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ciety, and to adopt entire abstinence from but such advice would be met by a demand from some congenial society and some mode of occupying the time in harmony with the tastes so cultivated. Not being convinced of the necessity for total abstinence there would be no inclination to unite with any of the temperance organizations, and by that means form other social relationships. And not being christians they are disinclined to meet with any religious body, or even with the Young Men's Christian Association, or they might thus easily find friends and form triendships of incalculable value.

It has been suggested by some persons that the permission to have the more harmless of the games, such as drafts and chess, in a room in connection with the Young Men's Christian Association would meet the case, and attract young men to its rooms; and so no excuse would exist, except by the thoroughly abandoned, for resorting to drinking establishments. The experience in other places where this has been tried, and the character of such institutions, would, however, forbid such an appropriation of their rooms and property. It would be regarded as a lowering of the tone of these institutions for the purpose of meeting the taste of others than christians. It is then suggested that a combination might be formed to provide comfortable rooms in which young men might meet and spend an hour sociably, where a cup of tea or coffee might be obtained, and reading of a religious or general character might be enjoyed, and another room provided where conversation or debate might be permitted. Whether such an arrangement as this would have the effect of drawing off any of the young men from the pernicious atmosphere of the bar-room, or present any check to the vicious course of those inclined to evil is a question.

Is the demoralization to go on? is anxiously enquired by men of truly benevolent and patriotic spirit. Can it only be overcome by closing establishments of such evil tendency? and are the hopes of improvement to be deferred until the sale of intoxi- 1867 cating beverages is entirely prohibited? The Feb. 9. A friend to Christian Missions, subject is under the serious consideration of a number of ministers of different denominations, and we regret that we are unable to do more than reiterate the question: What can be done?

legislature of the United States, and at their mass meetings in different places, is merely the bidding of politicians for the votes of the Irishmen living in the United States. It matters not that sensible men laugh at the buncomb—and denounce the whole movement and its abettors, they are willing to wink at it and speak their condemnation with bated was in cash. May the Master abundantly reward breath. Unscrupulous partizans will commit many unwarrantable acts, and adopt almost any course that may appear likely to give them a few votes. It matters not that the vote counts for one, and when parties are in such a condition as we see them in the Great in connection with the Conference. Republic, one side without self-respect, and ready to arouse the worst passions of the idle and vicious, and the other unwilling to speak out lest they should offend any of the same nationality, we need not be surprized at the frequent gatherings of these lawless vaga-Marys Argus shows up this hollowness well, by a comparison drawn between the Fenians and the Cretans : as follows :

"Does anybody believe that if there were uot such a large Irish vote in the United States there would be so loud a sympathy for the wrongs and suffering of Ireland? There is a land peopled by an historic race who have been for a year past fighting against the most barbarous tyranny with a heroism which renews the noblest traditions of Greece. Their cause is hopeless, except in the skill of their hands and the endurance of their hearts, and is commended to the civilized world by every generous sympathy and humane emotion. Why is Congress not asked to suspend the rules that it may sympathize with the Cretans? There we find a small number of Christians battling for their religion and liberty against the Mohammedas to the proposed Windsor and Annapolis Railway empire, and the spark of freedom which ani-mates their sons likely to be at any moment extinguished. Why is the heroism of a band of Fenians assaulting and killing a few policemen so thrilling and praiseworthy, and that of the napolis, has frequently made many a heart sick, Cretans desperately detending their lives, their religion, and their homes, and when they think the spark of hope is gone, lighting the train which sends them with their foes to sudden death, so commonplace and so unworthy of sympathy? The answer is plain. There is no Cretan vote in the United States.

This is the depth of the American sympathy.

mend young men to withdraw from such so- on the other side in regard to Fenianism, and in their denunciations of the Government, boldly intoxicating drinks would not be difficult, should make the more thoughtful ask: 'Will not this bring trouble upon ourselves?' The

> The following paragraph from the Montreal Telegraph is significant, if correct:

"Letters received in Montreal by the last mail from the most reliable sources, announce that the Imperial Government is in possession United States in the Fenian plot; and that it only awaits the completion of its own preparations to adopt a tone with that country that will compel it either to drop the role of propagandist of revolution, and encourager of piracy, or take the alternative of war."

