

Christian should speak of his inheritance, should delight to talk of his journey heavenward, of his home, of his spiritual treasures."

Christian Messenger.

HALIFAX, JULY 7, 1858.

Wesleyan Methodist Temperance Meeting.

SOME of the members of the Wesleyan Methodist Society, who are connected with Temperance organizations, knowing that several of their ministers were able speakers and warm friends of Temperance, were desirous of having a public Temperance meeting during the sitting of the Conference in Halifax. As they were prevented from having the use of the Hall, it being engaged for the week, they obtained permission to hold the meeting in the Granville Street Baptist Chapel, on Thursday evening last.

Although the notice given was too short yet a considerable number of persons were in attendance. Ten or twelve of the Wesleyan ministers also were present. The chair was taken by the Rev. Mr. Knight, who opened the meeting by reading the 1st chapter of Daniel, singing a hymn, and prayer by the Rev. Mr. Addy.

The Chairman then introduced the business of the meeting by referring to his having occupied the pulpit in Granville Street Chapel 24 years ago. The cholera was then raging in the city, and one general feeling of anxiety was manifest among all classes in removing intemperance, which was then apparent as the great promoter of that dreadful scourge. The fatal cases were principally among the intemperate. The ministers of different denominations interchanged with each other, and a vast amount of good was done.

He had been in Newfoundland for 17 years, and had carefully watched the effects of using intoxicating drinks amongst both religious men and those who made no profession. Of the former he had found that when cases of church discipline were required in 9 cases out of 10 the cause might be charged to drinking. The cause of Temperance he believed to be a good one. The motives by which its friends were animated were good. The object sought and the means of attaining it were good, and he thought it a christian duty to engage in it. After spending half a century in the work he felt entitled to speak on this question. He had gone with the movement in all its stages, from the beginning till now; but whatever was previously done he did not think he had arrived at the full stature of a man in the work until he had united with "the Sons." He had now arrived at the age and position of a grandfather, yet he felt proud to say that he was an uncompromising "Son" of Temperance, and fully sympathized with the Sons in all their labours. Much required yet to be done. Intemperance is still busy taking away the brightest ornaments of the several professions, from mechanics, from the bar, the medical profession, and even from the church. This cause demands a combination of the best men. He felt quite prepared to advocate its claims, as a man on behalf of his fellowmen, as a christian, as a Wesleyan, and more especially as a minister of our Lord and Saviour. He thought although every effort which was made was doing good, yet nothing short of a Prohibitory Law would meet the case and effectually remove the cause of intemperance. It had been said that such a law had been tried in New Brunswick and failed. This he hesitated not to deny. It was not a failure. Plenty of evidence existed to show that it was carried out in some places and there it was a cure; but the law was feared, and by a combination between the sellers of liquor, the Governor, and the Protestant and Roman Catholic Bishops, it was crushed. It was a fair child, and promised the best results, but it was disliked and they strangled it before it had been able fully to exert its power on the monster it was intended to annihilate.

Rev. Mr. Snowball moved the first resolution that intemperance is one of the principal barriers to a general diffusion of Christianity, and recommending the subject of total abstinence to all Christians. He made some excellent remarks on the benefits of efforts made to rescue the drunkard from his practices, and endorsed the views of the Chairman. He would never give a vote to any man for a seat in the legislature who would not pledge himself for a Prohibitory Law.

The Rev. Thos. Smith said he was living in New Brunswick while the law was in

operation there, and assured the audience that what had been stated respecting the Prohibitory Law in that Province was perfectly true. He gave several striking illustrations of the injurious influence of the drinking customs in families.

