

loses its moral power and perhaps never afterwards regains its strength and efficiency.

Let us pray God then to give our churches ministers without such bad crooks; ministers with their individual peculiarities, but who will be straight in doctrine, straight in discipline, and straight in all their department.

BUNYAN in *Zion's Herald*.

For the Christian Messenger.

Acadia College Agency.

DEAR EDITOR,—

We are just now receiving additional supplies to our already heavy roads in this part, by a blockading snowstorm. How soon I shall be able to run the blockade I know not, but avail myself of the opportunity thus shut in, to send off a few letters, and as I have a very high respect for you Sir, I will let you have one of them. And that for obvious reasons, namely, that with comparative ease you can send, in a very short time to every point of the compass all that is necessary for me to say.

And again, Mr. Editor, you have the happy faculty of putting awkward things in shape, and making knotty branches smooth, and rounding off the sharp corners of missiles so that they catechise without killing. I sometimes wish your correspondents would allow you the same liberty that I do, I think Sir, it would save you a great deal of type setting, and long letters about short omissions, of minor importance, that after a great deal of labour and much expectation is found to be a mouse.

I must tell you, and my friends through you, that my way through the good hand of the Lord upon me has been prosperous, the Endowment has been gradually, if not regularly increasing, so that it is pretty well up on the third thousand dollars. Particulars I would tell you, but some have forbidden me to mention their names in my reports, and others think it as well to act so at present, I must however say, without giving names, that the College Students, twenty-one of whom have made up an 'Athenium' Scholarship by obligating themselves to pay \$20.00 a piece. And the Academy Students are not behind in benevolence for they, according to their several ability, have thrown in to the amount \$150.00 or thereabouts, noble fellows indeed, both in looks and manners, as can be found in Nova Scotia, or any where else, I think. I would speak Mr. Editor, of our venerable and most active President, and the bright intellectual aids—the Professors—all in union working for the good of all, but somebody in these critical times might say it was a puff, I therefore close at present by asking leave to write again.

Yours very truly,
THE AGENT.

Christian Messenger.

HALIFAX, MARCH 5, 1862.

Whatever good effects may have arisen from the division of the Old Baptist Association of this Province, into three separate bodies, and we do not deny that the measure was, under the circumstances, an indispensable one, yet it appears to us a fact equally undeniable, that it has not had a beneficial effect upon the interests of our Domestic Missions. For some years past the once active and earnest missionary spirit, especially as regards our Home efforts, has greatly relaxed and become feeble.

The two Boards very naturally confine their interest and exertions in a great measure within their own limits, and when such is not the case, there are not wanting instances of their separate operations conflicting with each other. The fact is, there is a very unequal division of the field for missionary labour. The chief destitution lies in the East, and a large portion of the means of supply in the West; where although there is considerable extent of field, it is as a mere trifle, when compared with the long range of the Eastern shores of the Province, the Islands of Cape Breton and Prince Edward, and various other localities to the eastward. We cannot undertake to suggest what would be the most effectual remedy for this state of things; although one of the most efficient would certainly be, an earnest revival of the old missionary spirit among our churches and people; for most assuredly a degree of slumber and indifference has fallen on us at present, which bodes ill to the future prosperity of the denomination. Surely the most suitable prayer we can offer at a throne of Grace at the present juncture would be, that the mantle of our departed fathers,—of the Mannings, the Dimocks, the Hardings, the Chipmans, and the Ansleys,—might fall on the Pastors, and a large portion of their missionary spirit be

imbued by the members of our churches, for until such an effusion of the Divine influence shall commence, in answer to the prayers of God's people, we have great reason to fear a still greater dearth of the fruits of the Spirit in our Home Mission field.

We have received another letter from "A. C." in advocacy of the Northerners, but have been obliged to defer its publication. As, however, a postscript appended has reference to what appeared in our last week's issue, we publish that, without however endorsing its sentiments.

