

mend young men to withdraw from such society, and to adopt entire abstinence from intoxicating drinks would not be difficult, 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.

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.

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 intoxicating beverages is entirely prohibited?

It is pretty well understood that all the sympathy for the Fenians expressed in the 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.

"Does anybody believe that if there were not 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.

on the other side in regard to Fenianism, and in general the abject servility to the Irish vote, should make the more thoughtful ask: 'Will not this bring trouble upon ourselves?'

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 of indubitable evidence of the complicity of the 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.

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

"Passengers are allowed one hundred pounds weight of Personal Baggage, which must be at the station and checked at least five minutes before the advertised 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 conducting their business are expressly prohibited from carrying baggage or parcels, unless the freight be prepaid at double first-class rates. Any violation of this rule will forfeit the Ticket."

Notices, &c.

Received for Foreign Missions.

- 1867. Feb. 9. A friend to Christian Missions, Cornwallis, \$100.00
7. N. H. Dobson, } to support a } 25.00
T. M. King, } native preacher, } 25.00
March 1. Canso Church toward supporting do, 44.00
April 1. Argyle Juv. Miss. Society, 10.00
G. Tupper, Secy.

Rev. Dr. Tupper sends us the following Errata:— C. M. March 27th, No. 2. Column 1, line 64, for "Duty," read Deity. Col. 2, l. 3, for "celestial," read testial: l. 60, for "Revelations," read Recreations: l. 65 and 96, for "Butland," read Kirtland: l. 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 visit, and presented me with \$114, of which \$73 was in cash. May the Master abundantly reward them.

D. M. WELTON.

The Annapolis Co. Ministerial Conference

will meet (D. V.) at Stony Beach, Granville, on Tuesday the 16th of April, at 9 o'clock. Preaching on the previous evening and Ordination of Deacons in connection with the Conference.

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. Gremlay, B. G. Freeman. A. E. Durland, \$4. J. W. Stevens Esq. Rev. A. Chipman. Rev. F. 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, 1 sub. W. J. Gates, J. McLearn, Esq., \$4. Rev. W. H. Richan. Rev. Jas. Parker, D. Mosher, Esq., \$14. W. Aymar, Esq., 1 sub.

General Intelligence.

Domestic.

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 few facts relative to the proposed Windsor and Annapolis Railway may perhaps appropriately find a place in your columns.

in their denunciations of the Government, boldly charging them with attempting to deceive the people in this matter, and throwing ridicule upon the whole proceedings as an electioneering dodge and an attempt at kite flying on a most extended scale.

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 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.

Very truly yours, ANNAPOLIS.

Halifax, April 8th, 1867.

P. S.—I understand that Mr. Kirkwood the agent of Mr. Brassey and a sub-contractor under him, together with Mr. Smith the Chief Engineer 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 inhabitants of Lower Kennetcooke on the 30th day of March, it was resolved to change the name of that part of the Township of Newport lying between the Lower Kennetcooke Bridge and the Township of Kempt, and formerly known as Lower Kennetcooke, to "Burlington."

DEATH OF AN ANTEDELUVIAN OR PRE-ADAMITE.—We understand that "Billy," the Major's toad died yesterday, this Batrachian was found embedded in a clay bank twenty-five feet below the surface of the ground, and was presented to Major Norton by James Hudson, Esq., the Superintendent. He has been in the possession of Mr. Norton for about twenty months, during which time he lived without eating anything.

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 provided.
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!

SOMETHING ABOUT GESE.—Last Thursday says the Bridgetown Free Press, was remarkable for the flight of wild geese. Flock after flock of 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.

Sergeant Santord of the Halifax Volunteer Artillery, has invented a breech-loading rifle, 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, Maganme, and Flandre.

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.

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 1/2 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 Canadian flour intended for this market.—Large quantities of the article will be brought forward this season.

THE OTTAWA PARLIAMENT.—That St. John Morning News states authoritatively 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 Fundy 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 Fundy and the opposite side of the isthmus which 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 be effected in the coasting operations of those counties, as well as all along the northern coast of New Brunswick.

ZION'S REFRESHING SHOWERS.

A new Revival Hymn and Tune Book, containing nearly 300 Hymns and Tunes, principally used by Whitfield, Wesley, Knapp, Nettleton, Finney, Earl, 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 Social Meetings. Price, Paper Covers, 50 Cents, \$2.25 per Dozen, \$25 per 100. Board Covers, 35 cents, \$4 per Dozen, \$30 per 100. Cloth Embossed, Gilt, 60 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," "Athenaeum Collection," "Christian Melodist," &c.

Just issued by C. M. TREMAINE, No 481 Broadway, N. Y.

April, 10.

BARGAINS! BARGAINS!

Cloths, Doeskins, Tweeds, Cassimeres, &c., &c.

GREAT BARGAINS OF THE ABOVE.

...AT THE...

COMMERCE HOUSE!

No 144 GRANVILLE STREET.

Good Stout TWEEDS and DOESKINS from 1s. 9d. to 3s. per yard. Ex. Double Milled do. 3s. 9d. to 6s. per yard. Super. do. do. All wool, 5s. 6d. to 7s. 6d. per yard. Super. BLACK CLOTHS, MANTLE Cloths, Waterproof TWEED CLOAKING, etc. etc.

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, suitable for Children's wear, Boy's Knickerbocker Suits, etc. Also

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.

March 6. R. McMURRAY & CO