THE CHRISTIAN VISITOR.

ST. JOHN, N. B., APRIL 16, 1863.

RELIGIOUS REVIVALS-THE SALVATION OF THE CHURCH. NO. VI.

The reformation which took place under the ministry of John the Baptist was only preparatory to the great work entrusted to the special superintendence of the brightness of the Father's glory and the express linage of his person." John was "the voice of one crying in the wilderness, prepare ye the way of the Lord, make his paths straight." The Master described him as a "burning and shining light," but he was not that. "true light, which lighteth every man that cometh into the world." John's ministry. when compared with the ministry of Jesus, was as the light of the moon to the noon day sun. The revival therefore under the teachings of the Baptist in the wilderness, though glorious in itself, was as the glimmerings of the morning to the refulgent glories of the king of day.

Jesus entered upon his ministry, filled with the Holy Ghost. He had a two-fold baptism. There was the immersion of water, and the immersion of the Spirit. The descending Spirit in form like a dove, and lighting upon him as he came out of the Jordan, was indicative of the inward baptism of his righteous soul. After this two-fold baptism the Evangelist tells us- "Jesus being full of the Holy Ghost returned from Jordan, and was led by the Spirit into the wilderness." Here for the space of forty days he was engaged in a fearful conflict with the principalities of evil. The scorching temptations of Satan were hurled against him in rapid succession; but he was fully srmed for this deadly assault, and in the issue came off victorious. There was a "needs be" that he should be in heaviness through manifold temptations. The husbandman must first be made a partaker of the fruits. Jesus must know by personal experience how to sympathise with his tempted disciples. Ministers designed for eminent usefulness in winning souls to Christ, as a general rule, enter upon their work through the ordeal of severe temptations.

Jesus having completed his preparatory course so far as his temptations in the wilderness were concerned, "returned in the power of the Spirit into Galilee." A powerful revival immediately commenced, "and there went out a fame of him through all the region round about, and he taught in their synagogues, being glorified of all." How many souls were converted during his labors in Galilee the Evangelist has not told us; but from the hasty sketch given, the inference is that a great work was accounplished and many souls saved.

The mission to Galilee being ended, he came to Nazareth where he had spent the most part of his earlier life, and on entering the synagogue, took for his text that remarkable passage in Isaiah, so full of the revival element, "The Spirit of the Lord is upon me because he hath anointed me to preach the gospel to the poor, he hath sent me to heal the broken hearted, to preach deliverance to the captives, and recovering of sight to the blind; to set at liberty them that are bruised, and preach the acceptable year of the Lord." As he proceeded in unfolding this wondrous passage of inspiration, and in applying it in all the depth and significance of its meaning to himself, "All bear him witness, and wondered at the gracious words which proceeded out of his mouth."

As he proceeded with his ministry, the work of revival was extended and his followers multiplied on every hand. So powerful were his words of instruction that men forsook the ordinary avocations of life. and followed him in obedience to his command. Not only were the people converted to the new doctrine which he proclaimed, but they were stirred with a holy impulse to declare it to others. At one time twelve are sent out by him charged with the solemn mandate. "As ye go preach, saying the kingdom of heaven is at hand." On another occasion seventy are commissioned by him to go "two and two before his face into every city and place, whither he himself would come;" and so marvellous is the power attending their administrations that they return again to us through thy name."

So extended were these missionary labors of the Son of God, that the Evangelist in recording them in a very summary way, says-" He went through every city and village preaching and showing the glad tidings of the kingdom of God, and the twelve were with him." Mighty indeed were the external signs and wonders that were wrought by him, a sa testimony to the spiritual realities which he unfolded to human hearts; but all these were only a means to an end. The obvious design of the whole was to bring the truth with startling convictions into direct contact with the consciences of his hearers, and thus im-

of his ministry, but of this we have no record. From thousand. The revival under John was so great that of the advantages arising from it? * Jerusalem and all Judea, and all the region round Is not the passage of this Bill a practical acknowthis man." "They were astonished at his doctrine, high and low, rich and poor, wise and ignorant? Is then, as in his case, our ministry will be invested Let conscience answer. with a power that will flash conviction upon the hearts of sinners, and induce them to forsake all for Change in the Management of our Seminary Christ. Oh! for more of this heavenly unction from above. Ministers, churches, all, all need it, in a more power to awaken, enlighten, regenerate, and save!

Father Quinn's Temperance Advocacy.

Church, we observed the Chapel lighted and num- under the direct superintendence of Mr. and Mrs. bers entering. We asked a stranger at the gate the Spurden, could inspire our denomination with a whole rally crowded, principally with young people. Par he and his estimable lady, after due consideration, the expense of gas, &c. We passed into the gallery, to educate, we should rejoice to place them under the tleman appeared upon the platform and began speaki.g. Those near whispered "Father Quinn." Having marked with a good deal of interest the exertions

people, then traffic in such a commodity should be countenanced or encouraged. Applying this remark to the question under consideration, he said he would briefly sketch the history of intoxicating drinks in two countries, viz., Scotland and England, and if it was found that commerce in these drinks had been ruinous to the best interests of these two countries, the legitimate inference was that it would be equally so in this country, and therefore the traffic should be suppressed.

