NEW BRUNSWICK BAPTIST AND CHRISTIAN VISITOR.

Poetru.

The "Darling Wee Shoe." BY DORA SHAW.

Twas a morning in June, and the roses each one Turned up a soft cheek for a kiss at the sun; And the violet, woo'd by the breeze that stole by, Purpled over with shame, while a tear in each eye Was the only reproof, but she bowed to the sod, As a worshipper bows at the name of his God; When a maiden, with fingers bejewelled with dew Stopped to fasten the strings of her darling wee shoe in June, and the roses each one

Ah ! that maiden was little, and that maiden

The laburnum was dim to gold of her hair, And the pale-faced lilly, if it might but speak, Would say how it envied the rose of her cheek ! And the lark, 'mid its songs, would fold up to

brown wing. To list to her glad voice, with its music-toned ring: While the fragile mimosa no tremors e'er knew, At the sound of her foot in its darling wee shoe.

Oh ! that foot was so slender, that foot so small ! Soft as the voice of the air was the sound of its fall ; And yet, as I listened, a strange, nameless fear Sudden swept o'er my heart, till its throbs I could

hear, While blushes, like lightning, flushed up in

when the maiden so fair op'd her red lips to speak, Softly bidding me bind what the wind would undo, The ribbons that fastened her darling wee shoe.

Of their task were enamored my fingers I ween, For they lingered full long o'er those fetters of sheen That fluttered like birds but just caught in their

snare; But more silent and calm grew that maiden so fair, Bhe smiled me her thanks, and turned from the

spot With a glance in her blue eye I never forgot, That seemed to say, while my soul thrilled through, Thou hast fettered thy heart in the strings of a shoe,

Oh ! I loved and I wedded this maiden so fair ; But the damp dews of death fell one night on her

hair ; And dimmed its bright gold-and they fell on he

cheek, And froze on her pale lips the last words she would

speak. My feet had grown weary, it seemed as she'd say, That have trod with thee, darling, life's flowery way Then stoop thee again, and I prithee undo— My feet are aweary—the strings of my shoe.

Oh ! that foot was so slender, that foot was so cold Not the rose tinted thing that had sharmed me o

Fast my hot tears fell on it, but could not restore, Alas ! nor motion, nor warmth-nay, 'twould bound

nevermore, vermore would it meet me, aye morning and

Nor tread 'mong the flowers that loved her like

light, She was dead-and I stooped for the last time to

The ribbons that fastened her darling wee shoe.

Calm she sleeps in the churchyard, that maiden so

fair, And her favorite flowers are bloseoming there ; There the sweet "ladies' slipper" springs up in its

Fitting type of the wee thing that lays by my side, Fitting type of the wee thing that lays by my side, Did I say in the churchyard she sleeps ? no, ah no! Star crowned in Heaven she dwelleth, I know; While silvery sandals Death may not undo, Wear the glad willing feet of this darling wee shoe

FIREPROOF BUILDINGS.

The late gigantic fire at London-bridge has tested and found wanting our present system of fireproofing warehouses. In the conflagration we have just witnessed, the fiery element has made his meal of no mere piles of wooden houses, such as he is accusomed to consume in his grand gormandizing meals in Canada or the East, where another into good manners. But an even ed of the most highly combustible materials dried to a chip by the growls, grumbles, croaks, spites, and bites, great heats of summer, but of piles of a-budging, and burn so strong and fra-building in which science has exhausted grant a pastile of good-will and Christian her resources in attempting to fortify them against him. We are obliged to confess that science has utterly failed. Partywalls of immense of immense thickness stone staircases, iron beams, and pillars, have been of no avail against the spontaneous combustion of a little heap of hemp; and the probability, indeed, is that one of the most valuable lives in our working hive has been sacrificed to our latest notions of fireproofing warehouses containing highly inflammable commodities. It is instructive to know that poor Braidwood to the last protested against the use of cast iron in the construction of our great river-side warehouses. In the paper he read at the Institution of Civil Engineers in 1849, "On Fireproof Buildings," he denounced the use of this untrustworthy material in the most decided manner, and pointed out that some great calamity must inevitably befall the men of the Fire Brigade, sooner or later, in their attempts to extinguish the vast conflagrations which were likely to take place in these extensive buildings. His own destruction has been the first testimony to the correctness of his views. The fire raging in one of these warehouses can only be compared to that of a blast furnace, and in consequence the cast-iron pillars speedily became red-hot, the water from the hose falling upon these pillars suddenly contracts and snaps them like so much glass, and, of course, the floors fall in at once. It is not necessary to give and 240-horse power, built in 1854 : the our testimony to the bravery of the men of the Fire Brigade, nevertheless it is a well known fact that they will not venture inside these buildings to play upon the fire, knowing that by so doing they are, like Samson, sure to bring the place about their heads without a possibility of their escape. Moreover, there is another danger to those outside these warehouses. The massive girders of cast iron supporting the flooring of course expand with the heat; and no walls, however strongly built, can possibly withstand their lateral thrust, and down they come, to the destruction of those near and. We have no doubt whatever that this was the cause of the falling of the wall which killed poor Braidwood. It was proved on the inquest that there was no saltpetre in this part of the building; it was also proved that no explosion took place here at all. It has been suggested hat the walls were burst out by the swelling of the cotton bales, but it is quite needless to attempt such an explanation when we know that the iron girders, heated to a white heat as they were, must have elon-gated nearly half a foot, pressing before them the solid wall.—London Beview.

