished Colleges of Great Britain, than have proceeded from any other institution in the Province of Ontario; and that "out of the candidates who appeared before the Board at Toronto last April, the number from Victoria College was equal to the total number from all the other medical schools in the Dominion; and of the number who presented themselves for final examination, not one who had studied his

profession in this department of Victoria College, failed to pass his examination."

3. PENITENTIARY REFORM.

We received a copy of this, or two or three weeks since, through the kind attention of Robert Douglas, Esq., Warden of the Halifax Penitentiary.

Those who know Mr. Donkin and the venerable Protestant Chaplain, Rev. Henry Pope, senior, will not need to be assured that everything possible is done to promote the well-being of those who are placed under their watch-care.

4. NEW CENSUS AND PATENT LAWS.

—We are indebted to Mr. & Co., publishers of the *Scientific American*, New York, for a neat little bound volume of 150 pages, entitled as above. It contains the new Patent Laws in full, with Forms, Official Rules, Directions for Trade Marks, Assignments, How to Sell Patents, etc. Also a large variety of valuable information relating to Water Wheels, Steam Engines, and other mechanism, with many useful tables and recipes, 175 diagrams of Mechanical Movements, etc. Price, 25 cents.

5. LIST OF PRIZES OF THE FRUIT GROWERS' ASSOCIATION OF NOVA SCOTIA.

—to be competed for at the Annual Exhibition, to be held at WOLFVILLE on Thursday and Friday, October 12th and 13th, 1871.

6. THE DAY OF REST.—A Sermon by the Rev. W. Stephenson.

—We are indebted to our esteemed friend, the author, for a copy of this eloquent discourse, which was delivered in the Wesleyan Methodist Church at Ottawa, Sabbath evening, Sept. 3, 1871. In order that our readers may share with us in the enjoyment of its perusal, we purpose giving an extract from it in our next week's paper.

7. HARPER'S MAGAZINE FOR OCTOBER, 1871.

—is, as usual, on hand, in advance of time, and richly filled with articles too numerous to mention, of various degrees of excellence and literary merit, but all interesting.

8. The following pieces of music have been received from Messrs. Oliver Ditson & Co., Boston, viz.:

(1) *Jeune Dorce*, (Golden Youth), by Sydney Smith.

(2) *All will yet be well*—Poetry by John Daw, Music by Bernard Croft.

(3) *Nell, The Village Pride*—Song and Chorus, Words by R. L. Cary, Jr.; Music by G. E. Morris.

(4) *The Old Forest Home*—Song and Chorus, Poetry by Geo. Cooper; Music by Chas. A. Fuller.

(5) *The Heart's Offering*—A Sacred Song, Poetry by Geo. F. Rogers; Music by W. Adrian Smith.

(6) *Beautiful Bessie*—Song and Chorus; Words by Francis S. Smith; Music by W. F. Porter.

(7) *Willie Brown*—Scottish Ballad by J. W. Turner.

THE WRONG PULPIT.

A rather amusing circumstance occurred in St. Paul's Church Sunday week, which is well worth recording. The Rector was away from home, and his place was to be supplied by the Lord Bishop of Nova Scotia who was in the city. In consequence of the coachman failing to call for His Lordship at the time appointed, some delay occurred in reaching the church, so that the congregation was kept waiting some little time; but meanwhile they had been treated to a little diversion, for at 11 o'clock there walked into the church a tall and well-dressed gentleman in black, who made his way direct to the pulpit where he engaged in the customary prayer, and then rising up he looked at the desk and under it. He appeared to be anxiously looking for something, but what no one in the congregation could tell, and his actions were so strange that the people began to think that a lunatic had got among them, but still the gentleman continued the search, quite as though the proceeding was in the natural course of things. At last a prominent member of the church went to him and desired him to step into the vestry, which request was readily complied with. There he was asked if he was aware of the character of the place, and remonstrated with on the strangeness of his conduct, so entirely out of keeping with the sanctity of the place and the occasion. The mysterious stranger replied that he was well aware of the sacred character of the place of worship in which he was, and that he supposed it did look strange, but the trouble was he could not find the hymn-book. "Hymn-book!" responded the irate churchman, "why where do you think you are?" "In Zion's Church, sir, where I am to preach this morning," replied the stranger. He was at once made acquainted with his mistake and the direction of the church where his services were needed. "Well then," said he, "I must be off, for the congregation will be waiting for me," and with that he hastily passed out to the relief of the people and made for Zion's Church. Shortly after His Lordship the Bishop arrived and proceeded with the customary service. We learn that the gentleman in black "was a stranger in the city who had come to attend the Sunday School Union Convention, and who had been requested to fill the pulpit of Zion's Church, for that morning, and where he probably found a hymn-book."—*St. John News*.

