

TERMS AND NOTICES.

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SPECIAL NOTICE.

Our terms of ADVANCE PAYMENT will in every case in future, be strictly adhered to. For particulars apply to the Proprietor, Rev. E. McLeod, Fredericton, N. B.

Religious Intelligencer.

SAINT JOHN, N. B., APRIL 10, 1863.

RESPONSIBILITIES AND ENJOYMENTS.

We incline to the opinion that there is a much closer connection between our responsibilities and our enjoyments than most persons are aware of. By responsibilities we mean those duties which belong to the place we occupy, or the relation we sustain to these.

Now we believe that our enjoyments—our happiness—depends in a great measure on the faithful discharge of the responsibilities which devolve upon us. The laws of nature and the laws of mind are the laws of God. He who violates any of these breaks the commandment, and mars his own happiness.

Responsibilities vary. That for which one is responsible, another may not be; while, also, one may be responsible for the same thing as another, but in a much greater or smaller degree. A slave cannot have the responsibility of a master; a child cannot have the responsibility of a parent; nor a subject that of a sovereign.

We now return to the first thought expressed by us in this article—that our enjoyment, or happiness, depends on the faithful discharge of those responsibilities which belong to the places we fill, and the relations we bear to others.

Note.—To avoid an article of too great length, we defer some illustrations and additional thoughts on the foregoing subject until next week.

RELIGIOUS NEWSPAPERS.

One of the most noticeable features in connection with the efforts that are being made to spread the Redeemer's Kingdom, and to hasten the fulfillment of the glorious predictions of by-gone ages relative to the triumph of the cross, is the general and extraordinary use which is made of the press.

The religious journal is becoming a moral necessity. Almost every political question now has its religious aspect, and all subjects for public discussion have their moral bearings on society. This renders religious newspapers necessary, and their growth and increase will give them a power which even politicians and official personages will not be able to ignore.

The religious newspaper has a mission to perform. It must enter largely into the work of educating the people, and preparing them to estimate and weigh in the religious scale the questions which from time to time agitate the public mind.

the press. Indeed, we think that any religious denomination would soon die from exhaustion without the use of this means for its support. That is poor economy that shuts out from the family or the church the religious newspaper, under the plea of hard times. It would be for the spiritual, intellectual and financial advantage of the country if every family in the Province would take and read a good religious journal.

REVIVALS.

A letter just received from Brother Barnes at Grand Manan, informs us that the extraordinary religious awakening in that island still continues. Sabbath before last, brother B. baptized eight on the profession of their faith.

The Rev. Mr. Teed, Wesleyan minister on the Greenwich Circuit, writes to the Provincial Wesleyan that a "very blessed work of grace" has been in progress in a portion of that circuit. A series of special services was held for four weeks, and nearly one hundred souls were brought to God.

The Rev. Dr. DeWolf writes from Shelburne County, N. S., that about thirty persons have been converted at North East Harbour, and the work was still in progress.

The Christian Messenger, of Halifax, N. S., notices several extensive revivals in Baptist churches in that Province. The one at Westport, Digby County, noticed by us last week, is still continued with increasing power. A few Sabbaths since the Rev. William Hall baptized twenty-nine persons, and the Rev. Mr. Miller thirteen.

Last night forty young men and women knelt down at once and begged for some one to pray for them, and thirty more at the same time were praising God. I do not think there will be less than 100 added to the church.

At Hebron, Yarmouth County, thirty-seven have been baptized, and others were waiting for the ordinance.

The Rev. E. A. Harris writes that an interest exists at Milton, Liverpool County, and a season of baptism had been enjoyed.

THE REVIVAL AT WOODSTOCK.

Woodstock, April 6th 1863. DEAR BRO. McLEOD.—As you have noticed from time to time in the Intelligencer, the good work of grace in progress in this place.

I commenced holding meetings in connection with the Upper Woodstock branch of my Church immediately after the discontinuance of the Union meetings, which were held the first week in January, and have continued them ever since each evening, and for the last three weeks nearly every day.