once in what may be called the dark ages of once in what may be called the dark ages of paper. Fify years ago there was not such a thing as a paper box, or an embossed card, or an envelope, or any refinement except silver paper, and cardboard, and Bath paper, and other fine writing papers. When ingenious people wanted to elicit the virtues and graces of paper, it took a year's work with scissors and the produce a result contemptible by of all the pins? says a paper involving some singular points of manufacturing economy. It appears from Professor Par-tington that 20,000,000 pins are daily manufactured in this country. . These get into general circulation, and, after a time, and knives to produce a result contemptible by the side of the embossed sheets now sold for entirely disappear; but the remarkable fact is, that, like the swallows, nobody knows a penny. Can we doubt, then, that the manuwhere they go to. It is proved that, were it possible to recall these lost articles, a acture is susceptible of infinite improvement ! The exciseman alone stands in the way. We quantity might be collected sufficient to wish him heartily farewell. We have driven him away from the soap-vat, from the brickbuild the projected foot-bridge at Hungerkiln, from the glasshouse, from a dozen other ford market, and the residue might be cast workshops; and no sooner has he gone than the mind seems to conceive great intentions. So we cannot join in the profane jesting with which certain saucy county members last night met the vision of a liberated paper industry. into one enormous pin, which should be erected as a column in any part of London best suited for its elevation ; and to be called Victoria's Pin, in opposition to Cleopatra's Needle at Alexandria. There met the vision of a liberated paper industry. Why talk about imports and exports, when we know ourselves the benefits of cheap soap, cheap bricks, and cheap glass? We believe we are right in saying that forty years ago there was not in all London a single window pane so large as the page of this journal. There is now no limit but the size of the shop front, which may be all are some of the shop front, would be a winding staircase in the interior, with a saloon in its head ; and it might serve as a landmark, in stormy weather, for the fourpenny steamboats plying

between Vauxhall and London-bridge .-

HAY MAKING.

warm to wilt it, but should be arranged in

We cannot recommend too strongly the

use of hay-caps. Our own experience

with them has been of the most satisfac-

tory character. On an average, one fourth

of the value of all hay gathered is lost by

its exposure to rain and heavy dews. By

means of caps a large proportion of this

common sheeting, a yard and a half square,

with a loop of tape or string sewed upon

each corner. A coat of oil renders them

more impervious to the weather, and less

liable to rot, though it is not strictly neces-

sary. Small stacks of hay, of two to four

hundred pounds each, can easily be cover-

cocks for curing.

Punch.

which may be all one pane, if the shopkeeper so please.—London Times.

THE GROWLERY. The great object in making hay is to While speaking of the arrangements of preserve the flavor and natural juices of his house, a gentleman of our acquaintance the herbage. To do this, two things are said that on the first floor there were the essential: that the grass be cut when the dining-room, the sitting-room, and the sacharine matter is most abundant, and growlery. We never before had heard of then be cured just sufficiently to allow of such an institution, but it instantly occurits being stored away without heating. It red to us that here was a bright and prois now generally conceded that grasses ductive idea. A growlery! Why, we all contain the most sugar, starch, and gelaof us have the thing, the potent entity; tinous matter when they are in full flower. and would it not be well to segregate it If cut before this time, these substances from the common uses of the domicil, and are not fully developed, and afterwards endow it, so to speak, as a peculiar inthey are converted into woody fibre. --stitution of its own? Why should it be Though out at the proper time, if grass is mixed up with everything, jarring on the over-cured, it loses a large share of its nudomestic symphony, and setting the tune tritious matter. The idea that the more to something other than a minor key ?--intense the rays of the sun the better the Why not withdraw it to a special room, time for curing hay, has become nearly oband clear kitchen, dining-room, sittingsolete. Grass needs a sun sufficiently

