

THE CHRISTIAN VISITOR.

SAINT JOHN, N. B., NOV. 16, 1859.

BARRIERS IN THE WAY OF MINISTERIAL SUCCESS.

It may be said of these that they are legion. All the powers of hell are in arms against the success of God's Ministers. All the different forms of depravity as they exist in this world meet them in hostile array at every stage of their progress.

To whom then are the ministers of Christ to look—to aid them in the terrible conflict with infernal forces? They of course naturally turn to the professed disciples of Christ for sympathy and co-operation; but lamentably say, they sometimes look, even to them, in vain.

Is it not enough, we ask, that the ministers of our holy religion should meet in open conflict the combined forces of earth and hell? Are those professing to have the same Father, the same Lord and the same baptism, to put themselves also in a hostile attitude? Will they do the work which ought to be left to Satanic agency alone? The Prince of the power of the air is never so well pleased as when he can induce a professed Christian to do his bidding.

After a fortnight of this treatment you will have good fat fowls. If, however, there are but four or six to be fatted, they must not have as much room as though there were twelve. Nothing is easier than to allot them the proper space; as it is only necessary to have two or three pieces of wood to pass between the bars and form a partition. This may also serve when the fowls are put up at different degrees of fatness.

Again, the minister's work may be greatly retarded by a sort of negative opposition on the part of members of his church. They will not oppose openly, but they do not act in concert, they are too covetous or too worldly to give the aid necessary to forward and perfect his plans of usefulness.

THE CONCORD GRAPE. The more we know of this grape, the better we like it, and this appears to be the case with nearly everybody. The exceptions are those who have long settled in their minds that the Fox grape, being a universally condemned variety, every seedling possessing any portion of its flavor, must necessarily be worthless.

TEACHERS MEETING. I have a short space in your columns, for the insertion of the following account of a Teachers' meeting, held on Thursday 3rd inst., for the purpose of organizing a Teachers' Institute, for the County of King's.

IS IT TRUE THAT BUNYAN WAS A PLAGIARIST. The following strange story going the rounds of the periodical press declares him such.

THE GREAT EASTERN. As a matter of curiosity, we append the tonnage of the Great Eastern, as compared with the ten largest vessels of the United States Navy.

Table with 2 columns: Name, Tonnage. Lists ships like Pennsylvania (3,241), Columbus (2,460), Ohio (2,707), North Carolina (2,633), Delaware (2,633), Vermont (2,633), New Orleans (2,805), Alabama (2,683), Virginia (2,633), New York (2,633), Great Eastern (28,131).

What is the Post Office address of the Baptist Church at Point Moosh. The Minutes enclosed to it has been returned to us—the Post Office not knowing the locality. Will some friend inform us?

masses to relieve sufferers there, each packet labeled with the name of its purchaser of masses on earth, and each relieved tenant of purgatory swimming through fire, with his name inscribed, to take gratefully the purchased measure of relief from the earthly Church, on the opening, so as to speak, of the regular mail from our life to the Life Purgatorial.

But where—if this be Bunyan's original—where is the City of Destruction—the Wicket Gate at the head of the Narrow Way—the Slough of Despond—the House of the Interpreter—the Hill Difficulty, and the Palace Beautiful—the Valley of Humiliation—Vanity Fair, and the Martry-stake, and the angel chariot of Faithful?—Where are Giant Despair and Doubting Castle, and my Lady Diffidence, and the Delectable Mountains, and the River of Life?—Where are Great Heart, and the meek Meley, and Giant Slaygood, and Mr. Valiant-for-Truth, and Mr. Ready to Help, and Mrs. B.eyes, and Talkative, and Yam-Hop? Not a man, or a scene, or an incident of them all in Guillonville, Guillonville, a Romanist, makes baptism the condition of regeneration—its want the loss of children's souls, and its application as adequate to carry the cancellation of sins.

We call attention to the advertisement of our friends, Davis & Marshall. Persons will find at this establishment an excellent selection of dry goods, and a variety of useful and fancy articles at moderate prices.