In connection with the branch at Upper Woodstock, I baptized seven, and organized them, with twenty-one others, into a separate Church, to be known as the "Second Woodstock Church." The brethren and sisters, for a number of years have sustained a separate meeting, and have exhibited unmistakable evidences of that vitality requisite to warrant such separate organization, and I sincerely trust that the increased responsibilities resting upon them in their new position, will increase their usefulness and zeal in a proportionate degree in their master's cause.

There seems to be a determination, and a deliberation manifested on the part of all that are seeking, evincing that they are not influenced by undue excitement, but from a consciousness that religion is the one thing needful, that none is a pretence time, that "a more convenient season" may never come, that it is a terrible hazard to run longer to wait, and that they are not prepared to take the responsibility, hence their anxiety, their decision—letting others do as they will—to give themselves to Jesus. I have up to my present writing baptized and added to the church twenty at this place, and we intend holding meetings as long as the interest demands it.

Had the Atlantic telegraph been at work, you would have had the opportunity of almost simultaneously rejoicing with us over the reception of the Princess Alexandra, and the royal wedding which so rapidly followed. The circumstances of this are of an unusual character, that I am tempted to resume my long-dropped pen, as your correspondent asks this help to supplement the more elaborate reports which you will receive through the English papers the will reach you.

Much anxiety was getting to be felt that the Prince of Wales should not go far past his majority without entering the matrimonial state; and this anxiety was not diminished by the fact that the circle of affection—Protestant royal families—was obviously very narrow. Rumor has it, that the Princess Royal (the Crown Princess of Prussia) has had the greatest share, next of course, to the lovers themselves, of bringing about the present match; and, that being anxious as a good sister, that her brother should not fall into a mistake, she dexterously laid plans for making the fair Danish Princess and the Prince of Wales her visitors at the same point of time.

The C. Baptist church has also been greatly revived, and a number added under the labors of Bros. Blakeney, Williams, and others.

Yours in the gospel, J. T. PARSONS.

THE SPIRITUAL WARFARE.

In the breast of every Christian there is a continual struggle going on—"the flesh lusteth against the spirit and the spirit against the flesh, and these are contrary the one to the other." This makes the Christian groan and cry out in the bitterness of his soul, fearing oftentimes he will one day fall by the hand of the enemy. But Jesus is the Captain of our Salvation, and all who believe in him will conquer through faith. There is no standing still in the heavenly battle. Advance is the watchword, and attain new victories. Our Captain leads the way. In Him we rely. He tells us to follow him. He has given us heavenly armour to fight with, and we must use it. If we neglect to use the sword of the Spirit, which is the word of God, we must not expect to overcome

our enemies. If we think to get the victory by our good works we shall get many wounds, but with the shield of faith we shall be able to quench all the fiery darts of the enemy. We are to work out our own salvation with fear and trembling, knowing that God works in us to will and to do his own good pleasure; and thus by faith we are encouraged to toil and struggle against sin and Satan, and to overcome.

A LEAF FROM MEMORY'S CHAPLET.

While visiting friends at King's County in the Spring of 1851, it was remarked one day at dinner that a "Conference meeting was to be held in the Millard Free Baptist Chapel." A Conference Meeting—how my heart bounded at the thought! For I had long been deprived of the privilege of meeting with Christians in social Conference, and my spirit thirsted for communion with those who loved the Lord Jesus, and "talked of Him by the way."

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From our London Correspondent. RECEPTION OF THE PRINCESS ALEXANDRA—ARRIVAL—GREAT DISPLAY AND ENTHUSIASM, &c., &c. LONDON, March 15, 1863.

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some manner, and as the revenues of the Duchy of Cornwall had been carefully husbanded, and were believed capable of bringing in, with other estates, £50,000 per annum, the parliamentary grant was limited to £50,000 a year for the Prince, with £10,000 additional to the Princess, or £60,000 should she become a widow. Remembering how often the royal debts of George III. had to be discharged, and how much larger a sum was voted for that polished youth, his son and heir, the sum asked in the present instance, was looked upon as very moderate, and was voted with cordial good will by the House of Commons.