"P. S.—When I observe any thing in reference to my letters in the *Messenger* worthy of reply at my hands I may answer it. Brethren however, must bring forward something more than naked assertions, which cannot be sustained, before they can well expect to have much influence over the intelligent, or either to dry up or moisten my pen.

Any personal insinuations about my patriotism I can bear undisturbed, in the consciousness of being as "true-hearted as Nova Scotia," in other words, as loyal a subject of Victoria as breathes. No one doubts Cowper's loyalty to England because he declared he could see her "jollies."—Plumming ourselves with boasts of being British subjects, and under cover of such feathers ventilating our hate of the Yankees do not make us really worthy of our Queen.

Were it not that ignorance and self are apt to be stone-blind, I should feel inclined to correct a statement or two made in last week's *Messenger*; for example, that "the Yankees confined Mason and Slidell in Fort Warren because they conceived that the idea that England would not rise, and they would be allowed to insult every Englishman that happened to come that way." Now I happened to be in the States at that time and from knowledge obtained through daily papers and contact with the Americans, I can declare that the exultation there was first due to the simple fact that those notorious rebels were captured; and that the Federal Government confined them for a time in Fort Warren, because—if the act involved any expression of opinion at all on the part of Mr. Lincoln and his Cabinet,—English law and precedent seemed to them to justify the national conscience of America in such imprisonment. They did not commit these men to prison as an experiment whether "England would rise" &c. I know the Americans, as they heard news at that time from England, blustered against her for a while at a great rate, but much of it was pardonable, inasmuch as England appeared to be endorsing the high-handed and lawless procedure of the Captain of the *Trent* while condemning Wilkes, and to be thus also belying an act of hers at the time of the Mexican War, when she (England) severely reprimanded the Captain of one of her ships for pursuing a course similar to that of the Commander of the *Trent*.

But I still hope our people will yet come to a better mind on this most nefarious Rebellion.—Already a better tone pervades the Press and people of England, and the recent successes of the Northern States are drawing out from some of our Provincial Editorial pens such concessions in favor of the North as "This was to be expected," &c. W. C.

We have received the "Minutes of the Western New Brunswick Baptist Association," held in September last, together with the Report of the N. B. B. Home Missionary Society and the Report of the N. B. B. Education Society, making together a pamphlet of 37 pages. Whoever forwarded them will please accept our thanks for the same.

A bound volume of "The Census of Nova Scotia" has been sent to our office. We are much obliged for the same, and shall from time to time have occasion to make use of its contents.

Also "The Report of the Chief Commissioner of Railways for 1861,"—this latter is a pamphlet of 51 pages.

The demand upon our space by the report of Legislative proceedings, has compelled us to defer editorial matter, as well as some communications received, which, however, will appear in due time.

News Summary.

The last mail from England brought an account of a large and interesting meeting recently held in London, for the purpose of forming a Society to be called the British American Association. Its object is to combine the influence and energies of those in Great Britain interested in Colonial matters in British America, and secure the attention of the British Government to the concerns of the three millions of British subjects on this side the Atlantic. Whilst other countries are represented in London by their ministers, that part of the British nation in America have no representative there, and often find it more difficult to get a hearing than foreigners. The R. M. Steamer *Arabia*, with the Mails. The Intercolonial Railway will of course, be a great object with this Society.

The R. M. Steamer *Arabia*, with the Mails for New York, touched in here on Saturday for a supply of coal, she had a long and boisterous passage. London dates to the 15th ult., contain nothing of much interest. From

accounts received from different sources, there is reason to believe that a very strenuous, and it is to be hoped, successful effort will immediately be made in Parliament, to obtain the necessary assistance from Government, which with the united means pledged by these Colonies, will enable the company referred to above, to undertake the completion of the great International Railway, to Canada, and which, as a continuation of the Grand Trunk Railway, will open up an immediate and speedy communication between the Lower Provinces and the vast Countries which lie directly in our rear. Besides lightening, as we hope, the heavy pressure of our present Railway debt, by the absorption of the Truro into the general line, the accomplishment of this great enterprise must ere long have a large and beneficial effect upon the commercial and other interests of the Lower Provinces. The three millions of British subjects immediately in our rear, inhabit territories rich in vast agricultural and mineral resources which are only now just beginning to be developed. In addition to this, the passenger and other traffic afforded by the yearly increasing populations of the northern Lake frontiers of the United States, will, for a large part of the year, find a nearer and more speedy outlet for communication with Europe by rail and steamboat, than in any other way; the winter passage from Halifax to Liverpool being so much shorter than from any American port to the scutward.