room, parlor, nursery, library, bed-cham-ber, attic, cellar, and poset, of its unwelcome presence ? We forsee the growlery, therefore, rapidly growing in favor. It will be the confessional of the house-a thing the Protestants have always ached to have, and sadly needed. Only it will be a sort of self-confessional, and self-examinatory, and self-explosive private closet. It will be the fun room of the house, too; for give grumbling one turn more of the handle, and it makes it drollery right off. To the growlery, then, with the whole race of grumblers, croakers, scolders, worriers, foreboders. Let them do penance there, and swallow their medicine, the necessary desagramens, and infelicities, and contretemps of life, without agitating the whole household with their wry faces and

ed with these caps by thrusting little wooden pins through the loops into the uncomfortable remarks. To the growlery sides of the stacks. Protected in this way, with crying shildren, and sour youths, and hay can remain in the field unharmed scowling maidens, and pettish tempers, through rain and dews till it is thoroughly and cross dispositions, and the whole brood cured. Caps can be made of the coarsest of the miniature family devils ! Put them material, so as to cost comparatively little, together, and perhaps they would look so and if care be taken, will answer for use unhandsome, that they would shame one five or six years, at the end of which time they can be disposed of to the paper-manubetter plan was to send the whole tribe of love in the home sanctuary, that the whole dismal company would take to their heels. Christian Inquirer. stack.

PHILOSOPHICAL INQUIRY.—What becomes f all the pins? says a paper involving ome singular points of manufacturing eco-ADVERTISING IN DULL TIMES. - The Philadelphia correspondent of the New York Tri-bune says :---

"In business generally, such as in the

Bailways, &c.

European and N. A. Railway,

SUMMER ARRANGEMENT.

O^N and after 1st May next, Trains will run be tween St. John and Shediac, as follows:

-LEAVE-

Sussex down. 6.45 A. M.

The two first Trains from St. John run through

the third to Sussex only. The morning Train from St, John and the After-

UNION LINE!

rate of Freights on

Barrels to Ten Cents,

THOS. HATHEWAY, Agent,

globe, fmn, nbkr—2w

and a proportionate Reduction on Casks, etc.

For particulars see Handbills.

4th July, 1861.

St. John

8 A. M.

2 р. м.

States .- What has been done by the efforts of commercial legislation with respect to our manufactures would, it is scarcely necessary to say, be accomplished even more effectually with respect to any troops and stores and munitions of war which we might desire to send to our own colony, should any political differ-ences or hostilities exist between the two countries.

This is a state of things which it is not for the interest of this country should continue. buyers is so tremendous that they wait three and four deep in front of the counter, pa-tiently, waiting their turn to be served. Such We have in British North America a territory as large as the whole of Europe, stretching from the Atlantic to the Pacific; and it is facts show that there are thousands who still monstrous to suppose that for six months of the year we should have no access to it, unless have money to spend, and that no destitution can be universal. I note a curious coinciby the courtesy of a foreign and rival power. dence touching this matter-those who adver-For some years past successive Governments hrve been convinced of the necessity of having tise the most are selling the most goods. I noticed the same coincidence in 1859. I resome military road through our own possessmembered various men who in that crisis ions; so far back as 1838 Lord Durham recomsaved themselves from falling by extensive advertising. That expedient brought them menced the formation of a railway from Halifax to Canada. Lord Melbourne, who was cash customers enough to put them out of debt. People make the grand mistake of then in office, took no active steps to carry out the recommendation. In Sir Rober Peel's assuming that in times like these nobody has Adminstration the country was surveyed for a any money. No mistake could be greater .-military road, and in 1846 Mr. Gladstone, the Money can be had for almost anything a man then Secretary of the Colonies, ordered a surhas to sell by extensively advertising it.

