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REVDS. I. E. BILL & R. THOMSON,

"Glory to God in the highest, and on earth Peace, good will toward Men."

EDITORS.

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We have taken the following lines from "The Friend," published in England. We know not the author, but he will excuse the slight changes which we have ventured to make, in the exercise of our editorial prerogative:

SCATTER YOUR SEEDS.

Scatter your seed, and flowers will spring;
Strew them at broadcast o'er hill and glen;
Sow in your garden, and time will bring
Bright flowers, with seeds to scatter again.

Scatter your seeds,—nor think them lost,
Though they fall amid leaves and are buried in earth—
Spring will awake them, though heedlessly toss'd
And to beautiful flowers those seeds will give birth.

Scatter your seeds; tire not, but toil;
'Tis the work of life, 'tis the labour of man;
In the head, in the heart, and own earth's own soil,
Sow, gather, and sow, through life's short span.

Scatter your seeds in the field of mind,—
Seeds of flowers, with seeds of grain;
In the spring and summer, sweet garlands ye'll find,
And in autumn ye'll reap rich fruits for your pain.

Scatter your seeds in the garden of heart,
Seeds of affection, of truth, and of love;
Cultivate carefully each hidden part,
And thy flowers will be seen by angels above.

Scatter your seeds—the seeds of Hope:
Plant in your bosom the Tree of Life.—
Then the flowers here budding in Heaven shall open,
And in Heaven will ripen the fruits of strife.

Then scatter your seeds each passing year;
Sow amid winds and storms of rain—
Hope give thee courage, Faith cast out fear,
God will requite thee with infinite gain.

RAILROADS:

THEIR HISTORY AND ADVANTAGES.

The substance of a Lecture delivered at ACADIA COLLEGE, by the President, March 1, 1853.

(CONCLUDED.)

We come now to consider the advantages of Railroads.

1. *They facilitate intercourse.* A traveller inquired of a negro the distance to a certain point. "Dat depends on circumstances," replied he. "If you gwine a foot, it'll take you about a day; if you gwine in the stage or homnabus, you make it half a day; but if you get into one of these smoke wagons, you be almost dar now." That is what suits this bustling age. We wish to be "almost dar now." The wish cannot be accomplished without the aid of the railroad.

Formerly, the journey from London to Liverpool occupied 60 hours: it is now performed, by the railway, in 10 hours—and by the express train in five hours. In 1824 the speed of a locomotive engine was six miles per hour; the rate of 70 miles per hour has been attained within the last year or two, on the Great Western Railway.

The construction of railroads has been followed by a great increase of travelling. In all cases the number of passengers has been "far beyond what was expected by the most sanguine." The travel by the Edinburgh and Glasgow Railway was estimated at 340,000 passengers annually; in the first six months the number was 315,642. The increase has been as follows in others:

	Per cent.
Liverpool & Manchester Railway,	300
Stockton & Darlington,	380
Newcastle and Carlisle,	455
Arbroath & Forfar,	900
South Eastern,	1000

There are London merchants who live at Brighton, 60 miles off. They receive their letters at breakfast time—read them while on

the two hours journey to London—spend the usual time in their counting-houses and on 'Change—and return home to dinner. Great numbers, whose engagements require them to be in London at an earlier hour than merchants, reside at a distance of ten or even twenty miles. In all these cases the advantages to themselves and their families, in regard to health, are very great.

Facility of intercourse economises time, which is a consideration of no small importance. Had we a railway many of our journeys, which now occupy three days in going and returning, would be accomplished in one.

2. *They enhance human enjoyments.* Travelling used to be a weariness. Many a man has looked forward to a journey of 100 miles with positive dislike and apprehension. Now, it is a pleasure. He seats himself in the car—takes his newspaper or a book—is bowled along without jolting—and at the end of the journey joins the dinner party as fresh as if he had been in his own room all the while—probably fresher.

The railway gives the opportunity of enlarging our acquaintance with men and things. We can visit places and countries which were inaccessible to us before, and gather a large amount of information on many points. There is pleasure in this, and salutary influence, and all may be turned to good and useful account. It cannot be doubted, that the happiness of the civilised world has been greatly increased by the introduction of railroads.

3. *They extend trade and commerce.*—When good roads are opened, markets are brought nearer, and the expense of conveyance to them is lessened.

These effects are in an especial manner the results of railroads. The manufacturer and the merchant, as well as the tradesman experience the benefit. Personal intercourse succeeds to correspondence. The principals themselves meet and make their bargains, instead of entrusting their interests to agents. Merchandise is easily and cheaply transmitted to places, the difficulty and expense of sending to which operated before as an almost entire prohibition. Monopoly receives its death-blow. The many can procure, at a reasonable rate, articles which formerly could only be obtained by the few: and if the merchant in the race of competition is compelled to submit to smaller profits, he has quicker returns and a much larger amount of business; so that both he and the public have good reasons to be thankful for the railroad.

4. *They promote benevolent enterprise, civilization, and peace.* All this, too, is the natural result of increased facility of intercourse. In a country of railroads the operations of benevolent institutions are much more easily conducted, since the public can be extensively appealed to, at a moderate expense, and with much more economy of time than is possible where the ordinary methods of travelling have to be adopted; and whatever inspection of stations or agencies may be necessary, can be carried on in like manner with ease and promptitude.

And can it be believed that the nations of Europe, daily intermingling with one another by means of railroads, will be easily persuaded to go to war—or, if that calamity should occur, to endure it long? Is not every railroad a link in the chain of universal brotherhood, binding all people together? And is it not at any rate manifest, that if hostilities should again take place, they will much more quickly be brought to a close by the vigorous application of steam, both by land and sea?