The existence of Gold Mines, so generally and widely distributed over various parts of the earth's surface, is one of the numerous discoveries in the various departments of nature, art and science which so greatly distinguishes the present day. California took the lead in this great development of hidden treasures. Next came Australia with even more abundant deposits and if late reports are at all to be trusted, British Columbia is destined to out-do them both. The discoveries of the precious metal made in our own Province, though far less abundant than in either of the above, are supposed to afford ample encouragement for extensive enterprise. We believe very considerable preparations are being made by different companies to commence active mining operations, as soon as the season will permit, in the various places where Gold has been discovered, and further indications of its existence are reported from localities scattered over a large extent of the country—such operations, if undertaken with a sufficient amount of capital, and conducted with judgment and prudence, may ere long become a permanent source of wealth and afford steady employment to an increasing population. In the mean time it may be expected that not a few will be losers by unsuccessful speculations.

It will be observed by our Parliamentary Report that the Gold Mines Bill has been the principal subject which has occupied the attention of our Legislators during the past week.

General Intelligence.

DOMESTIC.

WINDSOR.—The property taken for Railway Rates at Falmouth and Windsor—consisting of about 12 or 14 horses, sleighs, harness, carriages, a cow, a piano forte, waggons, 8 bbls. flour, &c. &c., after being advertised in the Halifax papers for a week, was offered for sale again on Friday and Saturday last. Notwithstanding the expression in the Assembly by the Hon. Provincial Secretary, it appears that this was attended with no better results than the former attempt. The following despatch appeared in the *Reporter* on Saturday afternoon.

WINDSOR, March 1st.—The Sheriff's Sales at Falmouth, yesterday, and at Windsor to-day, came off with the same results as on the previous occasions.

There were no bidders. There were about 600 people present in Windsor, but all were quiet and good-natured. No attempt whatever at intimidation was made.

STREAM COMMUNICATION BETWEEN HALIFAX AND BRIDGETOWN.—Connecting Halifax with the Owens, Lunenburg, Liverpool, Shelburne, Barrington, Yarmouth, Digby, Annapolis, and Bridgetown.—We learn from the Bridgetown Register that a public meeting called by Captain Peter McKay to take into consideration the feasibility of the above scheme, was held in the Sessions House, in Bridgetown, on Saturday evening, the 15th ult.

On motion, Lieut. Colonel Poyntz was called to the chair, and J. C. Troop appointed Secretary.

The Chairman, in a brief speech, opened the meeting, and called upon Capt. McKay, who fully explained the object of convening the meeting. After which, resolutions were passed, setting forth the advantages of the proposed scheme for the purpose of connecting the trade of the western part of the Province with Halifax, "the legitimate fountain head."

YOUNG MEN'S CHRISTIAN ASSOCIATION.—The next lecture of the present Course before the Young Men's Christian Association, will be delivered (D. V.) on Tuesday evening, the 11th inst., at Temperance Hall, by Professor Everett. Subject.—WHAT IS USEFUL. Chair to be taken at half-past 7 o'clock.

INTERCOLONIAL RAILWAY.—The *Chronicle* says:—With respect to the Railway, the reports by this steamer from private but well informed sources are of the most cheering character—and leave little room for doubt that the British Government will propose and the House of Commons agree to a measure in aid of the undertaking, on the terms proposed by the Colonial Delegates.