RAILROAD GROWTH IN THE UNITED STATES.

(From the Chicago Post.)

The first railroad constructed in the United States was the Albany and Schenectady, which was incorporated in 1826, and averaged three hundred passengers in 1831—a hundred and fifty years after the first experiment with horse power on iron rails in England, at the Newcastle collieries. In 1776 iron rails were first cast, "with a perpendicular ledge upon the outside" to keep the wheels from running off the track. In 1820 machinery was constructed for rolling iron into rail shape, and although there was an attempt at a steam wagon as early as 1782 in Philadelphia, steam was not used on railroads in the United States until 1832. The Philadelphia steam-wagon design, which was the idea of an American, Oliver Evans, was used in England in 1787, but Watt had already preceded him, in 1784, with a design for a locomotive carriage. A high-pressure locomotive was patented in England in 1802, and the first one was constructed two years later for a railway in South Wales.

The first locomotive seen in the United States was built by George Stephenson, in Newcastle-upon-Tyne, and was received in New York in 1829. Another English engine arrived the same year, and these two furnished models which were soon to be improved upon by American mechanics. The first locomotive used upon the Baltimore and Ohio road was built by Peter Cooper, in Baltimore in 1830, and proved thoroughly efficient. In 1830 there were 23 miles of railroad in actual operation in the country; the success of Cooper's locomotive furnished an irresistible impetus, and in 1835, according to the admirable compilation furnished by Poor's recently issued Railroad Year Book, the number of miles in operation was 1,098. Massachusetts, New Jersey, Maine, Missouri, Ohio, and several of the Southern States then became infected with railroad fever, and the aggregate mileage in the United States in 1840 was 2,167.

From that time until 1870 the growth has been unparalleled. The following tabular statement will show the increase of mileage during

the decades in the respective divisions of States:

	1841	1851	1861	1871
New Eng. States	1841	2,800	3,697	4,334
Middle States	1,837	3,795	6,936	10,991
Western States	496	1,846	11,320	23,769
Southern States	913	2,541	9,233	12,468
Pacific States			23	1,677
Total			53,809	

THE PROVINCIAL BUILDING SOCIETY.

Much has been said and written in favor of "Investment and Loan Associations," better known in this and the neighboring Province as "Building Societies." It is well known to many of our readers that the facilities rendered to prudent and enterprising individuals (indeed we may say to the public generally), to develop and open up the internal resources of the upper Provinces of this Dominion, have been of immense benefit in a national point of view. The value of the securities of some ten or twelve of these Societies, not only vie with, but surpass many of the best banking establishments.

Our attention has been drawn to the important subject of Investments in consequence of the "Provincial Building Society" appearing in our columns in a reconstructed form. That Society has always had our sympathies, our best wishes, but now that it has all the benefits and privileges peculiar to Banking Institutions as an incorporated institution, we feel assured that it takes a higher stand in the estimation of the investing public. The management is in good hands; it has our confidence, and we recommend it as a safe medium for the investment of small or large amounts. Next week we intend to point out some of the peculiarities of this popular and prosperous institution. In the meantime let our readers, such as have sums to invest, call at the Society's Office, and get information that will be cheerfully given and then by the intelligent Secretary—*St. John Christian Visitor*, 14th inst.