vey for a railroad to be made, and this survey was completed at the time Lord John Russell held the seals of the Colonial Office. The report was considered so favorable that the Government of 1851 promised to recommend to Parliament to guarantee a minimum rate of dividend on £5,000,000, the estimated capital necessary for the construction of the work .--The Ministry, however, went out of office before the arrangements were completed. In the following year that pledge was renewed by the Government of the Earl of Derby, but some difficulty arising as to the question of route the offer fell into abeyance. Repeated efforts have 15.30 p. M. been made by the colonial Governments to raise among themselves the amount required, but their efforts hitherto have been unsuccessful. Nothwithstanding the jealousies which might naturally be expected to exist between New Brunswick and Nova Scotia, as to the

selection of the port-New Brunswick wishing for St. John, and Nova Scotia for Halifaxstill the two Governments are prepared to act in concert together for the purpose of carrying out a work which they deem to be essential alike to imperial and colonial interests. The efforts which the different colonial Governments have made are deserving of all praise. Canada has constructed 2,000 miles of railway westward of Quebec, and has reached the Lake Superior. From Quebec towards Halifax 114 miles of railway have been constructed, and are worked in connection with the Grand waste is obviated. They can be made of Trunk Railway to Riviere du Loup. At the eastern extremity Nova Scotia constructed 60 miles, extending from Halifax to Truro, while New Brunswick has thrown out a branch from St. John in the direction of this through line of 110 miles, in length, the effect of which, when the whole is completed, would be to give the choice of two ports for communication with Canada, viz., Halifax and St. John, both of which are open and accessible during the whole year. But there requires to be supplied an ntermediate link of 350 miles, lying between the extension of the Grand Trunk in the west. and of the line from Halifax on the east. The cost of this remaining link is estimated at £3, 000,000. Towards obtaining this amount the Legislatures of New Baunswick and Nova Scotia have passed addresses to Her Majesty during the present season, pledging them-selves to aid to the fullest extent which their

per Country. NIGHT BOAT.

Miscellaneous.

COMMERCIAL HOTEL. NO. 541 KING STREET.

NO. 544 KING STREET. THE Subscriber wishes to intimate to the Public that he has taken the Building for merly known as the COMMERCIAL HOTEL and having it newly and comfortably fitted up, is now prepared to receive Transient and Permanent BOARDERS. From the pleasant situation of this House (froming on King Street), and its central position, being in the immediate vicinity of the principal business establishments, he is satisfied it offers every inducement to Visitors and Travellers to make it their Home. His tables will be always supplied with the Best and Choicest the Market affords, while his PRICES will be found as reasona-ble as any respectable Hotel in the City. MILLIAM ALLINGHAM, may24 ety Proprietor. for a reduction of rents, which is cheerfully accorded by landlords. Some heavy whole-salers who have gone into liquidation, are selling off at retail for cash, and dry goods are consequently down. But in some of the old and well known retail stores the crowd of

may24 etv Proprietor.

CRAWFORD'S HOTEL.

CRAWFORD'S HOTEL. THE Subscriber informs the Public that he has taken the building formerly known as JOHNSTON'S HOTEL, and having it Newly fitted up, IN COMFORTABLE STYLE, is now prepared to receive Transient and Permanent BOARDERS. From the pleasant situation of this House (fronting on King Square) and its central position, being in the immediate vicinity of the Principal Business Establishments, he is satisfied it offers every inducement to Travel-lers to make it their home. His tables will always be supplied with the BEST THE MARKET AF-FORDS, while his prices are as reasonable as any respectable Hotel in the City. Superior Stabling and an experienced and attentive hostler on the premi-ises. J. CRAWFORD, Jan 10' Proprietor. Jan 10 Proprietor.

> UNION HOTEL. UNION STREET,

Between Charlotte & Sydney-sts., South side.) THE Proprietor of this Establishment thankful forfavors received during the period he occupied the New Brunswick Ho-tel, and convinced of the necessity of more and better accommodation for the public has erected a large substantial building in Union

street, capable of accommodating from seventy to eighty boarders. The house is well ventilated, the sleeping rooms are large, and every flat is well supplied with water, and also lighted with gas. The proprietor is determined to leave no means The morning Train from St, sonn and the Anter-noon Train from Shediac are Express Trains for Passengers and Mails. All the other Trains will carry Passengers and Freight. By Order. apr15 R. JARDINE, Chairman. untried to merit the patronage of the community Travellers arriving late at night will find the hous always oyen and ready to receive them; while the converiences and moderate charges will render it conversences and moderate charges will render it emphatically the home of the stranger. The tables of this house will be supplied with the best the market affords, and the proprietor is determined to adhere strictly to the Total Abstinence principle.

ELIAS S. FLAGLOR.

THIS HOTEL is now ready for the Re-THIS HOTEL is now ready for the Re-ception of Transient and Permanent BOARDERS. The Rooms are large and airy, and present a fine view of King's Square. The terms of this Establishment will be found mo-derate, and suited to the times. Good Stabling is attached, and a trusty and experienced Hostler always in attendance. E. W. FLAGLOR.