The Duke of Newcastle has sent out a despatch to the Lieut. Governor, expressing the thanks of the British Government, to the Mayor and Commonality of St. John, of course meaning all the Citizens, for the kind and hospitable manner in which Her Majesty's troops were received on their landing in that place.—*Jour.*

Six hundred pair of rabbits were shipped from here for England by the last Mail Steamer. They will be rare-bits for the Cockneys.

WHOOPIING COUGH.—The chief cause of all ruptures in children may be traced to this distressing complaint, and this result may be checked by using *Hunnevell's Universal Cough Remedy*. Being free of components which restrain a free use of the remedy to check the spasms, and allow the cough to have its run in a quiet way, is enough to say of one preparation. At a small outlay, all we claim for it will be proved, and full particulars found in the pamphlets to be had of all agents, or the proprietor.—See advertisement in another column.

Prince Edward Island.

The Legislature of P. E. Island was opened on the 20th ult., His Excellency Lieut. Governor Dundas says—"Notwithstanding the serious embarrassments which the unhappy condition of a neighboring people has occasioned to our foreign trade, I am glad to find that there has been no remarkable decrease in the revenue of the past year."

New Brunswick.

FATAL RAILWAY ACCIDENT.—On Monday evening, 24th ult., a lamentable occurrence took place at the Rothsay Station. It appears from the account given in the *Colonial Empire*, that a heavy wood train, with two Engines attached, had run into the passenger train, just as it was moving for a start; it was not seen how any person in it could have escaped alive.

About 12 o'clock the train with the wounded came in, and we learned from Hon. J. H. Gray, who had escaped uninjured, and from the Superintendent, Mr. Carvell, the following facts:

Mr. Gray states that just as the train was about to start, he was standing on the platform, holding on by the iron railing, when he heard a very sharp steam whistle, followed instantly by a second, which sounded very near, he leaned over and saw the light of the coming train like a flash turning a curve, and he instinctively jumped from the car; before he had time to turn the coming train had dashed into the first class passenger car which he had just left, and every light was extinguished, leaving an indescribable scene of darkness and horror.

As soon as light could be procured, it was found that a flat car with a flange attached, and which was standing in rear of the passenger train, had been lifted from its wheels, and driven straight into the passenger car, carrying and smashing passengers seats, stoves, lights, everything before it, and lodging bodily in the car, without material injury to its sides. How any passenger escaped with life is a mystery.

Mr. Carvell, the Superintendent, furnishes us with the following particulars:

There were 12 to 15 persons in the first class car at the time of the fatal occurrence. Two, Miss Wetmore, aged about 20, sister of O. D. Wetmore, Esq., and her nephew, Master Youngusband, aged about 12,—were instantly killed.

The following persons were severely injured, in the order in which we place them: John Tucker, Esq., Lloyds' Surveyor of Shipping—head badly bruised, and fears of serious internal injury; Mr. Demill, of Hampton, bad bodily injuries; a Mr. Moody, of Pictou, ribs broken; A. R. Wetmore, Esq., head cut; Mr. McArthur, Inn-keeper at Sussex, bad scalp wounds, and a lady whose name we did not learn.

Miss Davidson, of Rothsay, and several others were more or less slightly injured. Miss D. we learned, was sitting with her arm round the lad who was killed.

Hon. Mr. Gray and Mr. James Dunlop, of Moncton, were, we believe, the only first class passengers who escaped uninjured.

None of the employees on either train or any second class passengers were injured.

The wounded passengers were unable to give any account of the matter—a rush, a crash, darkness and insensibility was all they knew about it. They were all brought to the city.

We refrain making any comments on the admitted carelessness which has caused this first serious accident on our Railway.

The following rule was in the hands of the conductor of the wood train, and attention to it would have prevented this sad catastrophe:

"Engine Drivers must not pass switches until they themselves perceive them to be right.—When not seen by them, they are to assume that they are wrong. In following an Engine or Train they must approach all Stations, and enter all curves upon the supposition that the preceding Train is delayed. THIS MUST NOT BE NEGLECTED."