DR. JEWETT ON RUM AND RHYME. In the course of my ride from Fredericton, the capital of New Brunswick, to Woodstock, my attention was directed by a fellow passenger to a sign placed over the door of a liquor shop which was doubtless intended to render the establishment famous, and secure to its bar additional patronage.

DEATH OF ROBERT STEPHENSON. The Ocean Queen brought intelligence of the death of Robert Stephenson, the most eminent Engineer of his time, which took place Oct. 12th. Our previous notices had left us in hopes of his recovery.

THE UNION AGENCY. Woodstock, 10th Nov., '59. My dear Brother Bill,—Report says that you are about accepting a call to Halifax. Is it true? My heart sickened at the thought of your leaving this Province. It cannot be so; we cannot spare you. I believe that your removal would be disastrous to the cause in New Brunswick, and I speak the opinion of all the Baptists in this section of the Province.

WRECK OF THE ROYAL CHARTER. A gentleman, writing from Bangor, after visiting the wreck on Wednesday evening, says: I took the only parts of the ship standing, were small parts of the stern, with the wheel and graving apparatus. She struck at 3 o'clock, on Wednesday morning, and broke up at 7 o'clock. Before striking, her cables parted, one after another. She tried to stem of the coast, but the wind blowing a hurricane, she drifted here. Blue lights and rockets were fired for several hours before she struck. Several bodies were washed ashore, to the majority greatly mutilated. Men were picking up survivors of the wreck, and an efficient guard was much wanted. The Collector of Customs is doing his best to effect the remains of the ship and cargo.

REPORTERS HAVE ARRIVED FROM THE SCENE OF THE wreck, and state that the vessel struck at 2 p.m., the strain being too great for the cables. At first a little alarm was felt, but some imminence of dreadful death was apparent to all. One heroic effort was made, and made last a hawser by which several lives were saved, and more might have been had not the vessel parted in two with dreadful crash, the funnel and machinery giving way. The passengers and crew were either killed by the falling masts or perished in the waves.

THE VICTORIA BRIDGE AT MONTREAL. Within the present week we have visited the Victoria Bridge, in process of construction at Montreal; and if the imperfect description which we can give of this great structure interests our readers half as much as our visits to it did as we occupied it. It is a tubular structure of iron, laid upon twenty-four piers and two abutments of stone, spanning the river St. Lawrence, directly opposite the city of Montreal. Its length is a thousand feet less than two miles.

marks of our esteemed Brother Todd in relation to our removal, that after much anxious thought and earnest prayer for guidance, we could not feel ourselves justified in accepting the kind and generous invitation of the Church in Halifax, and have therefore decided to continue to labor as hitherto with our brethren in New Brunswick for the furtherance of those interests which ought to be to us all more precious than all earthly treasures. Our impression is that a great work is to be done for the Baptist Churches in New Brunswick, and if we can contribute our humble mite to the furtherance of this work, we shall greatly rejoice. Nova Scotia is dear, very dear to us, and always must be so; but the Cross is just as precious, and souls just as valuable in New Brunswick as in Nova Scotia.—May God make us all increasingly faithful in his service.

MISS HANNAH ELIZA GRABAM. Mr. James Graham and family are called to mourn the loss of a beloved child, HANNAH ELIZA, who died Oct. 17th, in the twenty-fifth year of her age.

DR. JEWETT ON RUM AND RHYME. The river at this point is very deep and the current rapid, and as the ice which firms in the lakes above the city comes down in the spring sometimes suddenly and with overwhelming force, it has been supposed that the successful bridging of the St. Lawrence, here was an impossibility.

THE VICTORIA BRIDGE AT MONTREAL. The river at this point is very deep and the current rapid, and as the ice which firms in the lakes above the city comes down in the spring sometimes suddenly and with overwhelming force, it has been supposed that the successful bridging of the St. Lawrence, here was an impossibility.