SEWING MACHINES!!

SEWING MACHINES 11.1 DAVIES & MARSHALL are the Agents for a very superior Sewing Machine, at a very low price, and any one by calling at this Store, can examine the same make which they are now using,

may 10 Mantles! Mantles! Mantles! NO. 25 KING STREET.

Also-Bonnets, Hats, Feathers,

Flowers, and Ribbons. Good Bargains may be had in the above Goods, by,calling at No. 25 King Street. june 21 ROBT. MOORE.

R. S. Staples

VETCHES.

10 BUSHELS VETCHES or Spring Tares.

1861. SPRING STYLES, 1861

NO. 25 KING STREET

KING STREET.

If you want a bargain---remember to call at No. 25 King Street, directly opposite Cross-st., may 24 ROBERT MOORE.

Perfumery.

JUST RECEIVED.—A good assortment of Hair Oils and Perfumery, from the celebrated manufactery of Dr. Mitchell, among which may be found the Knight Templars Bouquet; Bouquet De Havelock, Frangipanni, Musk, &c. For sale

BIRD CAGES.-Received this day-A Beauti-ful Assortment of fancy Bird Cages. Great Reduction in Prices. Call and Examine. F. A. COSGROVE, june19 75 Prince Wm-st.

JAMES DYALL.

PLUMBER AND GAS FITTER.

NO. 42 WATER STREET.

W TER and Gas Fittings always on hand and Fitted up in the most thorough and substan-tial manner, and on the most reasonable terms. On hand for fishermen 12 tons of NetLeads. jan 21

F. A. COSGROVE.

F A. COSGROVE.

Churches, Schools, Fa

Spring Style BONNETS!! Spring Style BONNETS!! HATS in every Style!!!!

83 King Street.

P. R. INCHES,

No 80 Prince Wm Street

Ayer's Sarsaparilla,

Medical.

FOR PURIFYING THE BLOOD. And for the speedy cure of the subjoint of disease :

SCROFULA AND SCROFULOUS AFFECTIONS, SUCH AS TUMORS, ULCERS, SORES, ERUPTIONS, PIMPLES, PUSTULES, BLOTCHES, BOILS, BLAINS, AND ALL SKIN DISEASES.

PUSTULES, BLOTCHES, BOILS, BLAINS, AND ALL SKIN DISEASES. OAXLAND, Ind., 6th June, 1850. J. C. AYER & Co. Gents: I feel it my duty to ac-knowledge what your Sarsaparilla has done for me. Having inherited a Scrofulous infection, I have suf-fered from it in various ways for years. Sometimes it burst out in Ulcers on my hands and arms; some-times it turned inward and distressed me at the stomach. Two years ago it broke out on my head and covered my scalp and ears with one sore, which was painful and loathsome beyond description. I tried many mediches and several physicians, but without much relief from anything. In fact the dis-order grew worse. At length I was rejoiced to read in the Gospel Messenger that you had prepared an alterative (Sarsaparilla), for I knew from your repu-tation that anything you made must be good. I sent to Cincinnati and got it, and used it till it cured me. I took it, as you advise, in small doses of a teaspoonful over a fronth, and used almost three bottles. New and healthy skin soon began to form under the scab, which after a while fell off. My skin is now clear, and I know by my feelings that the disease is gone from my system. You can well believe that I feel what I am saying when I tell you that I hold you to be one of the apostles of the age, and remain ever gratefully. *Xours, ALFRED B. TALLEY.* St. Anthony's Fire, Rose or Erysipelas, Tetter, and Salt Rheum, Scald Head. Ring-worm. Sore Euse.

Yours, ALFRED B. TALLEY. St. Anthony's Fire, Rose or Erysipelas, Tetter, and Salt Rheum, Scald Head, Ring-worm, Sore Eyes

St. Anthony's Fire, Rose or Erysipelas, Tetter, and Salt Rheum, Scald Head, Ring-corm, Sore Eyes, Dropsy.
Dr. Robert M. Preble writes from Salem, N. Y., 12th Sept., 1859, that he has cured an inveterate case of Dropsy, which threatened to terminate fatal-ly, by the persevering use of our Sarsaparilla, and also a dangerous attack of Malignant Erysipelas by large doses of the same; says he cures the common Eruptions by it constantly.
Bronchitis, Goitre, or Swelled Neck.
Zebulon Sloan, of Prospect, Texas, writes "Three bottles of your Sarsaparilla cured me from Goitre—a hideous swelling on the neck, which I had suffered from over two years."
Leucorrhea or Whites, Ovarian Tumor, Uterine Ulceration, Female Diseases.
Dr. J. B. S. Channing, of New York City, writes "I most cheerfully comply with the request of your agent in saying I have found your Sarsaparilla a most excellent alterative in the numerous com-plaints for which we employ such a remedy, but es-pecially in Female Diseases of the Scrofulous dia-thesis. I have cured many inveterato cases of Leu-cornkoa by it, and some where the complaint was eaused by ulceration of the uterus. The ulceration itself was soon cured. Nothing within my know-ledge equals if for these formale dorangements. itself was soon cured. Nothing within my know-ledge equals it for these female derangements." Edward S. Marrow, of Newbury, Ala., writes:

Edward S. Marrow, of Newbury, Ala., writes; "A dangerous ovarian tumor on one of the females in my family, which had defied all the remedies we could employ, has at length been completely cured by your extract of Sarsaparilla. Our physician thought nothing but extirpation could afford relief, but he advised the trial of your Sarsaparilla as the last resort before cutting, and it proved effectual. After taking your remedy eight weeks no symptom of the disease remains." of the disease remains." Syphilis and Mercurial Dise

Syphilis and Mercurual Disease. NEW ORLEANS, 25th Aug., 1859. DR. J. C. AYER. Sir. I cheerfully comply with the request of your agent, and report to you some of the effects I have realized with your Sarsaparilla. I have cured with it, in my practice, most of the complaints for which it is recommended, and have found its effects truly wonderful in the cure of Ve-nereal and Mercurial Disease. One of my patients had Syphilitic ulcers in his throat, which were con-suming his palate and the top of his mouth. Your Sarsaparilla, steadily taken, cured him in five weeks. Another was attacked by secondary symptoms in his nose, and the ulceration had eaten away a con-siderable part of it, so that I believe the disorder his nose, and the ulceration had eaten away a con-siderable part of it, so that I believe the disorder would soon reach his brain and kill him. But it yielded to my administration of your Sarsaparilla; the ulcers healed, and he is well again, not of course without some disfiguration of the face. A woman who had been treated for the same disorder by mer cury was suffering from this poison in her b They had become so sensitive to the weather that on a damp day she suffered exeruciating pain in her joints and bones. She too was sured out of the

june5 u p

april 19 e

may 24

june3

june 14

at 75 Prince Wm.-st.,

Call and see.

MANTLES,

Spring Style BONNETS!

apr15 e

A N Excellent assortment of Summer Cloth Mantles in the various styles.

Two large Stables have been erected on the premises, capable of accommodating from sixty to seventy horses. Good hostlers always in attendance. consideration of the very general depression jan 27, I in Trade at the present time, the Proprietors have determined to reduce the rate of Fare on and after MONDAY, 8TH JULY, INST., to and from FREDERICTON to

One Dollar and a Half.

No. 7 KING'S SQUARE.

NORTH AMERICAN HOUSE.

AND **Reduction of Fare and Freight**

Shediac

2.30 P. M.

8 A. M.

They have also, from the 1st instant, reduced the

EAT MAY BE DONE WITH PAPER.

It can be made not only into into boxes, and pipes, and car-bles, and clothing, and hats, and abirt fronts, and collars, and and collings. While it may be t of bark, out of any hing that refuses to be upose. Ovid himself

A SENSIBLE RAPLY .-. "Madam," said shand to his young wife, in a little al-

The Cunard Line.

tons burden and 320-horse power, built in

1858; the Palestine, screw, 1,377 tons

burden and 260-horse power, built in

1858; the Olympus, screw, 1,794 tons

The fine fleet known as the Cunard line now comprises the following steamers :--can now be obtained in most parts of the The America, paddle, 1,826 tons burden country, and owing to the moderate sum and 650 horse power, built in 1848; the Niagara, paddle, 1,825 tons burden and at which they are sold, averaging not more 650-horse power, built in 1848 : the Euroreach of every farmer. By their use a for the completion of the entire work, and one ra, paddle, 1,918 tons burden and 800 horse power, built in 1848 ; the Canada, paddle, 1.831 tons burden, and 670-horse dry state, and to the compactness with power, built in 1848 ; the Satellite tender. which it is mowed away, heat often ensues. paddle, 157 tons burden and 80-horse which, if it does not render the hay entirepower, built in 1848; the British Queen, ly worthless, makes it injurious for feeding screw, 763 tons burden and 150-horse stock. A Pennsylvania farmer suggests a power, built in 1849; the Asia, paddle, 2.227 tons burden and 750-horse power, ing this. He says :--built in 1850; the Africa, paddle, 2,226

