

[Continued from page 19.]

You must have 2000 subscribers. I see no difficulty in the way. Are not the Baptists and their adherents in New-Brunswick 30,000 in number? Cannot one in fifteen take the *Visitor*? Ought it not to be one in ten? Let all try, in their own neighbourhood, to make this last calculation matter-of-fact. A general effort will secure it.

Again I say, Gentlemen, cheer up! The Press is a mighty engine. We must keep it at work in our good cause.

I am glad to see you so zealous for education. The people here are greatly pleased with your remarks on the letter in the *Freeman*. A Baptist write against Acadia College! Shame on him!

Yours, &c.,

SOMEBODY.

☞ We are much obliged to "SOMEBODY," and shall always thank him for his "COUNTRY DISH." We love the country and country fare for a change now and then.—Eds.

[FOR THE CHRISTIAN VISITOR.]

Digdequash, 29th Jan., 1853.

GENTLEMEN,—I observe in your paper, the *Christian Visitor*, articles on *Scientific, Geological and Philological*, as well as hints on *Agricultural subjects*, in connexion with other valuable information! We know that these papers are appreciated by the people generally, more particularly by the bone and sinew of the country—the FARMER and MECHANIC. We trust you will think so favourably of the views expressed above, as to be encouraged to continue to write upon these subjects for our good.

Yours, respectfully,

A FARMER.

☞ We invite all our correspondents to express themselves freely upon all subjects, as we are anxious to make the paper not only a "welcome Visitor," but a USEFUL ONE. It would afford us much pleasure and encouragement to hear from our friends in all parts of the Province on such subjects as our correspondent alludes to.—Eds.

MOSES ON MOUNT PISGAH.

[CONTINUED.]

But in the night of coming years,
Behold a sadder scene appears:
The crowning act of every crime,
Against them on the page of time,
God's Son has come to earth to save
Man from the bondage of the grave;
A prophet that the Lord had raised,
Like him who on this vision gazed,
To lead them, with his words of love,
To share a better rest above.
But God's own chosen ones have lain
Their bloody hands on him and slain!
He hears their loud, terrific cry,
"His blood be on us—crucify!"
He sees the radiant sun decline,
On this accursed sight to shine;
An earthquake rends the trembling sphere,
And buried sleeping ones appear;
Who cannot rest, e'en in the tomb,
When dawns on earth such day of doom.
In darkness startled nature veils
Her face, when man his God assails.
The promised land is theirs no more,
It hurls them from its sacred shore.
Doomed, they depart in captive bands,
O'er Asia's plains and Africa's sands;
No more o'er Judah's hills and dales,
Their voice of melody prevails.
O'er all they proudly called their own,
The cruel Moslem's rule is thrown.
Their harps are hung on willow trees,
Their sorrows sighed to every breeze,
And o'er them follows fast a fate,
That bids each hearth be desolate.
A vagrant hope no wo could kill,
Within each bosom beating still;
Though all their early glory gone,
Like transient tints of early dawn;
That he, Messiah, yet should come,
And bear them all triumphant home;
Though they were scattered far and wide,
And humbled all their ancient pride;
Yet on Judea's hills should rise
Once more their holy sacrifice.
Though history's hoary volume vast,
The sepulchre where sleeps the past,
Be deeply scarred on every page,
With woes of theirs in every age,
The lingerer of two thousand years,
Should give them joys and smiles for tears!
The dim star hope of ages gone,
Should yet restore their fallen throne.
The stricken prophet's aged form
Thrills as the leaf amid the storm;
He prays the Lord to take this dim
And fearful scene away from him;
As fades a dark dream from the heart,
Those phantom actors then depart.
Once more, on an untroubled scene,
The gladsome sun looks forth serene.

[To be continued.]

Missionary Intelligence.

STRONG FACTS WELL TOLD.