WRECK OF THE ROYAL CHARTER. A gentleman, writing from Bangor, after visiting the wreck on Wednesday evening, says: I took the only parts of the ship standing, were small parts of the stern, with the wheel and graving apparatus. She struck at 3 o'clock, on Wednesday morning, and broke up at 7 o'clock. Before striking, her cables parted, one after another. She tried to stem of the coast, but the wind blowing a hurricane, she drifted here. Blue lights and rockets were fired for several hours before she struck. Several bodies were washed ashore, to the majority greatly mutilated. Men were picking up survivors of the wreck, and an efficient guard was much wanted. The Collector of Customs is doing his best to effect the remains of the ship and cargo.

REPORTERS HAVE ARRIVED FROM THE SCENE OF THE wreck, and state that the vessel struck at 2 p.m., the strain being too great for the cables. At first a little alarm was felt, but some imminence of dreadful death was apparent to all. One heroic effort was made, and made last a hawser by which several lives were saved, and more might have been had not the vessel parted in two with dreadful crash, the funnel and machinery giving way. The passengers and crew were either killed by the falling masts or perished in the waves.

THE VICTORIA BRIDGE AT MONTREAL. Within the present week we have visited the Victoria Bridge, in process of construction at Montreal; and if the imperfect description which we can give of this great structure interests our readers half as much as our visits to it did as we occupied it. It is a tubular structure of iron, laid upon twenty-four piers and two abutments of stone, spanning the river St. Lawrence, directly opposite the city of Montreal. Its length is a thousand feet less than two miles.

WRECK OF THE ROYAL CHARTER. A gentleman, writing from Bangor, after visiting the wreck on Wednesday evening, says: I took the only parts of the ship standing, were small parts of the stern, with the wheel and graving apparatus. She struck at 3 o'clock, on Wednesday morning, and broke up at 7 o'clock. Before striking, her cables parted, one after another. She tried to stem of the coast, but the wind blowing a hurricane, she drifted here. Blue lights and rockets were fired for several hours before she struck. Several bodies were washed ashore, to the majority greatly mutilated. Men were picking up survivors of the wreck, and an efficient guard was much wanted. The Collector of Customs is doing his best to effect the remains of the ship and cargo.

REPORTERS HAVE ARRIVED FROM THE SCENE OF THE wreck, and state that the vessel struck at 2 p.m., the strain being too great for the cables. At first a little alarm was felt, but some imminence of dreadful death was apparent to all. One heroic effort was made, and made last a hawser by which several lives were saved, and more might have been had not the vessel parted in two with dreadful crash, the funnel and machinery giving way. The passengers and crew were either killed by the falling masts or perished in the waves.

THE VICTORIA BRIDGE AT MONTREAL. Within the present week we have visited the Victoria Bridge, in process of construction at Montreal; and if the imperfect description which we can give of this great structure interests our readers half as much as our visits to it did as we occupied it. It is a tubular structure of iron, laid upon twenty-four piers and two abutments of stone, spanning the river St. Lawrence, directly opposite the city of Montreal. Its length is a thousand feet less than two miles.

marks of our esteemed Brother Todd in relation to our removal, that after much anxious thought and earnest prayer for guidance, we could not feel ourselves justified in accepting the kind and generous invitation of the Church in Halifax, and have therefore decided to continue to labor as hitherto with our brethren in New Brunswick for the furtherance of those interests which ought to be to us all more precious than all earthly treasures. Our impression is that a great work is to be done for the Baptist Churches in New Brunswick, and if we can contribute our humble mite to the furtherance of this work, we shall greatly rejoice. Nova Scotia is dear, very dear to us, and always must be so; but the Cross is just as precious, and souls just as valuable in New Brunswick as in Nova Scotia.—May God make us all increasingly faithful in his service.

MISS HANNAH ELIZA GRABAM. Mr. James Graham and family are called to mourn the loss of a beloved child, HANNAH ELIZA, who died Oct. 17th, in the twenty-fifth year of her age.

DR. JEWETT ON RUM AND RHYME. The river at this point is very deep and the current rapid, and as the ice which firms in the lakes above the city comes down in the spring sometimes suddenly and with overwhelming force, it has been supposed that the successful bridging of the St. Lawrence, here was an impossibility.

