

The Christian Visitor.

REV. I. E. BILL, RELIGIOUS AND DENOMINATIONAL EDITOR.

Glory to God in the highest, and on earth peace, good will toward men.

THOMAS McHENRY, REGULAR EDITOR AND MANAGER.

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CORRESPONDENCE.

For the Christian Visitor.
PROF. O. S. FOWLER.
To the editors of the "Provinces" on your Railroads, Union, Young Men, Material Progress, &c., &c.

(Continued.)
Having shown you the good Railroads are actually doing and will continue to do you, please a few words touching the good they might have done, might still do you, if somewhat enlarged. To me these local advantages are mere bagatelle in comparison with what might have been, might still be derived from them. The idea which struck me on first surveying your ground was that you had after all omitted the great end and nature and your geological position has thrown within your reach, namely, THROUGH TRAVEL, not only between the Provinces and the Provinces and the States, but between the old world and the new. Who does not see that if there was a continuous Railway transit from Halifax to Bangor, as there now is, thence throughout the States, more than half of all that immense Steamboat patronage now enriching the various Steamboat lines, would flow right through your lap, leaving no small amount of profit in your pockets.

If I mistake not, the more usual time between Halifax and New York is well on to three days, more than one day of which might be saved by Rail, and to men of business who travel these Steamboats fifty dollars a day for their time would be only a small consideration. The majority of them would sooner pay fifty dollars extra, and save two days of time, and all the nausea and danger of a sea voyage, especially in perilous weather, for a through Railroad ticket. Yet twenty dollars would be a high fare. And how many wealthy men would pay hundreds extra, if at Halifax they could transfer their sea-sick wives and children from rolling Steamboats to comfortable Railroad cars. Such a through Railroad would divert more than half of all the ocean travel between England and America from the rolling billows to terra firma, besides sending through immense quantities of light freight, the time saved on which would make it an object to pay the Railroad freight.

The whole world has always found that water communication cannot compete with Railroad. Take the patronage extended to the Hudson River Railroad, though it lies along one of the smoothest and finest Steamboat routes in the world, and has probably the best Steamboat arrangement that is or ever has been, and yet behold its income of hundreds of thousands per month, and in the navigable seasons besides. And that though the Steamboats are beautifully arranged to start in the evening, furnishing comfortable berths and meals, and land you at Albany before sunrise, prepared for any of the early trains. The Railroad fare is three dollars; the Steamboat rarely exceeds one dollar, and yet men by untold thousands pay these two dollars extra, and pay their hotel fare to boot.

Take Lake Erie as another illustration. Before the Lake Shore and Great Western Railways allowed passengers to go by land, the Steamboat patronage on this Lake was immense. Only those who have seen it can form any idea of it. Now, scarcely a passenger boat plies from any part of this Lake to any other part. Only heavy freight now seeks the Lake. Even hogs and cattle, much more four, often seek Railroad transit.

A parallel illustration occurs now on the Mississippi River. The fare from almost any point up that river is the same to New Orleans and to Vicksburg, a difference of some 400 miles, yet passengers by many thousands having paid their fare and board by Steamboat to New Orleans, forfeit both, pay about eight or ten dollars extra besides their meals, for a Railroad ticket from Vicksburg to New Orleans, besides the transit of baggage, forsaking comfortable berths and splendid fare for a much less comfortable Railroad transit.

The same fact obtains substantially between New York and Philadelphia, where a half water and half Railroad transit at cheap fares, and an agreeable interchange from water to land and land to water is offered in one line at less than two dollars, whilst the all-rail line always charges three, the former being patronized very little, and the latter taking at least nineteen-twentieths of all the travel.

The same obtains between Philadelphia and Baltimore, between Wilmington, N. C., and Charleston, S. C., and between every Railroad and Steamboat route lying parallel I ever knew on this side of the Atlantic, and I presume quite as much on the other. Here then is a vast concentration of inductive facts, proving by these figures which never lie, and by the uniform preferences of human nature, that in case the public were furnished with a through Railroad transit between Halifax and New York, not fifty per cent but instead several hundreds of the Steamboat travel from England to America would disembark at Halifax and take the Railroad. Consider once more the very much greater danger relatively on Steamboat, especially in all months except the Summer, in comparison with the safe transit by Railroad—an item of no very small moment, an item which does not obtain in any of those inland routes already mentioned, for a storm on a river is a small affair in comparison with one on the sea.