Rev. Mr. Byington, one of the oldest missionaries of the American Board said, at its last anniversary:

Thirty-six years ago brother Kingsbury went to the Choctaws;—did you lose anything by it; did Andover; did the churches? Then they were heathenish and degraded, now they are civilized and enlightened, and among the four tribes are 6,500 church members. Was there any loss from Bro. K.'s going to them? One debt we owe you, which we cannot pay; we will acknowledge it, however; this is the visits from the Secretaries. No other mission has been so favored as we have. When the first came, we could gather our whole congregation into a room ten feet square. Soon the nation was removed. You wanted more land; were short of land, I suppose. We began anew. And now how changed! What congregations? Once there was only one Christian that could be found, and he was stolen from Africa, and had been sold and resold. Our fare was then poor; the Post Office was 120 miles off. But God has been in the midst of us; he knows we are few and weak; and now there are among the Choctaws more than 2,000 church members. Was there any loss in sending out Bro. K.? Would there be any loss in sending out another missionary? But you may tell me you have not the means nor the men. Suppose you should tell the Indians so; how would it sound to one of them? He would think a minute, and then he would tell you, that he had heard that Massachusetts has a valuation of a thousand million dollars. No means! There is no lack of means to buy our lands. No men! Why, where do the men come from that settle here? It does not come out even, like my two fingers, (holding the forefingers of his hands side by side.) That would be the Indian's logic.

We have been in the field thirty years, have been exposed to storms, have slept on the ground, and are nearly worn out. We have sent for men to assist us, none came. We wrote for them; the reply was, there are none. We have come in person, and we can get none to go back with us. How is it with the army? There is no lack of men for that. In time of peace, when an officer has a furlough, another takes his place. There is no time of peace with us. Satan makes no peace. When the Board was pressed with debt, word was sent to us, to see what we could do in reducing our expenses. We came together. One put down fifty cents a day for himself and fifty cents for his wife; another struck off one-fourth from his salary; and the brother who has just addressed you, set down for what should be allowed him, 000. I hope we shall never have to plead again in this way. Never was there such a field for missions. We have had what you call the Maine Law, but what we must call the Choctaw Law, twenty-three years. It is executed. There would be no intemperance, if it were not for white people on the borders. Thieves are scarcely known. We go to bed, leaving our doors unlocked, with no fear that anybody will enter to take anything. In church discipline there is no occasion to call for witnesses. The delinquent confesses his fault. If some of our young people get enticed away and engage in a dance, they do not come forward to the communion, but take their place back by the door. I have sometimes gone and asked them, if they were not going to commune, and the reply has been, No, I have been to a dance. They all look upon it as heathenish to dance. Once in a while rowdies engage in it, and some others are drawn in, but that good and respectable people ever danced, would be strange news to the Choctaws. Did you lose anything by Bro. K.'s going to them? Would you lose anything by sending another? We want three men, with excellent wives.

General Intelligence.

THREE DAYS LATER FROM ENGLAND.

[By Telegraph to the News Room.]

Boston, Jan. 31st, 1853.

The steamship *Africa* has arrived at New York. She was detained at Liverpool by order of the Government, in order that they might send to Canada the decision upon the Clergy Reserves Bill, and important matter relative to Cuba and the United States, and the imprisonment of British subjects in Cuba.

Breadstuffs are reported dull. Corn was improving. Wheat one penny dearer. Flour 3d to

6d per barrel dearer. Cotton was improving, and rather higher.

It is said Kossuth will probably return to the United States.

The war at the Cape still languishes; the Kafirs are not entirely quelled.

Lord Eldon has been declared a lunatic.

France is quiet. The death of Maidai in Italy, is not confirmed.

LATER FROM CALIFORNIA.

NEW YORK, January 28.—The "Star of the West" has arrived, with San Francisco dates to Jan. 1st. She brings 300 passengers.

The Oregon left on the 29th, and the Northwestern on 1st January, with nearly \$2,000,000 in gold.

The winter is the severest since it has been populated by Americans.

Distress and suffering prevails in all parts of the State.

Communications throughout the mining regions are almost entirely cut off by snow or overflowing streams. All lowlands are inundated. The whole country between Tahama and Sacramento rivers are partly inundated by mountain streams.