THE VICTORIA BRIDGE AT MONTREAL. Within the present week we have visited the Victoria Bridge, in process of construction at Montreal; and if the imperfect description which we can give of this great structure interests our readers half as much as our visits to it did as we occupied it. It is a tubular structure of iron, laid upon twenty-four piers and two abutments of stone, spanning the river St. Lawrence, directly opposite the city of Montreal. Its length is a thousand feet less than two miles.

WRECK OF THE ROYAL CHARTER. A gentleman, writing from Bangor, after visiting the wreck on Wednesday evening, says: I took the only parts of the ship standing, were small parts of the stern, with the wheel and graving apparatus. She struck at 3 o'clock, on Wednesday morning, and broke up at 7 o'clock. Before striking, her cables parted, one after another. She tried to stem of the coast, but the wind blowing a hurricane, she drifted here. Blue lights and rockets were fired for several hours before she struck. Several bodies were washed ashore, to the majority greatly mutilated. Men were picking up survivors of the wreck, and an efficient guard was much wanted. The Collector of Customs is doing his best to effect the remains of the ship and cargo.

REPORTERS HAVE ARRIVED FROM THE SCENE OF THE wreck, and state that the vessel struck at 2 p.m., the strain being too great for the cables. At first a little alarm was felt, but some imminence of dreadful death was apparent to all. One heroic effort was made, and made last a hawser by which several lives were saved, and more might have been had not the vessel parted in two with dreadful crash, the funnel and machinery giving way. The passengers and crew were either killed by the falling masts or perished in the waves.

THE VICTORIA BRIDGE AT MONTREAL. Within the present week we have visited the Victoria Bridge, in process of construction at Montreal; and if the imperfect description which we can give of this great structure interests our readers half as much as our visits to it did as we occupied it. It is a tubular structure of iron, laid upon twenty-four piers and two abutments of stone, spanning the river St. Lawrence, directly opposite the city of Montreal. Its length is a thousand feet less than two miles.

WRECK OF THE ROYAL CHARTER. A gentleman, writing from Bangor, after visiting the wreck on Wednesday evening, says: I took the only parts of the ship standing, were small parts of the stern, with the wheel and graving apparatus. She struck at 3 o'clock, on Wednesday morning, and broke up at 7 o'clock. Before striking, her cables parted, one after another. She tried to stem of the coast, but the wind blowing a hurricane, she drifted here. Blue lights and rockets were fired for several hours before she struck. Several bodies were washed ashore, to the majority greatly mutilated. Men were picking up survivors of the wreck, and an efficient guard was much wanted. The Collector of Customs is doing his best to effect the remains of the ship and cargo.

REPORTERS HAVE ARRIVED FROM THE SCENE OF THE wreck, and state that the vessel struck at 2 p.m., the strain being too great for the cables. At first a little alarm was felt, but some imminence of dreadful death was apparent to all. One heroic effort was made, and made last a hawser by which several lives were saved, and more might have been had not the vessel parted in two with dreadful crash, the funnel and machinery giving way. The passengers and crew were either killed by the falling masts or perished in the waves.

THE VICTORIA BRIDGE AT MONTREAL. Within the present week we have visited the Victoria Bridge, in process of construction at Montreal; and if the imperfect description which we can give of this great structure interests our readers half as much as our visits to it did as we occupied it. It is a tubular structure of iron, laid upon twenty-four piers and two abutments of stone, spanning the river St. Lawrence, directly opposite the city of Montreal. Its length is a thousand feet less than two miles.

marks of our esteemed Brother Todd in relation to our removal, that after much anxious thought and earnest prayer for guidance, we could not feel ourselves justified in accepting the kind and generous invitation of the Church in Halifax, and have therefore decided to continue to labor as hitherto with our brethren in New Brunswick for the furtherance of those interests which ought to be to us all more precious than all earthly treasures. Our impression is that a great work is to be done for the Baptist Churches in New Brunswick, and if we can contribute our humble mite to the furtherance of this work, we shall greatly rejoice. Nova Scotia is dear, very dear to us, and always must be so; but the Cross is just as precious, and souls just as valuable in New Brunswick as in Nova Scotia.—May God make us all increasingly faithful in his service.