We have received a communication from "A traveller by railway" complaining of partiality on the part of one or more of the Baggage masters in permitting some passengers to carry parcels and other freight, as personal baggage, and of being unnecessarily inquisitorial with regard to other persons having the same right. We have made enquiries of the Chief Commissioner concerning this matter, who informs us that any violation of rules in these respects, on the part of any railway officials will subject the offender to reproof, and if continued, to dismissal.

For the information of our readers generally we copy the regulations having reference to this matter :-

weight of Personal Baggage, which must be at before the advertized time of starting; any quantity exceeding that weight will be charged double first-class rates and must be prepaid."

And further :-

" Express-proprietors, Agents, Messengers, and Dealers, using Season Tickets in conductbe prepaid at double first-class rates. Any violation of this rule will forfeit the Ticket."

Aotices, &c.

Received for Foreign Mission.

Cornwallis,.....\$100.00 N. H. Dobson, to support a 25.00 T. M. King, native preacher, 25.00 Canso Church toward supporting do, 44.00 April 1. Argyle Juv. Miss. Society, 10.00 C. TUPPER, Sec'y. Aylesford, April 2, 1867.

Rev. Dr. Tupper sends us the following Errata:-It is pretty well understood that all the sympathy for the Fenians expressed in the legislature of the United States and at the celestial," read telestial: 1.60, for "Revelations," read Recreations: 1. 65 and 96, for "Rutland," read Kirtland: 1.74, for "adopted," read adapted.

Donation Visit.

DEAR MR. EDITOR,-You will much oblige by allowing me, through your columns, to acknowledge the kindness of my friends who, on the evening of the 6th March, paid me their Annual Donation

D. M. WELTON.

The Annapolis Co. Ministerial Con-

Tuesday the 16th of April, at 9 o'clock. Preaching known as Lower Kennetcooke, to "Burlington." on the previous evening and Ordination of Deacons

W. H. PORTER, Secretary of Conference.

Letters Received.

Alex. Fraser, \$2. Rev. G. D. Cox. J. Whitman-Esq., \$5. Rev. Dr. Tupper, \$4. Rev J. M. Parker-N. H. Dobson. Rev. M. P. Freeman. W. Gremley, bonds. It all shews the hollowness of politicians generally, and many of the United States politicians in particular. The St.

R. G. Freeman. A. E. Durland, \$4. J. W. Stevens Esq. Rev. A. Chipman. Rev. P. F. Murray, \$4. Rev. J. C. Morse, \$1. Mrs. R. McCulloch, \$2.—Not yet received. A. Marshall, Esq., \$9, 1 sub.

The following names were omitted last week:—A. J. Leadbetter, I sub. W. J. Gates. J. McLearn, Esq., \$4. Rev. W. H. Richan. Rev. Jas. Parker, D. Mosher, Esq., \$14. W. Aymar, Esq., 1 sub.

Domestio.

THE ANNAPOLIS RAILWAY.

Mr. Editor.—Aware of the large circulation your valuable paper has among the intelligent yeomanry of the Counties of Annapolis and Kings, and knowing the deep interest you feel in the development of the resources of the Western portion of Nova Scotia, a lew facts relative may perhaps appropriately find a place in your columns. Hope deferred with regard to the extension of the Railway from Windsor to Anin the beautiful valley of the Annapolis, consequently it was not much to be wondered at that considerable scepticism existed in the Western Counties concerning the company which has now taken that important work in hand. A scepticism turther heightened by the failure of George

in general the abject servility to the Irish vote, charging them with attempting to deceive the people in this matter, and throwing ridicule upon asp they nurse in their bosoms may bite them." the whole proceedings as an electioneering dodge and an attempt at kite flying on a most extended

Now Sir, taking as I do a warm interest in the prosperity of the Western Counties, and especially of the County of Annapolis, I have taken of indubitable evidence of the complicity of the the pains during my visit to this city to gather from the most reliable sources all the information possible relative to the Windsor and Annapolis Railway Company, and I am in a position to state that if ever a railway was undertaken in any portion of the world, by responsible parties, with a sure prospect of being vigorously prosecuted, and successfully completed, in good style, this Kings and Annapolis Road has been thus undertaken.

