

point of eastern tours on the Canadian Pacific Railway, the journey is commenced by crossing the Lachine canal and the great River St. Lawrence itself. The immense steel bridge over the St. Lawrence is considered one of the engineering triumphs of the century. It is about a mile in length, and is lofty enough to allow great steamers to pass under it. The crossing of this bridge is always an object of great interest to passengers. When crossed, the railway makes its way through a level and well-cultivated country, and then through varied scenery, wooded hills and picturesque lakes, till the substantial and handsome city of Sherbrooke is reached, the commercial centre of the eastern townships.

Three miles from Sherbrooke is Lennoxville, in itself but a small place, its prominent feature being Bishop's College. The editor of this magazine found it a great pleasure, on one occasion, to stop over from one train to another in order to pay this excellent institution a visit. It will well repay any one to do so, if at all interested in the educational institutions of the Church.

After leaving Lennoxville the route crosses the St. Francis River, and, passing through a hilly, densely-wooded region, follows the Eaton River for a short distance, and on through forests, relieved by occasional large clearings, from which fine views are afforded of mountains in the distance. Passing Lake Megantic, the Boundary Mountains, which divide the Province of Quebec from the State of Maine, are reached, and as they are approached the general aspect of the country changes.

When in the State of Maine one finds oneself in a place of fine scenery, netted with lovely waters, great and small, and fringed with forest trees. Leaving the River Moose and Lake Moosehead, with the other lakes connected with it, a heavily-wooded country is traversed, after which the scenery gradually loses the aspect of savage wildness, the hills grow smaller, and presently the famous chain of lakes forming a portion of the international boundary between New Brunswick and Maine appear. After passing Vanceboro and crossing the St. Croix River, Canadian territory is reached again, and the route leads on through New Brunswick. The next place of interest is Fredericton Junction, where there is a train standing to take people to Fredericton, the capital of New Brunswick, while the train of the main line pursues its way till the city of St. John is reached, and at once it is evident that a busy centre of commercial life is reached. Here a glimpse is obtained of St. John River, which has been called the "Rhine of America." This river possesses the unusual spectacle of a "reversible cataract" that changes its flow with the tide. At high tide, the sea has a descent of fifteen feet into the river, and at low tide the conditions are

exactly reversed. Only at half-tide or "slack water" can this portion of the stream be navigated with safety; at all other times it is a seething turmoil of waters, setting up or down stream as the tide is high or low.

From St. John the C.P.R. trains are run over the Intercolonial road, and a view is obtained of the thriving towns of Moncton, Amherst, and Truro. From the car window, near Amherst, can be seen the grassy mounds upon the banks of the Missaquash, a little tidal river, whose waters from being constantly disturbed are always muddy, where the old French fort Beauséjour once stood to dispute with the British the possession of Acadian territory.

After a journey of about twenty-six hours from Montreal, Halifax is at length reached, and the Atlantic Ocean touched, where there is a harbor in which a "thousand great ships can find secure anchorage." Halifax is said to be the most thoroughly English city on the continent. British military and naval uniforms are seen on every street, and stately men of war are stationed there.

Since the establishment of the "Short Line," Montreal has become a very important centre. When, for instance, the Provincial Synod meets, the delegates from the east can reach the "Metropolitan City" without any serious drain upon their time. And now that a "General Synod" has been established for the Church of England in Canada, the great lines of railway will be found of paramount advantage. Indeed, it is only because of the construction of such a railway that a meeting of this nature was rendered feasible. The Canadian Pacific Railway, extending from the Atlantic to the Pacific, thus affords facilities for the work of the Church which were little dreamed of but a few years ago.

MODERN CHURCH HISTORY.

VI.—THE CHURCH IN THE VICTORIAN AGE (ABROAD).

(Concluded.)

IN 1870 another diocese was formed in Africa under the name of Zululand, and in the following year the whole of Christendom was shocked at hearing of the untimely death of Bishop Patteson—a martyr to the cause of his Master among the cruel savages of Melanesia. The martyrs' blood has indeed been the seed of the Church in our own age, as in the days of apostolic work.

In 1872 we hear once more of China, where the C.M.S. formed a diocese which was called North China, but which is now known as Mid China. We hear, too, of Moosonee on the shores of the Hudson Bay, where John Horden commenced his work as missionary bishop;