"First, Take three pieces of board, three inches broad, and in length the tons burden and 750-horse power, built in 1850; the Arabia, paddle, 2,393 tons burden and 830-horse power, built in 1852; height of the mow; nail them together as the Balbec, screw, 838 tons burden and if for a square box, making the fourth side 150-horse power, built in 1853 ; the Meli-ta, screw, 1,255 tons burden and 180-horse with slats about two feet apart, and set power, built in 1853; the Karnak, screw, ,127 tons burden and 100-horse power, built in 1853 ; the Jackall tender, paddle, 180 tons burden and 100-horse power, built in 1853; the Jura, screw, 2,241 tons burden and 440-horse power, built in Connect these horizontal ducts with the upright ones, by means of a loop of hoop-1854; the Stag, paddle, 499 tons burden, Lynx, paddle, 499 tons burden and 240 horse power, built in 1854 ; the Persia. paddle, 3,300 tons burden and 900-horse to the top of the bay-way, and when filling power, built in 1856; the Stromboli, screw, at harvest, they can be laid at any distance 734 tons burden and 100-horse power. required; about six to eight feet apart built in 1856 ; the Australasian, screw, seems best. This will secure a circulation 2,761 tons burden and 700-horse power, of air through the mow, and carry off much of the remaining moisture." built in 1857; the Leopard, paddle, 691

> THE INTERCOLONIAL BAILWAY OF BRITISH NORTH AMERICA.

burden and 250-horse power, built in The present critical position of the United 1860 ; the Marathon, screw, 1,784 tons States, and the hostility manifested to the trade and manufactures of this country by the burden and 250-borse power, built in 1860; the Hecla, screw, 1,715 tons burden and 250-horse power, built in 1860; the Atlas, screw, 1,794 tons burden and 250-horse Morril, or, as it has been termed, the "Immoral" tariff of the Northern States, has had the effect of again directing increased attention serew, 1,794 tons burden and 250-horse power, built in 1860; the Heron, screw, 624 tons burden and 150-horse power, built in 1860; the Ostrich, screw, 624 tons burden and 150-horse power, built in 1860; the Giraffe, paddle, 677 tons bur-den and 290-horse power, built in 1860; the Kedar, screw, 1,783 tons burden and 250-horse power, built in 1860; and the Social content of the second as it usually is for a sit the Kedar, screw, 1,783 tons burden and 250-horse power, built in 1860; and the Scotia, paudle, 4,000 tons burden and 1000 horse power, built in the present year. Besides these 30 steamers, there are three large vessels building, viz.—the Sidon, screw, 1,785 tons burden and 250 rence had been closed, as it usually is for six months in the year, we should have had no means of landing a soldier or a gun at Quebec unless by a march of 700 miles of the most difficult nature, through Nova Scotia, New Sidon, screw, 1,785 tons burden and 250 horse power, ; the Morocco, screw, 1,785 tons burden and 250-horse power ; and the China, screw, 2,550 tons burden and 550 horse power. All the steamers mentioned above are built of iron, with the exception of the America, Niagara, Europa, Canada, Asia, Africa, and Arabia. They were all built and engined by Clyde firms.—Times, July 3d. Brunswick, and some incultivated tracts of Lower Canada on the South side of the St. Lawrence. When this mighty river is closed by the ice there is no means of communicating with Canada, except through United States territory. The Grand Trunk Railway Com-pany, at an expenditure of some ten or twelve millions of money, has provided a railway for the colony in every respect worthy of its name, and it has bridged the St. Lawrence with the noblest monument of engineering science in the world; but all this expenditure has been Brunswick, and some uncultivated tracts of Lower Canada on the South side of the St. the world; but all this expenditure has been incurred only for the benefit of Portland, an Atlantic port in the State of Maine. We pos-ses in Nova Scotia one of the finest harbors

facturers for one fifth of their original cost. so desirable as the completion of this railway ; They will also answer for protecting stacks of wheat and other grain. When com-jesty's Government would back the guarantee pelled to stack our hay in the field for want of barn-room, we have constructed provinces of Canada, New Brunswick, and Nova Scotia, towards making good 'he intercaps sufficiently large to cover the entire est on the capital necessary to complete the

stack. Among the more recent and valuable agricultural implements introduced is the horse nitch-fork for unloading hay. They \pounds 3,000,000, the amount estimated to complete line, and further give a sum of £60,000 anthe railway,) the necessary capital could be raised. It is understood that if Her Majesty's Government were to rive a favorable reply to this proposal the British North American inthan ten or twelve dollars, are within the terests in this country would unite and arrange

great amount of labor is saved. Owing to of our largest contractors is prepared to underthe difficulty of securing all your hay in a take and complete the work within the stipulated sum.

