

ful pictures therein portrayed. *Hibernia*, (10 miles,) the next stopping place, is a pleasant riverside place, fine walk under live oaks, good boating, and attractive spots for pic-nics, &c. *Magnolia* (3 miles) has a fine hotel, and is a favourite resort for many invalids, being only two miles from the *Green Cove Springs*, a celebrated watering place; the waters rush up with great force and discharge about 2,000 gallons per minute at a temperature of 78 degrees. They are much valued for their medicinal properties, and large numbers of visitors winter here.

Picolata (12 miles) is another well-known halting place. We pass by *Tocoi*, the terminus of the horse railway to St. Augustine, the most interesting old town in Florida. As we did not visit it on our way up the St. John, a description of it must be reserved for some other time. *Palatha* (75 miles from Jacksonville) is the stopping place of the coast line of steamers from Charleston and Savannah, and is a growing town, with good hotel and boarding houses. There are several extensive orange groves in the vicinity, that of Col. Hart being famous for its large yield and fine fruit.

We now enter the upper St. John, or as called by the Indians, Welaka—a chain of lakes—large sheets of water connected by narrow links of river, bordered by a splendid growth of semi-tropical vegetation. From this point to Lake Monroe the scenery is delightful, ever changing, with dense forests of pine, clumps of lofty, graceful palms, groups of live-oak, wild orange groves, Indian mounds, meadows of tall grass and maiden cane, long reaches of savannah and cypress swamp, and thick-

ets of scrub overrun with profuse tangled wild vines and flowers. We stop at many landing places, and at length reach Lake Monroe, 200 miles from Jacksonville.

Enterprise, on the left shore of the lake, is a favourite resort, and has some excellent boarding houses among the pines. *Mellowville*, on the opposite side of the lake, is an old settlement, and is the terminus of the St. John steamers, and the starting point for the Indian River route, of which more anon.

W. A.

A CORRECTION.

DEAR EDITOR.—Please permit me to correct an estimate in my letter of last issue, which reads as follows: 'The number of grog shops for the time being, closed, must exceed five thousand.' I was hesitating, as I wrote, whether to say *five hundred*, for which I had collected details from the daily papers, or *one thousand*, according to an estimate given by a reliable leader in the 'crusade.' By a strange lapsus calami, I seem to have mixed the two quantities, retaining the "five," but converting the hundreds to thousands. The mistake would not have passed unobserved, but for the circumstance that I wrote when I ought to have been sleeping, after midnight, and having to mail it before breakfast, closed it without giving it a perusal. Were I writing the article at this date, I should not hesitate about accepting the estimate above quoted—"over one thousand."

Yours cordially,

EDWARD EBBS.

PLAINFIELD, Ill., 15th April, 1874.

THE *Congregationalist* says: "The late venerable and beloved Rev. Matthew Brown, D.D., was in the habit of saying that religious interest and activity could only be expected in Pittsburgh when the water was out of the Pennsylvania Canal, and the Ohio river frozen over."

It was a funny blunder, made recently in an article in the *Church Journal*, in which, commenting on the changes made in the American version of the Prayer-book, the correspondent says: "The clause, 'with my lady I thee worship,' was omitted from the morning service."