THE WRONG PULPIT.

A rather amusing circumstance occurred in St. Paul's Church Sunday week, which is well worth recording. The Rector was away from home, and his place was to be supplied by the Lord Bishop of Nova Scotia who was in the city. In consequence of the coachman failing to call for His Lordship at the time appointed, some delay occurred in reaching the church, so that the congregation was kept waiting some little time; but meanwhile they had been treated to a little diversion, for at 11 o'clock there walked into the church a tall and well-dressed gentleman in black, who made his way direct to the pulpit where he engaged in the customary prayer, and then rising up he looked at the desk and under it. He appeared to be anxiously looking for something, but what no one in the congregation could tell, and his actions were so strange that the people began to think that a lunatic had got among them, but still the gentleman continued the search, quite as though the proceeding was in the natural course of things. At last a prominent member of the church went to him and desired him to step into the vestry, which request was readily complied with. There he was asked if he was aware of the character of the place, and remonstrated with on the strangeness of his conduct, so entirely out of keeping with the sanctity of the place and the occasion. The mysterious stranger replied that he was well aware of the sacred character of the place of worship in which he was, and that he supposed it did look strange, but the trouble was he could not find the hymn-book. "Hymn-book!" responded the irate churchman, "why where do you think you are?" "In Zion's Church, sir, where I am to preach this morning," replied the stranger. He was at once made acquainted with his mistake and the direction of the church where his services were needed. "Well then," said he, "I must be off, for the congregation will be waiting for me," and with that he hastily passed out to the relief of the people and made for Zion's Church. Shortly after His Lordship the Bishop arrived and proceeded with the customary service. We learn that the gentleman in black "was a stranger in the city who had come to attend the Sunday School Union Convention, and who had been requested to fill the pulpit of Zion's Church, for that morning, and where he probably found a hymn-book."—*St. John News*.

RAILROAD GROWTH IN THE UNITED STATES.

(From the Chicago Post.)

The first railroad constructed in the United States was the Albany and Schenectady, which was incorporated in 1826, and averaged three hundred passengers in 1831—a hundred and fifty years after the first experiment with horse power on iron rails in England, at the Newcastle collieries. In 1776 iron rails were first cast, "with a perpendicular ledge upon the outside" to keep the wheels from running off the track. In 1820 machinery was constructed for rolling iron into rail shape, and although there was an attempt at a steam wagon as early as 1782 in Philadelphia, steam was not used on railroads in the United States until 1832. The Philadelphia steam-wagon design, which was the idea of an American, Oliver Evans, was used in England in 1787, but Watt had already preceded him, in 1784, with a design for a locomotive carriage. A high-pressure locomotive was patented in England in 1802, and the first one was constructed two years later for a railway in South Wales.

The first locomotive seen in the United States was built by George Stephenson, in Newcastle-upon-Tyne, and was received in New York in 1829. Another English engine arrived the same year, and these two furnished models which were soon to be improved upon by American mechanics. The first locomotive used upon the Baltimore and Ohio road was built by Peter Cooper, in Baltimore in 1830, and proved thoroughly efficient. In 1830 there were 23 miles of railroad in actual operation in the country; the success of Cooper's locomotive furnished an irresistible impetus, and in 1835, according to the admirable compilation furnished by Poor's recently issued Railroad Year Book, the number of miles in operation was 1,098. Massachusetts, New Jersey, Maine, Missouri, Ohio, and several of the Southern States then became infected with railroad fever, and the aggregate mileage in the United States in 1840 was 2,167.

From that time until 1870 the growth has been unparalleled. The following tabular statement will show the increase of mileage during

THE PROVINCIAL BUILDING SOCIETY.