But it is objected that the Steamboats would rebel against this movement, would insist on those who disembark at Halifax paying through fare. Very good. But this would not prevent de-

partation anything like as much as precisely the same cause now in operation on the Mississippi river. Thus far it has been presupposed that the Railroad fare was wholly extra and even high. Its patronage would even then be beyond all computation.

But the Railroad would have the steamboat on the hips thus. They could say Messrs. Steamboat Co., unless you take Halifax passengers cheaper than you do New York or Boston passengers we will put a regular steamboat line at least once a week between Halifax and England, and such an argument would tell and give even more than a fair share of profits to Railroads over Steamboats. In short the Railroad could dictate its own terms and they must be complied with.

But after all, this running a Steamboat from New York to Liverpool is in the teeth and eyes of the only true policy;—namely, a great Steamboat depot at Halifax, and her having the best Harbor in all this world, favors this movement, as does having the Gulf Stream touch her Harbour, thereby keeping it free from ice.

Such a movement would soon make Halifax one of the greatest of Seaport cities, would give it altogether a start over even Portland, would benefit St. John not a little, but Halifax very much more, would run up the value of its central property several hundred per cent, would concentrate an amount of business there of which no adequate idea can now well be formed, would render it a great importing depot for the whole North Western States; the Canadas would send much wholesale business from Canada to Halifax—per the Grand Trunk Railroad during the six months suspension of St. Lawrence navigation, and create a concentrated and uninterrupted amount of Steamboat and other interests in that locality.

Of course, in that event this Railroad should run down on the east side of the Bay, and the main landing and Depot should be down near the mouth of the Harbor, and the Railroad should be so arranged as to dump your Nova Scotia coal right from your mining cars on board your Steamers as you do at the New Glasgow landing, and thus throw the profits of the coaling of these Steamboats which now goes to New York and Boston all into Nova Scotia pockets. You can afford coal nearly as cheap again at Halifax as it can be furnished at New York, for you have better facilities for mining it than is found anywhere else, have better veins than even Pennsylvania can boast, can easily bring it to Depot, whereas in Pennsylvania it must be shipped onto the Reading Railroad or Lehigh valley canal, transhipped by sloops, unladen and carted to and from city coal yard, and perhaps go through several hands each requiring their profits before the Steamboats get it, whereas you can save all this handling and put all these profits into your own pockets, besides enabling your companies to work their mines perpetually, winter and summer, and unloading your coal directly from the very cars into which it was loaded at the mines on board the Steamboat or sloop—and in this event how many Sloops and ships unable to find other employment in winter would carry your coal anywhere along the whole coast of both countries for a mere song rather than remain idle, all redoubling at every step your own profits and advantages over the coal mines of either the States or the mother country. True a horse concern could not achieve all this, but how easy to enlarge your mining operations several hundred per cent. Now your company must handle its winter mined coal twice, lay out all its capital, cut down its hands, whereas our proposed course would cheapen its workings and rebound every way to your advantage. You could also transfer your own coal from your own mines to your own firesides.

Still this coal matter is but one of several side considerations growing out of one great staminate idea of a through rail road transit between Halifax and the States.

It should be added that quite as many from the States to England would take the Railroad to Halifax, to embark there instead of at N. Y. or Boston as would leave the steamers at Halifax and take the Railroad.

A direct steamboat line between Halifax and Liverpool would need to carry much less coal for a five than an eight days trips, and thus increase their speed or freight, an item of no small practical importance in favor of the shorter or Halifax line.

To be continued.

For the Christian Visitor.
DENOMINATIONAL EDUCATION.
No. 2.
ITS SOURCE.