As I have been often asked the names of the gentlemen who compose this company, it might not be amiss to mention them. It consists of Thomas Brassey, W. Henry Punchard, Frederick Barry, Edwin Clark, Thomas Hendry, E. K. Blyth, G. W. Harris, Julian H. Tolme. The original contractors were Punchard, Barry and Clark, and their numbers have been increased by the addition of the gentlemen named above. Of the original contractors either Punchard or Barry could build the road if they chose with their own means. Barry and Clark are Civil Engineers, and so high is their reputation that no sooner was it known that they had entered into this " Passengers are allowed one hundred pounds | Company than numerous applications for contracts from English contractors poured in upon the station and checked at least five minutes | the Company. The Company exercising a wise discretion have contracted with Mr. Brassey probably the greatest Railway contractor in the world to build the road, and so general is the faith in the paying properties of the Windsor and Annapolis Railway, existing among the Capitalists, Civil Engineers and Contractors of England, (men who know exactly what they are ing their business are expressly prohibited from about,) that Mr. Brassey has become one of carrying baggage or parcels, unless the freight the partners in the enterprise. Your readers Canadian flour intended for this market.-Large will recall to mind that Mr. Brassey was one of the partners in the great firm of Peto this season. Brassey, and Betts, who among many railway enterprises constructed a Railway in the Crimea which proved of immense service to the British army during the Russian war. That firm having been dissolved each of the partners has been acting for himself. Mr. Brassey has weathered all the storms which have lately involved so many contractors in financial difficulties and in some instances ruined them, and is probably at this 25.00 time the greatest railway contractor in the world. He was lately engaged in building immense lines of Railway in Italy, under the subvention policy of the Italian Government. A similar policy inaugurated by the Government of Nova Scotia has provided for carrying this railway through the counties of Annapolis and Kings.

> Very truly yours, ANNAPOLIS.

Halifax, April 8th, 1867.

P. S.-I understand that Mr. Kirkwood the him, together with Mr. Smith the Chief Enginear of the Company, and two other sub-contractors are now on their way to this Province -per Cunard steamer.

"BURLINGTON."-At a meeting of the inhabtants of Lower Kennetcooke on the 30th lying between the Lower Kennetcooke Bridge of New Brunswick. dupes are ignorant and unprincipled, every will meet (D. V.) at Stony Beach, Granville, on and the Township Eine of Kempt, and formerly

DEATH OF AN ANTEDELUVIAN OR PRE ADA-MITE.—We understand that "Billy," the Major's the surface of the ground, and was presented to Major Norton by James Hudson, Esq., the Su-Mr. Norton for about twenty months, during cents, \$4 per Dozen, \$30 per 100. Cloth Embossed which time he lived without eating anything.— How long he may have existed in the clay before being exhumed is a matter of speculation, but if his existence was contemporary with the formations in which he was discovered he must be several thousand years old.— Col. Standard.

THE CITY HORSE RAILROAD.—The petitions before the Legislature for an alteration in the charter granted to the company, ask for the following amendments:-

1. No snow plough or salt to be used.

2. The company shall pave the track. 3. No double tracks, and where such now exist, one to be taken up and compensation provi-

4. No cars to run on the Lord's day.

Mr. O'Brien states that there have been upwards of 500,000 passengers. This would give upwards of \$35,000. A pretty good return for the capital invested!

says the Bridgetown Free Press, was remarkable for the flight of wild geese. Flock after flock of ING, etc. etc. them passed over in a north-easterly direction. A large flock was passing over the residence of John McCormack, Esq., in this vicinity, (too high, however, to be reached with a gun,) when one of his boys raised a shout, which had the effect of throwing them into confusion, and huddling them together. One of them fell to the ground with a broken wing, and he was easily captured. The wing was no doubt disabled by violent contact with the wings of his fellows.

Sergeant Santord of the Halifax Volunteer It is not for the Irish they sympathize but for the Irish vote. The conduct of the politicians ponents of the Government too have been lavish for which he intends to secure a patent.

J. Bourinot Esq., M. P. P., has signified his intention to offer as representative for the County of Cape Breton in the House of Commons of the new Confederacy. It is rumored that he will be opposed James McKeagney, Esq. of this place in the contest for the seat of Ottawa.-C. B. News.

OUR HARBOR has become quite lively by the arrival of French squadron from Mexico last Wednesday. It consists of H. I. M. Iron Plated Ships, Magenta, bearing the flag of Admiral Baron de la Ronciere, Magnamme, and

The Magenta is one of the largest vessels in the French navy. These splendid war vessels have been thrown open to visitors and have been visited by large numbers who have been received with the courtesy so characteristic of the French people.