Rev. Mr. Milligan considered the object of Temperance principles was highly philosophical. The history of Temperance shewed that they had not at first arrived at the full truth with regard to the matter. The Temperance Societies began the work. They were the militia for protecting society from this foe, but the "Sons," he thought, were the regular army which would make aggression on the enemy. His resolution approved the Prohibitory Law, and when he avowed himself a whole-souled Son of Temperance he felt he was quite in his place. The traffic he held chargeable with all the crime which is associated with it, for wherever the traffic flourished crime most abounded, but where it was diminished there crime and vice have also been diminished. Pauperism and insanity are almost entirely to be attributed to this vice. Prohibition is sometimes called diminishing the liberty of the subject, but he thought it the most efficient protection to all, especially would this be afforded to all temperate peace-loving subjects. If by drinking a man would do injury to his neighbour he has no right to indulge in doing so. Prohibition would be an injury to no one, and was desired by a majority of the people. Sellers themselves would be benefitted by such a law, and many lives now sacrificed would be lengthened by forbidding these occupations and compelling them to seek other less injurious and dangerous ones.

Rev. Mr. Naroway did not intend to make a speech, yet would not permit an opportunity of speaking on this subject to pass without improvement. When cold water was the subject of consideration, it acted on him like water on the face of nature—what was dull and languid before was refreshed. The traffic was a powerful means of destruction. We build houses and intemperance destroys them. We construct ships and it submerges them. We rear learned able men and it will destroy them. Gold, silver and every thing valuable and beautiful is liable to ruin from this curse. Society has a right to protect itself, and take away temptation. The Prohibitory Law is founded on the principles of liberty and justice. It will be necessary to raise public opinion before the law can be fully and fairly applied. We may be asked then, why ask for a law at all if not before public sentiment is almost sufficient to practically prohibit the traffic? We must keep the matter before the people by preaching about it, by talking about it, and by writing about it.

After a few words from the Chairman, the meeting was closed by singing the Doxology.

A Steamer for Minas Basin.

DURING our recent trip to the western counties we were gratified to find some parties talking earnestly about the necessity of placing a steamer on this beautiful sheet of water as a medium of communication between the various places on its shores. We perceive that the Chronicle has taken up the matter and suggests the formation of a Company of 500 shares at £5 a share for this purpose. Not only would it be highly advantageous to those places immediately contiguous to the water, but others requiring speedy and regular intercourse with Halifax, would be deeply interested in carrying it into effect so as to be able to reach the western terminus of the railway by such means. The produce of the counties of Cumberland, Colchester, Hants and Kings might by this means be transported with ease to any desired place for embarkation, or even to Halifax harbour with the greatest rapidity. We shall hail the appearance of this important adjunct to our railroad, and have no doubt about its being not only a great accommodation to the public but a source of revenue to those who undertake to put it forward.

An extract or two from our contemporary will throw further light on the project:

"With proper wharves and piers, a steamer could serve every port on both sides of the Bay, beginning at Lower Cornwallis and following upwards by Horton, Hantsport, Windsor, Newport, Douglas, Shubenacadie, Lower Truro, Onslow, and down the North side again by London derry, Portapique, Economy, Five Islands, and Parrsboro, with occasional trips to Advocate Harbour, and the places opposite on the Western side of the Bay.

"Halifax has a decided interest in encouraging such a speculation. A large portion of the trade of the places bordering on this inland sea, which now very naturally finds its way to St. John and the U. States, would at once be converted into its natural channel, and the beef, butter, and other

produce consumed elsewhere, would speedily find its way to this city. The farmers, in turn, would be benefitted by cheaper supplies—cheaper, because not subjected to a double class of duties, and cheaper, because obtained at lower rates of freight.

"Amherst, but 35 miles distant from Parrsboro, is deeply interested in this project, and would contribute to put a steamer on the Basin. We venture to say, that, with a little effort, all the capital required for such a steamer as we bespeak, can be obtained without any trouble.

"Much more might be added in advocacy of this enterprise,—as a scene for pleasure excursions, interesting alike to the man of science and the man of taste, America, perhaps, furnishes no locality so rich in natural beauty as the neighborhood of Blomedon, and the shores of this beautiful Basin."