Of the value in a political point of view of this system of intercolonial railway, it is im-possible to speak too highly; but the followng extract from the report of the commissioners appointed by the present Chancellor of the plan, in the July Agriculturist, for remedy- Exchequer in 1849, to survey the line, places it beyond all question :-

"In a political and military point of view, the proposed railway must be regarded as becoming a work of necessity. The increasing population and wealth of the United States, and the diffusion of milways over their territory, especially in the direction of the Canathese ducts upright at one side of the mow, dian frontier, renders it absolutely necessary these ducts upright at one side of the mow, at intervals of six or eight feet. Second, Take two pieces of board three inches broad, and use slats as above on two sides, making a square tube with two sides open; the length to be the width of the mow. necessity of being prepared at all points to meet them. It is most essential, therefore, that the mother country should be able to iron, so that the horizontal ducts may be keep up the communication with the Canadas raised or lowered at will. When the mow at all times and at all seasons. However is empty, these last ducts may all be raised powerful England may be at sea, no navy could save Canada from a land force. Its conquest and annexation are freely spoken of in the United States, even on the floors of the Congress. Weakness invites aggression, and as the railway would be a lever of power by which Great Britain could bring her

strength to bear in the contest, it is not improbable that its construction would be the means of preventing a war at some, no distant, period. The expense of one year's war would

pay for a railway two or three times over." Of the commercial value of such a railway

is not necessary to say any thing ; it is sufficient that there are persons well conversant with such matters who are prepared to provide the capital required, provided the Imperial Government will consent to guarantee it upon the terms above stated. The Government is about to raise £4,000,000, avowedly for the about to raise £4,000,000, avowedly for the purpose of completing lines of railway in In-dia, and it is probable that more may be re-quired to be raised for the same purpose. A guarantee of 5 per cent. is given upon nearly £40,000,000 already expended, and will apply to half as much again which yet remains to be laid out upon Indian railways. Theoretically it is only the Indian revenues which are re-sponsible; but the principle of permitting the Government of India to raise money in this country for the purpose of constructing rail. Government of India to raise money in this country for the purpose of constructing rail-ways in India has been fully assented to by the Indian Loan Bill, which was read a third time in the House of Commons on Friday, and the loan is regarded as practically carry-ing an imperial guarantee. There may be strong reaso is against pledging the credit of England to favour a great enterprise in the West, and the Government may entertain strong objections to entering into uncortain obligations of this nature ; but it has been promised on more than one occasion by the Governments of this country, and upon politi-cal, executive, military, and commercial con-Governments of this country, and upon point-cal, executive, military, and commercial con-siderations there would oppear to be no reason why a principle recognized as salutary and be-neficial for railways in India, should not be equally applicable to 350 miles of an interco-logial railway in British North America.

Steamer "FOREST QUEEN" leaves Indiantown or Fredericton every TUESDAY, THURSDAY and SATURDAY Evenings, at 6 o'clock. Returning, leaves Fredericton the alternate evening

same hour. IF ALL WAY FREIGHT must be prepaid. IF Not accountable for Baggage, unless when placed in charge of an Officer of the Steamer. THOS. HATHEWAY, AGENT, june 17 t f 40, Dock street. HAS received per Steamer 'America:'-Anothe Lot of New CAPS and HATS; New Mus lins; Bonnets, &c., &c., call early as they will soon be gone, this being the fourth Lot this Spring. R. S. STAPLES,

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They had become so sensitive to the weather that on a damp day she suffered exeruciating pain in her joints and bones. She, too, was cured entirely by your Sarsaparilla in a few weeks. I know from its formula, which your agent gave me, that this preparation from your laboratory must be a great remedy; consequently, treese truly remarkable results with it have not surprised me.
Fraternally yours, G. V. LARIMER, M.D. Rheumatism, Gout, Liver Complaint.
INDEFENDENCE, Preston Co, Va., 6th July, 1859.
DR. J. C. AYER. Sir: I have been afflicted with a painful chronic Rheumatism for a long time, which baffled the skill of physicians, and stuck to me in spite of all the remedies I could find, until I tried your Sarsaparilla. One bottle cured me in two weeks, and restored my general health so much that I am far better than before I was attacked I think it a wonderful medicine. J. FREAM.
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