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made at last, but slowly; and as you will see by the accounts, the entrance into the great space opposite the Mansion House was almost like being sucked into the maelstrom. The police could not keep a line; a regiment of volunteers was broken up, and the royal carriage was like a cockboat on the waves. Happily, no injury was done, and after long delay, the procession proceeded up Chancery Lane, St. Paul's, down Ludgate Hill, up Fleet Street, to Temple Bar, where the civic functionaries trailed off, and left the royal visitors to the Westminster officials.

Then came the Strand, Trafalgar Square and Pall Mall, St. James street and Piccadilly, up to the Park gates, where the Westminster attaches fell away, shrinking the procession to the five carriages containing the royal party, and the escort of household cavalry. In this state, the Park was entered, along whose carriage road the volunteers were ranged three deep on either side—a noble body of sixteen thousand men—who reception of the Princess was equal to that which had attended her throughout. Behind the volunteers, were the dense crowds of people, while every tree was loaded, and the balconies in Park Lane shone with beauty, and fluttered with snow-white handkerchiefs. Crossing to the top of Oxford street, the carriages went to the Edgemoor Road, and down the Grand Junction Road to the Great Western Railway station—the gathering and enthusiasm not diminishing a fraction—and on went the royal travellers to Stough, thence to Windsor, where the Queen had waited hours, and gave her Princess a motherly embrace, that half relieved her of the fatigues she had undergone. Nothing could exceed her courtesy through all the stages of the journey—from noon to half-past six. The head was ever beaming, the smile ever re-appearing, and all who saw her, became her champions at once and evermore. The form of the face is rather oval than round; but every feature is good, and the combination exquisite. The brow is high, and gives sign of superior intellect. The hair is brown, with a golden shade. The eyes are beaming, and capable of powerful expression. The cheeks, of a clear complexion and a healthy hue. The lines of the mouth and chin finely drawn; the physique cast in a graceful mould, and the bearing of the whole person characterised by suavity, elegance, and ease.

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the shelf; it appears—not to decay, we hope, but to season. Our ministry ventured with it as far as they dare; had they gone farther, they probably would have lost the place. Both Upper and Lower Canada were opposed to it. We in the West reasoned thus:—Our Province is already crippled with a debt equivalent to \$30 for every man, woman, and child; the eastern extensions of the Grand Trunk have only added to the burden so far; water transportation is always cheaper than any mode of conveyance by land; and hitherto the St. Lawrence trade altogether, with the Lower Provinces, has not been sufficient to pay even the running expenses of an Inter-colonial railway, supposing it could monopolize all that trade.

Then there is the great North West which is rapidly improving, and bidding fair to be a great country some day, with which a communication might be opened from Canada at a comparatively trifling cost, and the treasures of that vast country be thus poured into our lap. Our friends in the Eastern section of Canada have adopted another mode of reasoning on this question, showing how natural it is for each one to look out for himself. They have an ever-increasing jealousy of the influence of the Anglo-Saxon race on their time-honored, or rather antiquated customs. They have a great fear that, if this dreaded race on both sides of them become linked together by that iron bond, they will not only be ridden through, but over-ridden, and their influence be entirely lost. For the same reason, they have no sympathy with the efforts of the West to grasp the Red River and Saskatchewan Territories. Now, however, since it is found that the scheme is not yet determined on, the question is being discussed with more calmness than when it threatened to be suddenly thrust upon the country. Our Thunderer (the Globe) is comparatively quiet about it; while a Lower Canadian paper lately ventured the hope that Canada might not only be connected with the Lower Provinces by Railway, but become, with the Hudson's Bay Territory, the great highway across this Continent to British Columbia. Canada, in fact, is just coming to see the important position she occupies in relation to the Great West. She finds that she can carry to the market the produce of the Western States with greater convenience, and consequently at a cheaper rate, than can be done by either the Mississippi or the New York routes. Delegates from the Prairie lands have already been sent to Canada to inquire what facilities can be afforded them for the transportation of their produce; and it is not at all unlikely, that in the course of a few years, this fertile peninsula will not only enjoy the advantage of being so much nearer the market than those who inhabit the prairies, but will also have the whole carrying trade of the boundless West and North West. This, however, is only man's calculation, which, at the best, is but speculation in matters of this kind. "Righteousness exalteth a nation," and without righteousness no nation can be long exalted. Our neighbors of the States, not long since, were boastfully predicting the unrivaled greatness of their nation; but there is good reason for their silence on this point now. He who ever has "executed judgment for the oppressed," and who ever will do so, is the "Judge who putteth down one, and setteth up another." The fairest prospect of a nation will be blighted by sin, as it was with Eden and its inhabitants. "Let the people praise thee, O God; let all the people praise thee. They shall the earth yield her increase; and God, even our own God, shall bless us." If we had no other proof than the history of nations furnished of the existence of a righteous "Governor," that would be sufficient.

