

of Practical Training are just as anxious to see adequate scholarship and correct interpretation, characterising our ministry, as those who differ from them in that matter. The simple question is, in which direction shall our College be *first* strengthened? And in view of its supreme importance, I have no hesitation in saying, in the Exegetical.

ALEX. FALCONER.

THE BRIDGEWATER STATIONS.

WHERE are two likely ways of getting to Bridgewater, and by either way the traveller will see much of the river LaHave, the pride of Lunenburg, the Rhine of Nova Scotia. You may sail from Halifax in the steamer Bridgewater, and after a four hours' run the river is entered. Sixteen miles from its mouth, at the head of navigation, is the town of Bridgewater. If one is not a good sailor, the journey may be made by rail, though the route is much longer. Taking the Windsor and Annapolis line from Halifax to Middleton, and then transferring yourself to the Nova Scotia Central train, you cross the South Mountain and run down along the east bank of the LaHave. Fifty-six miles from Middleton you get to the headquarters of the N. S. Central, opposite the town, and connected with it by the bridge from which the place has its name.

The largest church building in Bridgewater and the one of most commanding situation belongs to the Presbyterians, who have here a strong congregation. It is with the out-stations of this congregation that we are now concerned. We select this field because it lies somewhat out of the ordinary track of travellers, and in a corner of the Presbyterian vineyard comparatively unknown.

The Bridgewater stations, five in number, are grouped about the town and are most easily reached by making it the centre of operations. To begin with, let us start south. For two and a half miles below Bridgewater, the east bank of the LaHave is thickly wooded. Then we come to Summerside, a populous settlement, extending two and a half miles farther down the river.