

are, we believe, prepared to do so cheerfully, if the facts are only clearly placed before them.

AUGMENTATION OF STIPENDS.—The Sub-Committee on Augmentation of Stipends, having already issued a circular, setting forth the claims of this important branch of our Home Mission work, nothing further need be said in its behalf. In order, however, that the committee may be able at its meeting in March, to meet the claims of the augmented congregations and mission stations, for the current six months, it is imperative that all moneys for these objects, be sent to Dr. Reid, not later than the fifteenth day of March. If this is not attended to, the ministers of congregations assisted by the fund, may be put to considerable inconvenience, by payments being delayed.

AMOUNT REQUIRED.—\$30,000 for Home Missions and \$30,000 for Augmentations, is the lowest estimate of the sum required, to meet the liabilities of the committee for the present year. If every minister will see to it that his congregation does its part, the amount will not only be reached but exceeded.—WILLIAM COCHRANE, *Convener*.

Editorial Jottings.

TO MANCHESTER AND STOCKPORT.

THE mail service between Dublin and London is one of the best equipped in the kingdom. The run across the Channel, sixty-five miles from Dublin Wall, usually occupies but four hours. At Holyhead the railway train awaits the arrival of the "Packet," and as soon as the passengers can be transferred it rushes off through Anglesea, across the Menai Straits, *via* Stephenson's tubular bridge, skirts the beautiful coast line of North Wales, pulls up for a few seconds at Chester, and is off again through the heart of England, reaching London, 240 miles, in six hours. We leave "the Wild Irishman," as this fast train is called, at Chester, the only remaining walled town in England, famed for its grand old Cathedral and quaint rows of top-heavy houses. This is the home of Dean Howson, the biographer of St. Paul, with whom so many of our Sunday-school teachers claim

at least a literary acquaintance. And we note, in passing, that Rev. John Mitchell, an alumnus of the Presbyterian College, Montreal, is minister of the church in this city of which Matthew Henry the commentator was pastor from 1687 to 1712. Branching off from Chester in a north-easterly direction, we are soon in the centre of Lancashire, and tap the Liverpool and Manchester line—a branch of the London and North-Western R.R. Co., which controls a railway system of 2,000 miles—representing a capital of \$400,000,000. This short branch which was opened for traffic on the 15th September 1830, is often spoken of as the first passenger railway in Britain. But that is not the case—the Stockton and Darlington Railway having been successfully opened for general traffic on 27th September, 1825. This short line, however, is now one of the greatest thoroughfares in the world. A regular passenger train runs between Liverpool and Manchester, each way, every half hour in the day. At a given point a train of some kind or other passes every three minutes. And yet it is only one of the innumerable avenues leading to Manchester, and it would seem that all of them put together are not sufficient to satisfy the demands of commerce, for now they seriously talk of building a ship canal so that the largest sea-going vessels may unload their cargoes in Manchester instead of Liverpool. During these sixty years, 18,681 miles of railway have been built and equipped in the United Kingdom, at a cost of 3945 millions of dollars! During the same period there were built in the United States 127,717 miles, and in other parts of the world, 119,031 miles of railway, the whole, at the lowest estimate, costing the inconceivable sum of \$20,250,000,000! Lancashire is a little world in itself, a very hive of industries with a population of nearly three millions. Of the 2674 cotton mills in Britain, 1976 are in Lancashire, the humid climate of which is said to be favourable for the delicate process of spinning. Oldham, Bolton, Blackburn, Stockport, Stalybridge, Preston and other large towns are the workshops for which Manchester is the distributing centre and sale-room. Forty millions of spindles in the United Kingdom work up annually 1,220 millions of pounds of cotton into manufactured goods, representing a value of \$561,170,000, and give