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RAILWAY SPEECHES.

We continue the condensed report of the speeches on the railway bill. Although much that is said by some of the speakers is very foreign to the subject, yet that equal justice may be done to all in our columns, and our readers be informed fairly of the arguments on both sides, we give the speeches as furnished by the reporter. The importance of the subject is the only apology we offer for occupying so much of our space with it.

MR. BOYD'S SPEECH. Mr. Boyd said, that through all his long life he never before called upon to express his opinion on a question of such magnitude as the present railway scheme; and after mature consideration, he felt that he would not be justified at this time of day in playing the game of "blind man's bluff." The question of route he considered very important. Every one knew that the British Government would select that which was most advantageous to themselves in a military point of view. The selection of any route which would destroy or not connect with our present lines of railway would be perfect madness. Looking at the aspect of the Government, he was well aware that they would not select any route of railway. There were two members of the Government, from Westmorland, the Postmaster General and the Hon. Mr. Steves, and they knew that their section would be safe. Then there was the North Shore; it had two representatives, and from all that he could see he came to the conclusion that the North Shore was the most likely route. In a military point of view, this would be a good selection. The Provincial Secretary stated in Saint John, that he was favorable to the Douglas Valley, and if that could not be obtained, then the next most advantageous. Our taxes for the undertaking would be unobtainable. The debt would be £40 per head on each person in the Province, still he had no doubt that the Provincial Secretary's figures were correct; but even admitting they were, he could not go for the bill. It was true we occupied a better position than our neighbors, for the United States was becoming depopulated; and before the war was over, he thought that would be complete. The delegates, he thought, should have limited the amount of expenditure. The western part of the Province has no representatives in the Council, although it was populous, and they had therefore nobody there to look out for their interest; and in the absence of this, he had no confidence in them. Then he thought it presumption for this Province, the youngest of the colonies, to take the first step in this matter. What was the use of legislating on this subject when Canada and Nova Scotia have not done so; our action would be useless until they had passed their bills. The cost of the road he considered would be more than three millions, and the taxes he calculated as immense. He ridiculed Mr. Fisher's high idea of Canterbury, and corroborated Mr. Grimme's statement of the decrease of the population of Saint Andrews since the railway was built. His property, too, that at one time brought him in a handsome rent, now brought him not one cent. He had lately, however, thought it was in demand, and to the ship building being carried on there; and here he admitted that the railway had assisted this branch of industry; but the people of Saint John were so jealous on this point, that they would not advance means to shipbuilders unless they built them in Saint John. He would also admit that railway, and judiciously managed. He did not however want to do anything to day that would give his posterity cause to curse his memory. He related an anecdote of George Buchanan, closing it by saying that "we would soon be left home, and he had heard nothing since to change his views; and he was borne out in this conclusion by the opinions of those of his constituents whom he had consulted."

MR. W. G. GILBERT'S SPEECH. Mr. Gilbert, referring to his resolutions offered some time since, had not at that time seen the bill, but he did know what it would contain, but his great objection to the scheme as he then understood it had been met by the 12th section, where the liability of the Province is limited, and therein the bill of himself and his constituents had been dissipated. He spoke of the travels of the N. B. delegates to Canada, and the speeches there made, and thought their conduct objectionable if their expenses were paid by the Province. But the scheme was so agreeable to the wishes of the people of the Province, as that which his hon. colleague declared, in his memorandum of resignation, he would agree to. He (Mr. S.) had stated that the first road he would go for building is one connecting with the United States, but if he would regard the interests of his constituents, connect-

THE INTER-COLONIAL RAILWAY SCHEME HAS BEEN LAID ON