

the shortened form of Divine service introduced in England by the act of uniformity amendment act in 1872, was subsequently authorized by the Synod for use in the Diocese of Fredericton.

How far such changes should properly be made by the Diocesan Synod, and what questions should be left to be decided by the Provincial Synod representing the United Dioceses of Eastern Canada, or by the General Canadian Synod which it is now under consideration to establish, is a matter which has never been determined. The more important questions will naturally be relegated to the General Councils of the Church rather than determined locally. The good sense of Churchmen has hitherto proved sufficient to prevent any clashing between the Diocesan and Provincial Synods on this point of jurisdiction; and it is better perhaps that the matter should so remain than that attempts should be made to define too strictly the limits of the powers which each organization should possess.

Neither body however can, in the course of its legislation, depart from the vital principles of the Church of England, except at the risk of the loss of such property as may be held for Church purposes. This is merely the application of a general principle in connection with all trusts, and applies to the parish corporations as well. Church lands are held by many of them upon trusts in connection with the Church of England. They can be required and compelled to carry those trusts into effect. If the trust property be diverted, whether it be by the introduction of unlawful practices, or otherwise, from the proper use, any one interested has the right to apply to the civil courts to compel its due application. Should a question arise as to what practices may be lawful, it would be considered and determined by the Judges of the Supreme Court, and an appeal would lie eventually to the final Court in England. The authority of that final court of appeal cannot be repudiated. It has been decided even, that although there may be in the Constitution of a Colonial Church general expressions affirming in the strongest way connection with the Church of England, and adherence to its faith and doctrine, yet a subsequent proviso to the effect that in the interpretation of such faith and doctrine the Colonial Church was not bound by the decisions of the tribunals of the Church of England, practically declared that connection with it was no longer maintained.

And thus, though the Church in the Colonies has the right to arrange her own affairs, yet, so long as she values her connection with the mother Church and the benefits which that connection secures, she must so arrange them as not to depart in any important point from the doctrine or practice of the Church at home. And thus there is formed a connecting link which binds together the members of the Church of England in Great Britain and her dependencies throughout the world.

The Church of England in New Brunswick has then her laws—laws perfectly capable of being enforced, should any question regarding them arise—laws which, though they may be but her by-laws, her "common order and discipline," are nevertheless entitled to the respect and observance of all loyal churchmen until changed by competent authority. W.

OUR RIDING TOUR.

On Saturday morning May the 23rd, a party of horsemen, three in all, might have been seen wending their way through the streets of St. John, heavily laden with necessaries for a long journey, giving a spectator the idea that some long pilgrimage was about to be undertaken by these three equestrians. Such indeed really was the case, the pilgrimage however was one after pleasure, and not to visit any out of the way font or holy well, nor on the other hand were we the untiring book agent, whom the farmer so dearly abhors, and for whom we were so often taken. Before entering however into a detailed account of our sojourning, it might prove interesting to the reader, to know just how the above mentioned "necessaries" were carried. At the rear of each saddle was attached, by small leather straps (passed through rings) a long water-proof leather bag about thirty inches in length, and not unlike the ordinary pullman-car cushion shape. In the centre of this bag was a good sized slit or opening, through it you could easily stow a water-proof, change of clothing etc. and one of our party went so far in attempting to complete his kit, as to place therein a bottle of that far famed "Minard's Liniment". Two leather saddle-bags, containing the toilet utensils, water bottle, etc. were firmly fastened to the front of the saddle. Underneath each bridle, the horses carried their halters. These with top-boots, riding whip and gloves, completed our accoutrement. And now for the journey. We had just cleared the city limits, and were about approaching Fairville, when one of these aforesaid saddle-bags, attached to the rear of No. One's (the party will be henceforth designated as Numbers *one*, *two*, and *three*) saddle began jumping about in the most extraordinary manner, and at last dropped off on the road. Number Two's horse began to interfere badly in the front feet, so a halt had to be called at Fairville to repair damages. After half an hour or so, we were again on the road, and no further mishaps befell us that day.

Arriving at Welsford (twenty-six miles from St. John) shortly before noon, we looked about for some wayside Inn or small country hotel. We were soon accommodated, and after a good dinner and two hours rest, we felt prepared to undertake the remaining twenty-eight miles still to be traversed before reaching Gagetown. The road now before us was one over which none of our party had previously travelled. It was therefore necessary to make many and numerous inquiries at the farm houses along the route. Varied and distorted indeed, were the estimates and calculations in regard to distances, made by our agricultural friends. If you are ever at a loss (while in the country) to know just what the distance is from one point to another, and should you call to your assistance the opinion of some *cultivateur*, take this little piece of advice from one to whom it has been imparted, after many attempts to solve the problem. But let us in the first place take an example. We shall say for instance the distance you have to travel is twenty miles. You inquire the distance of farmer No. One, who will tell you it is just twenty-five miles further. You ride on for half a mile or so, and