

bread of life. I am sure that it is the sincere prayer, not only of every member of the congregation, but also every member of the Christian community, that the Rev. Mr. Dunn may be long spared to his work in our midst, that he may be abundantly favoured of the Lord in leading souls to Christ, and that much happiness may attend him in every walk of life.

My object in writing this article is simply to apprise the Home Mission Board that we have relieved it of the burden of our supplement, and secondly, to stimulate other supplemented congregations to follow our example.

March, 1872.

H.

We are sure that the Home Mission Board will be very much gratified with the foregoing article. This is another instance of a self-sustaining congregation having been added to the Church, partly at least through the Board's instrumentality. The congregation of Albion Mines was at first an offshoot from St. Andrew's, New Glasgow, and for the first organization of the same the Church is largely indebted to the exertions of the Rev. Allan Pollok. If all large congregations would follow this good example, and plant new congregations, Albion Mines and Westville would be only one of a number. Westville is a new part of the charge, where a fine new church has been erected and opened, and a congregation organized. We wish much success to both and all concerned. These two congregations, forming one self-sustaining charge, are another item to the credit of the large and vigorous Presbytery of Pictou.—ED. M. R.

A Visit to Pictou and New Glasgow.

I lately had occasion to visit Pictou and New Glasgow; and possibly an account of my visit, though it was quite commonplace, may afford a little interest and profit, to some readers of the *Record*.

In future people will be apt to date from the year of the snow blockade. And so I had better begin: One fine morning, before the snow blockade, I took the express train for Pictou. When the pleasure of novelty wears off by

much use, railway travelling is not a pleasant thing. The Editor of the *Record* will agree with me if I hint that on some railways it is less pleasant than on others. Yet it is not without its pleasures and its opportunities of doing good, especially in the cars which are in use on this side of the Atlantic, and in which one can freely move through the whole length of the passenger train. A grand opportunity is afforded for studying faces, and becoming acquainted with different classes of people. Often one comes across an old acquaintance or an old schoolmate. And there is time to spare for a chat, without either person feeling in a hurry. If one has a nice selection of tracts in his pocket, they will probably be well received even by persons who, under most circumstances, would hardly look at them, for the ride becomes tedious, and people are glad to get something to read. And they have time to think about what they have read. If any of my readers think of trying this plan of usefulness, let me recommend them to get from the Depository of the Book and Tract Society a packet of the Dublin Society's Tracts, which they will receive at a reduced price of 50 cents, and which will generally be found to contain a pretty good selection of tracts. The tracts may be got in the form of neat little books, and there is an advantage in the use of these which makes the smaller number, received for the half-dollar, worth as much as the larger number of the others. People are apt to tear or throw aside the common leaflet when they have read it; but a tastily got up little book he has not the heart to throw away, and so they take it home to children or servants or friends, and let it give its message over and over again. Besides, there are persons who, in their contemptible uppishness, will hardly condescend to look at a common tract, but who will receive with pleasure a dainty little book, printed on toned or tinted paper.

On this occasion there was plenty of time for conversation, or tract distribution, or whatever else can be done in the cars, for, owing partly to the breaking of one of the wheels of the baggage car, we were about an hour and a half too late when we arrived at Pictou Landing. The mode of transport across the