The loss of mining implements was very great. Stockton was partially inundated, and property to a considerable amount destroyed. The flood has been universal throughout the whole country. The waters are higher than in the memorable winter of 1849.

All work is suspended. Bridges swept away. Ferries destroyed. Lives lost.

Stockton was inundated partially.

A man named Wm. R. Jones, was hung by the people a few days since, twelve miles above Sacramento, for murder.

RAILROADS IN THE UNITED STATES.—The following most interesting statistics in reference to the Railroads in the Union, we gather from the *American Railway Gazette* for January:—

On the 1st of January, 1853, (this day,) there are in the United States 13,227 miles of complete railroad, 12,927 miles of railroad in various stages of progress, about 7000 miles in the hands of the Engineers, which will be built within the next three or four years—making a total of 33,155 miles of railroad, which will soon traverse the country, and which, at an average cost of \$30,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000 as follows:—

13,227 miles completed, - - -	\$396,810,000
12,928 miles in progress, - - -	387,840,000
7,000 miles under survey, - - -	210,000,000
33,155	Total, - \$994,650,000

or, in round numbers, one billion of dollars; a sum which, at 6 per cent, would yield \$60,000,000 annually, or more than sufficient to cover all the expenses of the United States Government, and of the Governments of every State composing the United States!—if administered with republican economy. This estimate of the railroads of the United States differs materially from that published by the census office, and that of Mr. Andrews in his late report to Government—but is based upon actual ascertainsments. Both these documents, however, refer to a date anterior to 1853.

STRAW BONNET FACTORY.—The Messrs. Carpenter, the celebrated straw bonnet manufacturer of Foborough, Mass., have just completed the erection and fitting up of a new building for carrying on their business. It contains over fifty rooms, some of them large enough to contain five or six hundred persons, and is calculated to turn out ten thousand straw bonnets a day, or three millions a year. The main building is 178 feet front, and extends back 250 feet, five stories high, and covering with its wings, an area of between 30,000, and 40,000 square feet. The Messrs. Carpenters supply a large portion of the demand for bonnets in New York and Boston. Their new factory is a magnificent building, finished within and without, in a style of art which would not disgrace the country seat of a wealthy man.—*Newburyport Herald*.

Valuable Land.—A sale of land in London, which brought 4,000,000 dollars an acre, was recently noticed. The *New York Evening Post* sets the story by stating that a lot in that city, at the corner of Broadway and Fulton Streets, 29 by 76 feet, was recently leased at auction for \$14,500 per annum, which is the interest at 7 per cent on \$207,142 85 or at the rate of \$5,093,934 82 an acre, the lot being 29 by 76 feet; or, at a very common rate of interest in London, 3 1-2 per cent, it would give the still more enormous sum of \$8,187,969 64 an acre.—*Boston Traveller*.

Shoemaking in Marlboro'.—There is an army of at least five hundred shoemakers in Marlboro', in Middlesex County, who manufacture 6,000 pairs of children's shoes every working day. One journeyman has worked on the bench for thirty years, without losing a day in consequence of sickness, and during that time has saved \$10,000. One firm, during the last year, has manufactured 217,000 pairs of shoes. Another of the firms—that of Boyd & Cory—do an immense business, employing one hundred men in this State, and one hundred and fifty in their shoe village in New Hampshire. Last year they made 200,963 pairs of shoes in this State, and at least as many more in New Hampshire.—*Atlas*.

Twenty-Six Hundred Deaths by Cholera.—Letters from St. Jago, Cuba, state that according to the official returns, twenty-six hundred and fifty persons died of cholera at St. Jago, Cuba, in October, November, and December last, out of a population of 30,000 to 35,000 souls. During the pestilence, a terrible earthquake occurred, which destroyed many of the best buildings in the city.—*Boston Traveller*.

The Pacific Telegraph.—The Committee on Territories, it is said, are progressing rapidly in the matter of the Pacific Telegraph Co. The proposition of Messrs. Alden and Eddy has been very well received among the members of both Houses, and if the Committee report favorably, of which there seems to be little doubt, the bill will pass. The projectors say they are ready to pledge themselves to put a message through to San Francisco, in less than eighteen months from the date of the grant.