It may be excusable in a Baptist to express his inability to define the creeds or standards of other denominations; but to be ignorant of the principles and practices of his own is a serious, I had almost said unpardonable deficiency. To acquire the requisite information on these points, the Baptists as a body enjoy peculiar advantages. To discover the great principles which constitute the basis of our faith, we are not subjected to the necessity of ransacking the writings of the Fathers, and the decrees of popish councils; or of poring over the multifarious creeds, confessions, and formularies which have sprung into existence at various periods, from as many "authorized" ecclesiastical tribunals. Our separation from all other denominations is based on the principle that the Scriptures of the Old and New Testaments are the only authority in matters of religion—that they are our only and sufficient rule of faith and practice; and to them alone, as such

we profess to adhere with unyielding tenacity. "We do not," says a living writer, "believe in the Romish or the Oxford doctrine, as expressed by Dr. Newman, a few years ago, viz.: that these two things, the Bible and the Catholic tradition—form together a united rule of faith." We cannot admit with the Papist at Trent, that the written books and "unwritten traditions" are to be received "with equal piety and veneration." Whatever we find in the Bible, that we receive as paramount authority; whatever is not there, we reject, as of nothing worth. We care nothing for tradition; we have little regard for "the Fathers," unless they confirm the declarations of the written word. Every true doctrine is as old as the apostles. If they knew nothing of it, no matter to us whether it be discovered in the misty fogs of some visionary of the third or fourth century, or dug up from the charnel-house of rottenness and oblivion to which the good sense of the people had consigned it fifteen hundred years ago, or whether it sprang from the fertile brain of some visionary of the nineteenth century; it is not in the Bible, it has not the slightest claim to our regard as an article of religious belief. Nay, more, we will add, that though Augustine, or Jerome, or even Tertullian or Irenaeus were to arise from the dead, and teach some new doctrine, we would simply ask—"Is it to be found in the inspired record?" and if truth should compel them to answer "No"—then we would esteem it of no greater worth, as matter of religious faith, than the vagaries of Emanuel Swedenborg, Joseph Smith, or Andrew Jackson Davis.

With these principles before us, then, the great source of our religious Education is at once discovered. The fountain of pure knowledge is open, and accessible to all. Thither the enquiring soul may come and sip the balm of life, and all his countenance glowing with the lustre of a holy intelligence, he is transported far above all worlds in the exercise of a rapturous imagination. Here the leaves of the volume of life are unfolded to his gaze, every line impregnated with the power of divine omniscience, and reflecting the glory of the Sun of Righteousness. Here no impediments are placed in his way to interrupt the progress of his eager research. His memory is not loaded with technical phrases, and propositions which he cannot understand, nor his mind bewildered with an unintelligible jargon of metaphysical subtleties, and mythical vagaries.

The misty fabrications of Councils and hierarchies cast not their dark shadow upon the sacred page, concealing from the eyes of his understanding the object of his pursuit. He has found his way into the sacred temple of knowledge, and its treasures are unfolded to his mind with the clearness of a sunbeam. He advances step by step over the grand and beautiful, and variegated scenery of Revelation, where every object that meets his eye fills him with profound admiration, and carries him away to the soul inspiring regions of divine contemplation.

And if every member of our Baptist Churches were thus to avail himself of the privileges thrown open to him, and become fully indoctrinated in the great principles which lie at the basis of our faith, who can estimate the results that would accrue to the cause in which we are engaged, and the impetus that would be imparted to those vast interests which we are pledged as Christians to defend.

With our hearts thus "established with grace," and imbued with the spirit of wisdom from above, we would constitute a beacon light to the world, and armed with the strength of omnipotence, move forward with steady and triumphant success till our mission be accomplished.

PRO BONO PUBLICO.
Fredericton Oct. 1860.

For the Christian Visitor.
IMPROVEMENT OF THE HARVEST.

The timely return of Harvest, after the interchange of rain and sunshine, is a plain and convincing proof of God's controlling providence. The unfavourable weather in Europe in mid-summer, caused great alarm and consternation, as the prospect for harvest was exceeding gloomy. But the great improvement as the harvest season approached, has sent a thrill of joy through the nations.

God requires us to acknowledge Him in his administration of providence, while we receive the blessings conveyed to us through the seasons of the year. Thus Israel brought every year the first fruits of the harvest; and offered it to God with thanksgiving and praise.

Men often complain of the weather; and sometimes think they could greatly improve it. But experience often convinces us that we are erroneous in our judgment. A plentiful harvest often follows seasons which appear unfavourable to us. But this teaches us that we are entirely dependant on the providence of God.

Harvest teaches us the shortness of life; and calls us to the diligent improvement of our time. "Whoever thy hands findeth to do, do it with thy might; for there is no work, or knowledge, or desire in the grave, whither thou goest."

