venture to think, that the subject lies properly within the sphere of their ordinary administration. They therefore earnestly solicit the contributions of the Church in behalf of this special object. These contributions may be forwarded, whether by individuals, by parishes, or by presbyteries, to Mr. Murrie, at 22 Queen Street, their destination being distinctly noted. The Bursary fund will be kept separate from the other funds of the Committee; and the most careful precautions for its proper application will be observed.

By authority of the Committee.
—*H. & F. Record.*

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THE BRITISH ASSOCIATION FOR THE PROMOTION OF SCIENCE.

This great Association, which embraces in its list nearly every eminent scientific name in Christendom, held its thirty-first annual meeting the other day at Manchester. It would be impossible in our very limited space to give anything like a detailed account of the many subjects included in its range, or show the vast service it has rendered to the cause not only of pure science, but of religion, civilization and human progress. Every year is adding to its importance and influence, and the great annual gathering is an event of marked and lasting importance to the district of country in which it is held. Each department is generally presided over by the most distinguished individual in that particular walk, so that on no other occasion are so many of the great intellects of the earth gathered together in the same place at the same time. The President of this Body is chosen annually, and is always a man of mark, either from his rank, coupled with his love of science, or his great eminence in some particular branch of it. Part of the duty of this august individual is to deliver the annual inaugural address, which is always looked forward to with profound interest, and is generally of great value. The office has been filled by Prince Albert, by Earl Rosse, by Dr. Whewell, by Sir David Brewster, and many others whose names are immortal. At the last meeting the President's Chair was filled by perhaps the most eminent of engineers since the death of the lamented Stephenson and the equally lamented Brunel.

Mr. Fairbairn's address, as might be expected from such a man, is thoroughly practical, full of knowledge, and replete with interest. His object was to give an account, so far as could be done in a popular address, of the progress of science during the present century. The subject is a vast one, and it is really wonderful how the distinguished speaker was able to place so many important facts, and such a mass of comprehensive and well-arranged information, within the compass of the lecture of an hour.

We will give a few of the more salient points, so far as our space will permit.

During the last century, the science of applied mechanics has made rapid strides which astonish us by their magnitude; but even these, it may reasonably be hoped, are but the promise of future and more wonderful enlargements. I therefore propose to offer a succinct history of these improvements, as an instance of the influence of scientific progress on the well-being of society. I shall take in review the three chief aids which engineering science has afforded to national progress —namely, canals, steam navigation, and railways; each of which has promoted an incalculable extension of the industrial resources of the country.

One hundred years ago the only means for theconveyance of inland merchandize were the packhorses and waggons on the then imperfect highways. It was reserved for Brindley, Smeaton, and others, to introduce a system of canals, which opened up facilities for an interchange of commodities at a cheap rate over almost every part of the country. The impetus given to industrial operations by this new system of conveyance induced capitalists to embark in trade, mining, and the extension of manufactures in almost every district. These improvements continued for a series of years, until the whole country was intersected by canals requisite to meet the demands of a greatly extended industry.

Scarcely had the canal system been fully developed when a new means of propulsion was adopted—namely, steam. I need not recount to you the enterprise, skill, and labor that have been exerted in connection with steam navigation. You have seen its results on every river and every sea; results we owe to the fruitful minds of Miller, Symington, Fulton, and Henry Bell, who were the pioneers in the great march of progress. Viewing the past, with a knowledge of the present and a prospect of the future, it is difficult to estimate sufficiently the benefits that have been conferred by this application of mechanical science to the purposes of navigation. Power, speed, and certainty of action have been attained on the most gigantic scale. The celerity with which a modern steamer, with a thousand tons of merchandize and some hundreds of human beings on board, cleaves the water and pursues her course, far surpasses the most sanguine expectations.