

in his congregation. This was a heavy double seated waggon, brought through by the late Jonathan Blanchard, of Pictou, and purchased by the late Alexander Archibald. Even then Mr. C. had to hire a chaise on the East River of Pictou to take home his bride, and such was the state of the roads that Mr. A.'s wagon, having been employed for the conveyance of some friends in the congregation, who accompanied him on the occasion, was upset on the way, and some of his wife's friends accompanying him home in a chaise were thrown out by the jolting of their vehicle as it passed over the roughnesses of the road. It was a year later, or five years after his settlement, before there was a wheeled carriage in Sherbrooke, the first being an old fashioned "fly," owned by Hugh McDonald, Esq.

HARDSHIPS.

These facts will give an idea of the physical toil, which the discharge of his pastoral duties involved. In other respects, his prospects were not more promising. The soil of the district, with the exception of some intervalle farms, is not of the best quality, and the people relied largely on lumbering for subsistence, but for farm produce they were far from market, and the lumber they were obliged to ship to Halifax, where after expenses were paid, the return was often but small. In these circumstances money was rather a rare article. All the salary they could then offer was the magnificent sum of one hundred pounds, and he soon found that even this was not to be paid fully or regularly.

At the time of his marriage, four years after his settlement, there was nothing that could be called a shop, within the bounds of the congregation, so that the family supplies, usually purchased at such a place, required to be brought from Pictou, New Glasgow or Halifax.

As to their moral and religious condition the reports of the people, we have heard, have not been by any means favourable. The first settlers were either from Pictou or Truro, and had retained to some extent their religious habits, and he was supported by a band of elders, all of whom have fallen asleep with the exception of Hugh McDonald, Esq., now retired from active duty. But the population was mixed, and the state of religion and religious knowledge was low. In glancing at the minutes of the Session during the first year of Mr. C.'s ministry, we find them refusing to baptize certain parties, who had applied for that ordinance, as they say, "on account of their total ignorance of the most essential doctrines of revelation." There were then only twelve communicants in Sherbrooke,

and besides the people had become divided under the ministry of his predecessor.

Taking all the circumstances into consideration, we think that but few of our ministers have entered upon a harder field, and we think it scarcely possible, for a young man in our church at the present day, to be called to a situation involving more difficulties and hardships, or presenting less hopeful prospects. And the change since affords, we think, strong encouragement to our young ministers, to labour in hope amid whatever difficulties they may be called to encounter. Though sowing in tears, they shall reap in joy. By perseverance in toil they shall in due time come again, bringing their sheaves and rejoicing.

HIS WORK.

Difficult as the field was, however, it was the choice of his heart. From the first he was strongly attached to his congregation, and he entered upon his labours with his whole soul. He was not a man who could do anything by halves, and he threw himself into his work with all the characteristic energy of his nature. He preached regularly at three places, Glenelg and Sherbrooke where there were two old and small places of worship, and at Caledonia, where there was none; each of which places was to receive a third of his time, besides holding occasional services in various nooks and corners of his congregation. For this work he prepared carefully, studying diligently as his time permitted, writing out his sermons in full and committing them to memory. He also, regularly every year, visited all the families in his congregation, and held diets of examination in the different sections, besides attending to the various calls from sickness and other causes, which make such inroads upon a minister's time.

The discharge of these duties over so extended a sphere of labour and in the state of the country at that time, involved an amount of physical toil, which the present generation cannot appreciate. For some time all his travelling between the different sections of his congregation, as well as in pastoral work, was on horseback, so that he was for days in the saddle. He was six or seven years a minister before he had any carriage, partly from want of means to get one, and partly from the state of the roads, which rendered riding on horseback the quickest, safest and most convenient mode of travel. Even after he did get a carriage most of his travelling continued to be by the same mode. But no difficulties deterred him from the prosecution of his work. Come storm, come rain, be the roads in deep mire or deeper snow banks, he would fulfil his appointments, even when the people did not expect him to do so, and wished