The harvest season is an emblem of the day of grace, granted to man, to work out his own salvation. The careless inactive sinner will lament his folly and wickedness, "When the harvest is past, and the summer is ended, and he is not saved." How anxious and diligent men are, in the season of harvest, to lay up his treasures for

winter; so we should be equally concerned to lay up treasures in heaven, against the time to come."

Harvest is a suitable season for self-examination. God expects fruit of each fig-tree, planted in his vineyard. "The fruits of righteousness, which are to the glory and praise of God." "The axe is laid to the root of the tree; and every tree that bringeth not forth good fruit is hewn down, and cast into the fire."

The harvest season is an emblem of the labors and success of the gospel ministry. While the women of Samaria went into the city, to call her townsmen to see and hear Christ, He reminds the disciples that the fields are already white to the harvest; and many of those who came to hear him, were converted and brought in. But this was but the beginning of the harvest amongst the Samaritans; for under Philip's preaching great numbers were led to the Saviour, so that "there was great joy in that city, and they were baptized both men and women." Lastly, "There will be a harvest at the end of the world." "The angels will come," says Christ, "and separate the tares from the wheat;" and gather all the sons of God in heaven, where they will shine as stars in the firmament, and as the sun, forever and ever. How joyful to the saints; and how terrible to the sinner when that day shall come; "And angels shout the harvest home."

D. N.

For the Christian Visitor.

DEAR EDITORS—

I thought perhaps some of the numerous readers of the Visitor might like to know my whereabouts and if the Union organization was still alive, and whether it was likely to survive these hard times.

Well, you remember my last acknowledgment of cash through the Visitor was £210 2s. 6d.

I would again acknowledge cash and subscriptions from the following places:—

	Subscribed.	Paid.
St. Stephen's Lodge,	£5 18 9	£2 3 14
Oak Bay,	5 6 2	2 7 94
Beebees,	2 9 4	0 11 104
St. Andrews,	8 19 6	2 1 6
Carlton, St. John,	7 11 6	4 16 6
St. Martin's,	14 11 8	4 19 1
Upper Salisbury,	6 2 0	4 10 94
Cash from Dea. N. McNeil,		3 18 9
Secy. Treas., 2d St. George,		
Cash from Alfred Gilmore, Esq. Secy. Treas., Upper Falls, St. George,		2 19 6
Rec'd. at Western Association St. John,		
Jaquesbury, Geo. Clark, Secy. Treas., £1 0 0		
Queensdown, Dea. C. Conolly, Secy. Treas. 5 0 0		
Northampton, D. A. Sharp, Secy. Treas. 1 12 6		
Brussels-st., St. John, J. L. Wright, Secy. Treas., 4 0 64		
Germain-st., St. John, S. Hersey, Secy. Treas., 9 2 44		
Lower Kingsclear, J. Dunphy, Secy. Treas. 0 5 0		
Howard Settlement, W. Annis, Secy. Treas. 2 5 8		
Lower Cambodge, M. C. McDonald, Secy. Treas., 1 3 1		
2d St. George, per Rev. J. Walker, 0 12 6		
Marsh Bridge, St. John, J. E. Marsters Secy. Treas., 4 2 9		
Fredericton, Capt. G. C. Hunt, Secy. Treas. 3 5 64		
Newcastle, G. L., Silas McMahon, Secy. Treas., 0 15 74		
Maugerville, G. C. Miles, Secy. Treas. 3 19 44		
Portland, St. John, D. Dunham S. T. 5 18 0		
Edg. J. Horsman, Secy. Treas., 1 12 6		
Thos. Denham, 0 19 6		
Ass. Dow, Esq., 1 0 0		
Gagetown, W. S. Estabrooks, Secy. Treas. 3 13 9		
Scott Town, D. C. Stitwell, Secy. Treas. 2 9 54		
Upper Kingsclear, G. A. Hammond, Secy. Treas., 0 5 0		
Canning, J. Bridges, Secy. Treas., 1 10 0		
Pennfield, E. Poole, Secy. Treas., 3 11 0		
Donations from Albert County,		
Auxiliary to the N. B. H. M. Society, 5 5 6		
Cash from Deacon John Smith, Treasurer of Western Association, £38 0 1		
Cash from S. Hersey, Esq., Balance from Old Union Society, £10 0 0		

Thus dear Editors the supplies are coming in. I am now in Albert County, I suppose for its size and population the richest County in New Brunswick, I am expecting liberal donations for God's cause. Yours as ever, THOS. TODD, F. Agent. Hopwell, Oct. 15, 1860.

