

to cut off almost anything else for the sake of preparing to do their work well as teachers, there is need for a revival of the spirit of zeal and consecration. It is the work that costs most that shows most in real results."

It may seem superfluous to add that the children of the Church should be early indoctrinated in the habit of contributing to the missionary schemes of the Church. To say that they do not know much about them and consequently take little interest in them, were a confession of a defect which cannot be remedied too soon, by imparting such information to them from time to time as may be necessary, and in form suited to their capacities. The young mind should be early taught the apostolic injunction, "be ye doers of the Word and not hearers only." The habit of giving, if begun early, will grow and strengthen with years and will eventually be recognized as a privilege rather than an irksome duty.

Sabbath Observance.

PRESBYTERIES, Synods and Assemblies have called attention to a due observance of the Lord's Day, "Mammon," and "Business," and "Pleasure," are on the one side. On the other are the best interests, spiritual, moral, and intellectual and, we may add, material, of the people. Pleasure falsely so called tramples down the law of God, Business and greed of gain carry men away from the good old moorings. The command of God is ignored; the claims of the Church of Christ are forgotten. Men live as if spiritual and eternal interests were of slight importance or of no value at all. It is well to note the fact that the current is mainly in the wrong direction. Christians must make the most of the Sabbath, must make more than ever of it, as a day of worship, a day of sacred rest and of loving, Christ-like service. In this connection the words of Dr. W. M. Taylor are timely and appropriate:

"And so soon as, in the holy of holies of the Church, the Sabbath is disregarded, the curtain of legislation that incloses its outer court of rest will be removed. The responsibility rests on us, therefore. We are in the Thermopylae of this conflict, to stem the incursions of the enemy that would take it from us; and we are to do so, not so much by weapons of legislation as by our own earnest and holy Sabbath-keeping. *Our conduct here will do more even than our words.* Let us make the day the happiest of the week in all our homes. Let us prize it for its intellectual and spiritual stimulus in the house of God, as well as for its physical rest. Let us avoid all travelling for business or driving for amusement in its sacred hours. Let us regard it,

not as a restraint to be chafed under, but as a precious gift to be religiously guarded from all sacriligious hands. And then we shall have nothing to fear from any influence in the land."

Legislative enactments protecting men in the enjoyment of the Sabbath rest are of great value; but infinitely more valuable is the proper observance of the day by professing Christians in their own families, and in their intercourse with one another. It is emphatically the day for "building up Zion"—for knitting family ties in the fear of the Lord, for relieving the distressed, helping the poor, remembering the widow and fatherless. It is the day of "holy convocation," for worship and instruction. If we lose the Sabbath we lose the Church! In whatever measure we lose the "Lord's Day" we lose a portion of our most precious heritage. The testimony of the Presbyterian Church on this matter is unequivocal.

At The Sea-Side.

IT is one evidence of National prosperity that so large a number of Canadians are in a position to take a few weeks' or months' holidays, and to transport their families to places far distant from their homes with a view to obtaining the rest and recreation which are needful for the body and invigorating to the mind. Forty odd years ago, when our acquaintance with Old Canada began, it was a much more difficult thing to reach the sea than it is now. At that time we had only seventeen miles of railway in British North America, and the facilities afforded by our great canals were then undreamed of. We have now 7,260 miles of railway completed and 3,500 miles more under construction. From the Straits of Belle Isle there is now uninterrupted water communication to Duluth, at the head of Lake Superior, for vessels of 1,000 tons burden—a distance of 2,200 miles: and passing over the portage of some four or five hundred miles the traveller again enters upon another stretch of inland waters extending from Winnipeg almost to the foot of the Rocky Mountains, twelve hundred miles more. In a very short time the Pacific Railway will be completed, affording direct communication from ocean to ocean through British territory. Already those who dwell inland have a choice of routes to the sea-side and the travelling public are reaping advantage from the lively competition of rival roads. You may now travel "first-class" in almost any direction during the summer months at a rate of somewhat less than two cents per mile, while the watering places on the St. Lawrence