THERE is a pretty general impression of late, that Louis Napoleon, the French Emperor, has his eye fixed on England as offering opportunity for a hostile invasion, and that a very short time would suffice him to direct his legions across the British channel. Not that he has personally any desire to break faith with England, whose alliance hitherto has greatly added to the security of his throne. Louis Napoleon is, however, the creature of an irresponsible soldiery, and is wholly dependant on their caprice, for the power he enjoys, and his hopes of establishing a dynasty.—With his immense army, therefore, war of some kind is a necessity, to give employment and feed their ambition. It is very certain that active preparations are making in the great arsenals and seaports of France for some purpose not at present acknowledged, and that the feeling of the French army towards England, on account of the failure of the late conspiracy measures, are anything but friendly. The vast drain of English troops, of late, to India, is also supposed to afford an inviting opportunity to the French Armies to gratify feelings of ancient enmity not yet extinct. It is sincerely to be hoped that these fears may be groundless, still it is deemed right to place the country in a position to meet the worst, and especially to organize and discipline the militia of the kingdom.

The King of Naples has at last consented to the demand of the British Government, to make reparation to the two English Engineers taken on board the Sardinian Steamer Cagliari, supposed to have been engaged in an attempt upon some part of the Neapolitan dominions. He has granted them £3000 each, as a remuneration for their detention and sufferings.

The latest news from India continues favourable, although some few places are still in active insurrection: Sir Hugh Ross had met and defeated a considerable body of the insurgents, 400 of their number being left dead on the field. Our Armies were suffering greatly from the intense heat, and numerous fatal instances of sun stroke had occurred.

We are still, while we write, without intelligence of the success of the Atlantic Telegraph, and unless we hear ere we finally go to press, of the accomplishment of this great object, we much fear that a second failure will be the result. On the trial trip it is said on the authority of a correspondent of the New York Times, on board the Niagara, that the cable parted no less than five times during the trip of three days, and other circumstances had transpired of a discouraging nature, which have not been made public.

The difficulty about the search for Slaves by our West India cruisers seems to have in a great measure, subsided. The whole affair has no doubt been greatly exaggerated, and what really has occurred can never form a reasonable ground of serious difficulty between the two countries.

We observe with great satisfaction that the matter of the great inter-Colonial Railway from Halifax to Quebec is again engaging some considerable attention in England. A large and highly influential committee of gentlemen in London, waited on the Colonial Secretary to urge on Government the importance of this most desirable object, and there are good hopes entertained that the Home Government will be induced to give their aid to the measure. All the Colonies interested are becoming warmly engaged in the matter, and we cannot but feel convinced that within a brief period this great work will be commenced. It would be of incalculable benefit, to this Province especially.

Review of Books.

THE CRUISE OF THE BETSEY: OR, A SUMMER RAMBLE among the fossiliferous deposits of the Hebrides; with Rambles of a Geologist; by HUGH MILLER. 524 pp. Gould & Lincoln, Boston.

This work was originally written for, and appeared in the Edinburgh Witness, of which

the author was the Editor. It is republished at Mrs. Miller's request, and makes a nice volume, perhaps not superior to some of Hugh Miller's best works, but the narrative style of it will be a recommendation to some readers. The pleasant and easy—almost conversational—dress, in which the profound researches and discoveries of this master-mind are clothed, will, we doubt not, render it a work of no less popularity than his other writings. The spice of Scottish marvels he introduces as he meets with them in his cruise takes off something of what is so forbidding in the scientific terms which it is found necessary to make use of constantly.

GOD IS LOVE: a supplement to "Reasonableness of future, endless punishments." No. 4 of the "Truths for the Times," by Dr. N. Adams. An excellent practical discourse.

SERVICE, THE END OF LIVING: a Sermon delivered at the anniversary of the Boston Young Mens' Christian Association, by the Rev. Andrew P. Stone.

A very superior discourse by one of Boston's best preachers.

ELEMENTS OF GEOGRAPHY: adapted for use in British America. 2nd Edition: by HUGO REID.

In this province, where an addition to our Nova Scotia publications is so rare, every encouragement should be given to a person who has enough of a spirit of enterprise to publish a book. "Encourage home manufactures" should be the motto in regard to this no less than other departments of industrial pursuits. If any one will make an effort to improve the School books and supply what he deems a desideratum, although the work be not of so finished and complete a character as might be desired, yet it is a step in educational progress which should secure the favour of an enlightened public.