For the Christian Visitor.

MESSRS. EDITORS:—

I have been making some improvement in my habitation, or rather an addition to my house in the shape of a veranda, and because it is a little novel, our good brethren and especially sisters, felt an inclination to view the premises.

God has mercifully placed certain individuals in his church who seem always ready to every good work and word. We are favoured with some such, and they suggested that it would be a favourable time to give an expression of their good will and attachment to the pastor and his family, and they fixed upon Wednesday 10th to carry out their plan.

It was so ordered in Providence that I was called to attend a funeral that day, and on returning I found my new porch invested with a class of *wide awake*, determined looking, and acting people as you ever saw. They had already built temporary tables, to the extent of 40 feet, with a passage in the centre; they were not particular about the material, whether mahogany or oak. But this was not all, Bro. Editor, for these tables were amply supplied with substantial such as all good healthy systems would be glad to enjoy two or three times a day. I was shortly after invited to participate and engage in the dissecting of a well prepared goose. The Rev. Mr. Marsh was similarly engaged, for strange, sir, as it may appear, these invaders were accompanied by a minister.

Now to resist such a go-ahead company, and such un-qual odds, for they were now numbering above sixty, and by the way my family I found in the current, so I thought I should stand in my own light to resist, and finally surrendered, believing it to be the better part of valour. Supper being over, which had been universally patronized, I was presented with a purse, containing specie and bank bills, besides clothing for winter nights, bed-quilts, blankets, socks, rolls, piles of rich cake, pounds of butter, sugar—white and brown—cheese crackers, &c., &c. And before all was through, if I had had any objections before they were entirely removed. Now, my yoke fellow, I have thought if the city churches would play such a trick upon their pastors, they could do it admirably. I know they don't need spurring upon this point, because a word to the wise is sufficient. I soon expect to visit the city—about the last of the month. I should be much pleased to tell in a speech at some good donation party how easily my people warped me into their views. A. D. THOMSON. St. Andrews, Oct. 11th, 1860.

DONATION VISIT.

MESSRS. EDITORS.—Allow us the privilege through you of expressing our gratitude to our friends in Canterbury, Southampton, and vicinity for a donation visit which they were pleased to make us on Wednesday afternoon, and evening 10th inst. It was gratifying indeed to see so goodly a number of both sexes, old and young, participating in no unimprobable manner in expressing their good will, a large number remaining to spend the evening, the time passed pleasantly and agreeably, being interspersed with singing and agreeable conversation until the hour of our devotional exercises by the Rev. G. R. Campbell, as we bowed before the mercy seat to thank our Heavenly Father. Truthfully could we say, "it is good to be here." May he who never forsakes those that trust in him, make all things work together for their good, reward these expressors of kindness and good will. DANIEL OUTHOUSE. SARAH ANN OUTHOUSE. Canterbury 20th Oct. 1860.

ing with accuracy and dispatch the weight per bushel, and they told us that not one of these samples bore the marks of having been stung with the maggot, but the maggots had not been able to penetrate the grain to any depth, and had done little or no damage except to the appearance of the sample. Canadian farmers have just cause to be proud of their exhibition. Each Annual Fair indicates rapid improvement, not only in stock, but in all agricultural and horticultural productions; and it may be safely asserted that the farmers of Canada West are second to none on this side of the Atlantic.—Genesee Farmer.

THE WEATHER AND THE CROPS IN ENGLAND.