These ships were despatched about three months ago on the special mission for conducting the embarkation of the French army from Mexico, which has been accomplished, and on the departure of the naval division on the 17th ultimo, not a French soldier remained on Mexican soil. The French Admiral is now visiting the United States and Canada—leaving the warships here until his return.

They have a complement of 1960 men.

Well-merited -J. R. Willis Esq., of this city has been elected an honorary member of the Academy of Natural Sciences of Philadelphia, as a mark of their appreciation of his services rendered to the conchology of this portion of British America.

THE GREAT EASTERN is having a change of fortune: - An English paper says of the Great Eastern steamship: " 47 per cent. dividend last year, and 10 per cent, for the recent half year, with better prospects for the future! What do the old shareholders say about this and the clever fellows who managed the sale of the vessel?"

OUR BREADSTUFFS.—We learn that the Grand Trunk Railway Company intend placing additional vessels on the route between Portland and Halifax for the purpose of transporting the quantities of the article will be brought forward

THE OTTAWA PARLIAMENT.-That St. John Morning News states authoratively that the proclamation announcing that the Union measure will take effect on the 1st of July, will be issued in May; the elections will be held early in August; and the Confederate Parliament will assemble in September.

DROWNED .- The Schr. "Village Belle," which arrived here on Friday last from New York reports in lat 43.04, long 65.30, lost overboard James McNeil, seaman, a native of South Sydney, C. B.

AN IMPORTANT UNDERTAKING .- The St. Lawrence and Bay of Funday Canal Company who have an act of Incorporation now before the legislature, propose to themselves a work of considerable magnitude,—nothing less than forming a Union between the waters of the Bay of Funday and the opposite side of the isthmus which agent of Mr. Brassey and a sub-contractor under connects Nova Scotia and New Brunswick,about nine miles in length. By this means a coasting trade may be carried on between the northern shores of Annapolis and Kings counties and Canada without passing around the southern shore of the province. If successful in accomplishing the object proposed, a great change will day of March, it was resolved to change the be effected in the coasting operations of those name of that part of the Township of Newport | counties, as well as all along the northern coast

ZION'S REFRESHING SHOWERS.

A new Revival Hymn and Tune Book, containing nearly 300 Hymns and Tunes, principally used by toad died yesterday, this Batrachian was found Whitfield, Wesley, Knapp, Nettleton, Finney, Earl, embedded in a clay bank twenty-five feet below Hammond and other Evangelists in their revival meetings. It is one of the best books ever published for such services as well as for Sunday School and perintendent. He has been in the possession of \$2.25 per Dozen, \$25 per 100. Board Covers, 35 Gilt, 50 cents, \$6 per Dozen, \$40 per 100. Mailed at the Retail Price. Compiled by Horace Waters, Author of "S. S. Bell," Nos. 1 and 2, "Choral Harp," "Day School Bell," "Athensum Collection," "Christian Melodist," &c. Just issued by C. M. TREMAINE,

BARGAINS ! BARGAINS ! !

No 481 Broadway, N. Y.

Cloths, Doeskins, Tweeds, Cassimeres,

GREAT BARGAINS OF THE ABOVE

****AT THE COMMERCE HOUSEL No 144 GRANVILLE STREET.

Cood Stout TWEEDS and DOESKINS from 1s. 9d. to 3s. per yard. Ex. Double Milled do. SOMETHING ABOUT GEESE.—Last Thursday 5s. 6d. to 7s. 6d. per yard. Super. do. do. All wool, 5s. 6d. to 7s. 6d. per yard. Super. BLACK Cloths, was the Bridgetown Free Press, was remarkable MANTLE Cloths, Waterproof TWEED CLOAK-

A LOT OF REMNANTS OF CLOTH, From a Vest, Pant and Coat pattern to a full suit. To be sold VERY CHEAP: A Lot of Ends, suitsble for Children's wear, Boy's Knickerbocker Suits.

A Large lot of Remnants of Dress Goods, The Cheapest we have ever offered, and as these must positively be cleared out,

Great Bargains, can be had.

N. B.—A Large Discount allowed to purchasers of Remnants to the amount of \$5 and upwards. R. McMURRAY & CO