MISS HANNAH ELIZA GRABAM. Mr. James Graham and family are called to mourn the loss of a beloved child, HANNAH ELIZA, who died Oct. 17th, in the twenty-fifth year of her age.

DR. JEWETT ON RUM AND RHYME. The river at this point is very deep and the current rapid, and as the ice which firms in the lakes above the city comes down in the spring sometimes suddenly and with overwhelming force, it has been supposed that the successful bridging of the St. Lawrence, here was an impossibility.

THE VICTORIA BRIDGE AT MONTREAL. Within the present week we have visited the Victoria Bridge, in process of construction at Montreal; and if the imperfect description which we can give of this great structure interests our readers half as much as our visits to it did as we occupied it. It is a tubular structure of iron, laid upon twenty-four piers and two abutments of stone, spanning the river St. Lawrence, directly opposite the city of Montreal. Its length is a thousand feet less than two miles.

WRECK OF THE ROYAL CHARTER. A gentleman, writing from Bangor, after visiting the wreck on Wednesday evening, says: I took the only parts of the ship standing, were small parts of the stern, with the wheel and graving apparatus. She struck at 3 o'clock, on Wednesday morning, and broke up at 7 o'clock. Before striking, her cables parted, one after another. She tried to stem of the coast, but the wind blowing a hurricane, she drifted here. Blue lights and rockets were fired for several hours before she struck. Several bodies were washed ashore, to the majority greatly mutilated. Men were picking up survivors of the wreck, and an efficient guard was much wanted. The Collector of Customs is doing his best to effect the remains of the ship and cargo.

REPORTERS HAVE ARRIVED FROM THE SCENE OF THE wreck, and state that the vessel struck at 2 p.m., the strain being too great for the cables. At first a little alarm was felt, but some imminence of dreadful death was apparent to all. One heroic effort was made, and made last a hawser by which several lives were saved, and more might have been had not the vessel parted in two with dreadful crash, the funnel and machinery giving way. The passengers and crew were either killed by the falling masts or perished in the waves.

THE VICTORIA BRIDGE AT MONTREAL. Within the present week we have visited the Victoria Bridge, in process of construction at Montreal; and if the imperfect description which we can give of this great structure interests our readers half as much as our visits to it did as we occupied it. It is a tubular structure of iron, laid upon twenty-four piers and two abutments of stone, spanning the river St. Lawrence, directly opposite the city of Montreal. Its length is a thousand feet less than two miles.

WRECK OF THE ROYAL CHARTER. A gentleman, writing from Bangor, after visiting the wreck on Wednesday evening, says: I took the only parts of the ship standing, were small parts of the stern, with the wheel and graving apparatus. She struck at 3 o'clock, on Wednesday morning, and broke up at 7 o'clock. Before striking, her cables parted, one after another. She tried to stem of the coast, but the wind blowing a hurricane, she drifted here. Blue lights and rockets were fired for several hours before she struck. Several bodies were washed ashore, to the majority greatly mutilated. Men were picking up survivors of the wreck, and an efficient guard was much wanted. The Collector of Customs is doing his best to effect the remains of the ship and cargo.

REPORTERS HAVE ARRIVED FROM THE SCENE OF THE wreck, and state that the vessel struck at 2 p.m., the strain being too great for the cables. At first a little alarm was felt, but some imminence of dreadful death was apparent to all. One heroic effort was made, and made last a hawser by which several lives were saved, and more might have been had not the vessel parted in two with dreadful crash, the funnel and machinery giving way. The passengers and crew were either killed by the falling masts or perished in the waves.

THE VICTORIA BRIDGE AT MONTREAL. Within the present week we have visited the Victoria Bridge, in process of construction at Montreal; and if the imperfect description which we can give of this great structure interests our readers half as much as our visits to it did as we occupied it. It is a tubular structure of iron, laid upon twenty-four piers and two abutments of stone, spanning the river St. Lawrence, directly opposite the city of Montreal. Its length is a thousand feet less than two miles.