The reports in regard to the crops in England are somewhat conflicting. In some sections they are reported better than had been anticipated; yet, on the whole, there can be no doubt that the harvest will fall far below an average. There is no part of Europe where the wheat crop is subjected to so low a summer temperature as in the British Isles—from 50° to 60°; while in Lombardy, where wheat grows in the greatest perfection, it is 73°, and in Sicily, "the granary of ancient Rome," it is 77°. According to Whately's "Climate of the British Islands in its Effect on Cultivation," the mean summer temperature for 65 years up to 1836 was 61°; and Mr. W. shows that whenever the average summer temperature falls two or three degrees below the average, the harvests are very deficient. Thus in 1775, with a summer temperature 1.2° above the average, there was a "plentiful harvest"; in 1779, when it was 2.3° above, the harvest was "one-fourth above the medium"; whereas in 1789, 1791, 1792, 1795, 1799, 1809, 1810, 1811, 1812, and 1816, when the temperature was from 0.5° to 4.8° below, the crops were very inferior—many of them famine years, in which the "poor perished."

All the warm, dry seasons, gave good wheat crop. Thus in 1815, the hottest and driest season of the series, when the summer temperature was 4.3° above the average, the wheat, though short in the straw, yielded admirably; while in 1800 and 1801, when it was imported from New York and harvest was sent from Constantinople. From this it appears that the average summer temperature of the British Isles is within two or three degrees of the minimum temperature required for the perfection of wheat. A correspondent of the *Agricultural Gazette* states that the average temperature in Lincolnshire the present summer was 55.1-2°; "No less than 6.1-2° below the mean summer heat of a number of years, and 2.1-2° below the minimum necessary for the ripening of wheat." From this he thinks the deficiency of the present harvest will be very great.—Genesee Farmer.

BUCKWHEAT STRAW.—J. A. HUBBARD, writing to the *V. E. Farmer* from a locality in Maine where this grain is extensively grown, says that buckwheat straw "is injurious to young pigs, and if they lay in it, it will set them crazy and they will finally die. It is harmful to hogs and young stock to run through it when green, making their head and ears sore and itchy very much." Is this so?—(Genesee Farmer.)

CHARCOAL FOR PIGS.—As this is the season of the year principally devoted to the fattening of porkers, it should not be forgotten that a box containing some charcoal should be placed in every hog pen. Experience has proven that its use in this manner tends to maintain these animals in a healthy condition, and conduces to more rapid fattening.—Scientific American.

ABSTRACT

Of an Act in addition to and in amendment of an Act passed in the twenty-second year of the reign of her present Majesty, Queen Victoria, intituled "An Act imposing Duties for raising a Revenue."

1. From and after the first day of November next, the duties imposed in the Table of Duties in the Act passed in the twenty-second year of the reign of her present Majesty, Queen Victoria, intituled "An Act imposing Duties for raising a Revenue," shall be collected and paid in dollars and cents in lieu of the mode provided by that Act, and in the manner and according to the following Table, viz:

TABLE OF DUTIES.	\$ cts.
Axes, each 3 lbs weight and upwards,	0.30
Candles of all kinds, (except sperm and wax) per lb.,	0.02
Sperm and Wax per lb.,	0.08
Cider per gallon,	0.05
Coffee per pound,	0.024
Fruit dried, (except produce of the U. States of America, per lb.,	0.02
Leather, sole, upper Leather, Harness, and Belt Leather, per lb.,	0.04
Sheep Skins tanned and dressed, per dozen,	0.60
Calf Skins tanned per dozen,	1.20
Malt Liqueurs of every description, (not being aqua vita, otherwise charged with duty,) whether in bottles or otherwise, per gallon,	0.10
Soap costing less than 10 cents per lb.,	0.01
Spirits and Cordials, viz:	
Alcohol per gallon,	0.30
Brandy per gallon,	0.50
Gin and Whiskey per gallon,	0.40
Lemon Syrup, Sorub and Santa per gallon,	0.50
All other Cordials per gallon,	0.50
Tinctures per gallon,	0.30
Rum, and all other spirits not herein enumerated, per gallon,	0.30
Sugar, refined in loaves, per pound,	0.024
All other kinds of Refined or White Sugar, per pound,	0.02
Brown or Muscovado, or Clayed, and any other kind of Sugar not refined, per cwt.,	1.20
Tea per pound,	0.04
Tobacco, unmanufactured, (except Snuff and Cigars) per pound,	0.04
Wines per gallon,	0.50
And on every hundred dollars of the true and real value thereof, in addition,	12.50

We understand that the Treasurer will, after the 1st November, charge duties on sterling amounts at the rate of 2s. 4d. per £ sterling, instead of adding the 1-9th as is the case at present.