We need not, however, make an apology for recommending this geography. It is really a compendium containing just the things which are required in a Text-book for general use. It is not a reading book in geography which may be used without an effort or a teacher, but a book of facts and principles, which, with maps, a good teacher may make use of with satisfaction to himself, and advantage to his pupils. The difficulty so commonly experienced by Teachers in having the geography of Nova Scotia in a separate class-book from that for other parts of the world is here overcome. Whilst this book contains a good outline of general geography for a first course, it supplies an amount of information of our own province sufficient for all practical purposes.

It is very neatly got up, and, in this respect, will compare favourably with imported publications.

General Intelligence.

Foreign and Domestic.

A boy, of about nine years of age, son of Mr. Davis, rigger, fell overboard on Tuesday the 29th ult., while fishing off the end of Bermudian wharf, and was drowned.

"It is stated that Mr. Thomas Mitchell, of Chubbuck Foundry, Freshwater, is now prepared to manufacture all the engines that may be hereafter required for the Nova Scotia Railways."

The City Marshal and Constable Gardner were rather roughly handled, one night this week, by one or two soldiers who effected the rescue of a female. One of the offenders has since been sentenced to 30 days in Bridewell.

The Canal at Dartmouth received some damage on Tuesday last, by the water breaking through the embankment. The rush of water also carried away some portion of Mr. Faulkner's grounds, doing injury which it will probably cost £100 to repair.

The Chronicle informs us that "the system of keeping pigs within the city, is getting an intolerable nuisance in some localities." We supposed that such nuisances were not allowed in any case in the city. To have "a system of keeping pigs in the city" is preposterous. It should be put down forthwith.

The Revenue Schooner Daring, O'Brien Master, took the Board of Works to Sable Island last week. Capt. Daly accompanied them. They returned in safety to the city on Sunday.

Mr. A. Downs is expecting to receive by the Eastern State, a couple of Deer and several California Quail. The numerous specimens of Natural History collected by our worthy townsman, now on exhibition at his Zoological Gardens, North West Arm, ought to attract crowds of visitors.—Chron.

We learn that His Excellency will leave town this day for Windsor, on his way to the Western counties.

SEVERE SQUALL—SAILOR DROWNED.—On Wednesday last, a severe squall of wind from the north passed over the city. The dust was raised in such clouds, that the city looked as if it were on fire for a short time. Several vessels on the harbour were in great danger. One sail-boat was upset. She had on board four sailors. The boat was immediately brought to the wind, and sail taken in; but being subsequently put before the wind under a jib only, she filled and went down, taking with her one of the men, who was unfortunately drowned. The remaining three managed to keep above the surface until rescued by boats from the shore, several of which vied with each other in the exciting race to save human life. The body of the drowned sailor, a young merchant man, named Donald McDonald, from Newfoundland, has not been recovered.

Municipal on Mr. Aldermen been so far Mr. Davis of £2,373 were not The effort cessful, it Caldwell, "That Banks of be instructed by the city that city held by the obtained. A Com rangement amount of right of v North-W fence across made. The Al that a g visions to Newport, and Corn some day gestion, in Winds FIRES. of two On Thur occupied Wilson, supposed who were during the On Sa to be on engine " nted from large qu about fifty figure, a The Ch have been their notice Lost C on board about 25 Cushing, The H been am of observ lar visits, Secretary himself of the in useful, an ciation o tance wh the gover courteous well fitted responsible control.— PRINCIPAL tions hav lowing Province following sition: Go (J G. Coles F. Kelly Sinclair Warbur Gandet, Perry, Lord,— Wighton Harris, Thornto Whelan Dugwel Knight, Alex. B NEW sensitive and the Esq., and dates. Reading Colches THE S Sealian gross t sions 30 breadth gines an pense ha is her fi tained bu have m STRAN call from the firm quantar the Doc alone on but that sars to festly, h shows th