From Peru.—A letter from the Peruvian Secretary of State, to the American Charge des Affaires, expresses great satisfaction with the terms of Mr. Everett's note, and the President's acknowledgement of the right of the Peruvian Government to the Lobos Islands. A private letter from Lima, dated Dec. 25th, says that vessels which had been chartered at a lower rate previous to the difficulty, are, by order of the government, to receive the same price, \$20 per ton, as other vessels since chartered.

Telegraph between Europe and America.—The idea of connecting Great Britain and the United States by Telegraph is revived in London on a grand scale. The proposition is to extend the line from Scotland by way of the Orkney, Shetland and Faroe Islands, and thence to Greenland; thence across Davis's Straits to Labrador and Quebec. The entire length of the line will be 2500 miles; and the submarine portions of it from 1400 to 1600. From the Shetland Islands it is proposed to carry a branch to Bergen, in Norway, connecting it there with a line to Christiana, Stockholm, Gottenburg, and Copenhagen; from Stockholm a line may easily cross the Gulf of Bothnia to St. Petersburg. The whole expense of this great international work is estimated considerably below £500,000.

SCIENTIFIC PREDICTIONS.—Capt. McKay, of the clipper *Sovereign of the Seas*, previous to sailing from New York for San Francisco, in August last, addressed a letter to Lieut. Maury, of the National Observatory at Washington, requesting a copy of the fourth edition of his "Sailing Directions," for the use of the voyage. Lieut. Maury answered the letter, stating that if Capt. McKay would follow the directions laid down, the *Sovereign of the Seas* would be able to cross the Equator in the Pacific on or before the 25th day of October, and would reach San Francisco in one hundred and three days.

The *Sovereign of the Seas* crossed the line only 14 hours behind the predicted time, and dropped anchor in the harbor of San Francisco one hundred and three days and two hours after leaving New York.

This prediction on a voyage of 17,000 miles, is a forcible illustration of the benefits of modern research.—*Boston paper*.

A TOUCHING AFFLICTION.—Our readers will recollect that we mentioned last week, the arrival of the ship *Moses Wheeler*, from Liverpool. Several deaths occurred upon the passage. A most touching affliction is connected with the above vessel and her passengers. An Irishman, after having accumulated by years of toil and economy, money enough to warrant a home and support for his family, sent for them from the Old Country. They took passage in the above ship. The ocean journey was long and tedious. Day after day he watched for their coming, until hope deferred had made him heart sick, when the welcome announcement that the ship had arrived, reached his ears. He immediately proceeded to meet and greet his loved ones, and convey them home. He no sooner reached the vessel than he was met by the terrible announcement that his wife and six children had died on the passage over, and he was left alone! It is seldom that we are called upon to chronicle a sadder bereavement.—*Boston Bee*.

EDWARD EVERET.—We remember well the young preacher, at the Battle Street Church, his curly head just perceivable above the pulpit cushion. His voice and impressive eloquence we shall ever remember—he has risen to his present honorable station by sound principles and exalted worth. No man could have been found better qualified to fill the station left vacant by our lamented Webster, and we of old Massachusetts should feel proud of her worthy son. No man, who has read Mr. Everett's letter on Cuban affairs, can honestly doubt his great abilities as a Statesman and able writer. His ripe scholarship is beyond dispute. What a shame on our nation that political squabbling should exclude such men from office.—*Woburn Journal*.

A young mother in Lowell, left her child asleep in the cradle last Saturday, while absent for only a few minutes, on her return found the room on fire, and the child burned to death; when will parents learn to be cautious in leaving young children alone; we fear never.—*Id.*

THE WINTER AT SEA.—The New York Courier gives a list of the bad passages and disasters to steamers this winter, observing that "While the winter on shore has been one of the mildest ever known, at sea tremendous gales have swept the ocean, rendering the efforts of the most powerful steamships to make headway against them al-