5. *They furnish profitable investment for capital.* In Great Britain this is of great importance. The low rate of interest induces the capitalist to seek a better investment than the public funds yield him. It is a boon to mankind when his money is used for the con-

struction of those works from which the community at large may derive advantage; and in this case general good and individual interest happily coalesce.

6. *They supply abundant employment to the labouring classes.* This is so obvious as to require no illustration. It is sufficient to observe, that hundreds of thousands of industrious men are daily indebted to railroads for their subsistence; and that this employment is at once a benefit and a relief to the community, which is bound to provide that subsistence.

7. *They excite and reward invention.* The expedients which have been devised for lessening toil, removing obstructions, expediting operations, and contributing to ease and comfort, in connection with railroads, cannot be enumerated. The Patent Offices of England and the United States teem with records of inventions of all kinds—for improvements in wheels, axles, brakes, cars, signals, switches, &c.—and for various adaptations of machinery, evincing great ingenuity and practical skill. In the execution of railway works of various kinds, scope has been given for the exercise of architectural and engineering talent of the highest order. The Britannia Bridge, for instance, is a grand monument of the inventive genius of the nineteenth century.

8. *They increase the value of property, and create improvements, in all countries through which they pass.* These are uniform results. Land quickly doubles its value, often much more: in new countries the increased value is generally very remarkable. A large amount of its products, valueless before, for want of the means of transmission, is not only made marketable but realises great profits. This remark applies especially to lumber, minerals, and agricultural products. Then, settlement is encouraged, population increased and thrives, and the manufacturer and merchant share with the agriculturist in the general prosperity.

Such is the railway system, and these are some of its advantages. And now what shall we say? We have seen that railroads facilitate intercourse, enhance enjoyment, extend trade and commerce, promote benevolence, civilization and peace, furnish profit to the capitalist and employment to the labourer, excite and reward invention, and increase the value of property. The neighbouring Provinces are eager to avail themselves of these advantages. Canada has already one hundred miles of railway in operation, and has made provision for its extension to two thousand miles. New Brunswick has entered into arrangements, with characteristic promptitude and energy, for securing the benefit. The railway will soon be brought to our very door, knocking for admittance. When Nova Scotia shall be intersected with its lines, and not till then, will she gain her proper place among the states of the new world, and become one of the principal outlets for the conveyance of the products of this hemisphere to Europe. It is only a question of time and mode. The best mode will ere long commend itself, it may be confidently hoped, to the mature consideration of the people. The time to resolve and prepare is just now. Then let all the people exclaim, as with one heart and voice, SUCCESS TO THE RAILROAD.

Labourers not Scarce.

We never could understand that there would be any difficulty in obtaining laborers enough in "the old country" to send out to work upon our railroads—although such has been the general opinion in St. John. The following extract will show that there are still unemployed hands, suffering from want of work:—
IRELAND.—The *Western Star* gives a me-

lancholy sketch of the sufferings of the poor for the last two months, owing to the want of employment, consequent upon the impossibility of proceeding with out-door labor during the late severe weather. Great numbers were compelled to resort to the work-houses, and more who have been fortunate enough to receive remittances from their friends and relations in America, are taking the necessary steps to join the donors across the Atlantic.

Send them all out to New Brunswick, ten thousand of them, where they will be able to get plenty of work at a dollar a day, land at 3s. an acre, live cheaper than they can anywhere else, and in the healthiest climate on the face of the globe. A dollar a day in this country will go farther than a dollar and a half in England. We are about building 400 miles of railroad, and require all the laborers we can get. Employment certain for ten years at least. Will the Irish papers copy this for the benefit of suffering humanity?—*Morning News.*

Satan and the Church.

Our correspondent, Gaius, recently furnished an article for our paper, on Satan and the Ministry. We have now received from him the following anecdote, transcribed from a periodical published in this country nearly fifty years ago. Our correspondent remarks that the anecdote illustrates an awful truth—that wicked persons are agents of Satan, who, in punishment for sin, are delivered up to him, and who become his slaves to execute his will in the world which he governs. Happy indeed is the assembly of the people of God where he is not found.—*Watchman and Reflector.*

Here follows the extract:

The members of a congregation had frequently met to deliberate on measures which involved their comfort and even their existence; but a troublesome person, whose popular eloquence gave him a dangerous influence, repeatedly defeated every attempt to carry these measures into effect. At one of these meetings, a member, who had the welfare of the society much at heart, appeared, while his antagonist was in the heat of debate, to be fast asleep; the friends of the society, astonished at his indifference, at length roused him up. He started, rubbing his eyes, saying, in apparent agitation,

"I have had a strange dream."
Every eye was turned to him, and every ear open.

"A dream! what was it?"
"I dreamed," said he, "that I was in hell, where I saw Satan, who inquired, 'What news from the earth? I told him I came from this place, where the congregation were met to decide on business which had long distracted them. This information threw him into great excitement. 'I must instantly go there,' said he, and was making ready to set off immediately. But just as he was departing, he asked me whether his friend ——— was at the meeting or not. I assured him he was not only there, but very active. 'Well, well, then, said Satan, I will not go, after all; my presence is unnecessary. I know that my friend ——— will do my business as well as I could do it myself.'"

This apologue produced an effect which nothing else could produce. It silenced the noisy orator, and the measures, which he had hitherto successfully opposed, were readily adopted.

What madness it is for a man to starve himself to enrich his heir, and so turn a friend into an enemy! For his joy at your death will be in proportion to what you leave him.