Beginning with Scotland, he said that at a very early date the traffic in strong drinks was so demoralizing in its influence upon the Scottish people that the government of the day enacted that any person proved guilty of selling such drinks should be banished from the realm, and as early as the ninth century it was decreed that if persons so banished should return to their country, their lives should be forfeited. But notwithstanding these prohibitory enactments, the traffic increased until Scotland became a nation of drunkards. Tens of thousands gave themselves up to a life of dissipation and crime, and the demoralizing effects of these evil habits were seen and felt in all parts of the country. Physical and mental disease, immorality and vice of every sort, and misery and wickedness of every description, followed in the train of this unrighteous traffic.

The Rev. speaker then referred to England, and proceeded to remark that intoxicating liquors were not introduced into England until the 13th century. As soon as the English people began to traffic in these drinks, the government perceiving their deleterious and blasting effects, enacted stringent laws to prevent their sale and use. If a man would have a license to sell the poison he must pay £50. And then drunkenness was regarded as a crime of high degree, and the parties guilty were punished according to station, as for example, a nobleman must pay for the privilege of getting drunk the sum of £50, a baron £10, a farmer £2, and so on, according to the rank which each held in society. At that time fifty pounds were of more value than ten times the amount now. The Rev. speaker went on to show the efforts that were made under the different reigns to check this growing evil, but it defiantly resisted legal enactments, and continued to extend itself rapidly to all sections of the kingdom. High and low, rich and poor, male and female, were corrupted by this polluting traffic, and were transformed into thieves, robbers, and murderers. As in Scotland so in England, indulgence in the use of alcoholic drinks had resulted in the sacrifice of balth, property, reputation, morality, and life itself. All that man holds dear for this world and the world to come, Englishmen had offered up at the unholy shrine of Bacchus.

Father Quinn having completed his sketch of the influence of the traffic in relation to the Scottish and English people, went on to show that the effects would be similar here just in proportion as it was encouraged by the government and people of the country, and therefore it should be suppressed. He concluded his admirable address by a most faithful appeal to the immense congregation before him, calling upon the young people to abstain entirely from indulgence in the use of intoxicating liquors of all sorts, and exhorting parents to watch over their children in fidelity, and to prevent them if possible from the formation of a habit which, if once established. love and respect of father and mother, wife and children, for the sake of self gratification.

In this condensed report of Father Quinn's address we do not profess to give the precise words used by him on the occasion; but the leading thoughts are retained and given, and we have only to add, in conclusion, our hearty prayer-God speed this movement amongst the Catholic members of our community! If they will only adhere to the advice given by their spiritual adviser, they will find it of more value than millions of gold and silver. Roman Catholics, the world over, have suffered immensely from the manufacture, sale, and use of ardent spirits: they are suffering enormously from this tremendous evil in this city at the present time. Probably nine out of every ten of the rumsellers of Saint John are Roman Catholics. On this account are we delighted with the laudable endeavors of the priesthood to supwith joy, saying, "Lord, even the devils are subject press intemperance amongst their people. May this good work go forward to a triumphant issue! On the Temperance platform, Catholics and Protestants can come up heart to heart and shoulder to shoulder. in erecting barriers against the desolating power of intemperance. Let there be one long pull, strong pull, and pull altogether, and the work shall be done.

Prohibitory Liquor Law.

Dr. Dow introduced a Bill the other day into the House of Assembly to prohibit the sale of intoxicating liquors to Indians, to which a penalty is annexed. subjecting the violators of the law to a fine of \$8. After a short discussion the bill passed by a large press upon them one and all the great fact that if majority. Many thanks for this prohibitory enactthey would enter the kingdom of heaven they must | ment, though for the present limited in its provisions to the poor Indian. Query .- Did Mr. Anglin vote It would be interesting to know the number of for it? Is it of more importance to shield the red converts made by the Saviour during the three years | men of the forest from the blighting influence of the nefarious traffic than it is to protect the white people? the fragmentary statements given by the Evangelists Is it more criminal to beggar, pollute, and murder an of the extent and success of his ministry, it must be Indian than a white man? If the sale of liquor is obvious that his disciples were multiplied by the beneficial to the community, why deprive the Indian

about Jordan were baptized of him in Jordan, con- ledgment on the part of our Legislature that the docfessing their sins." And yet it is said "that Jesus trine of prohibition as taught by temperance advomade and baptized more disciples than John." It is cates is right, both in theory and in practice? Why added, "though Jesus baptized not but his disciples." not therefore enlarge the provisions of the measure. The great Teacher then must have been a revival and throw the protection of law not only over the preacher of the first class, and of the highest order. poor Indian, but over fathers and mothers, brothers His enemies being judges, "never man spake like and sisters, husbands and wives, parents and children. for his word was with power." If we would imitate not every man, woman and child in our Province exhim therefore who went about doing good, we must posed, personally or relatively, to be injured by this like him be filled with the Holy Ghost, and like him beaven during, God dishonoring, body destroying. day and night labor for the salvation of souls; and and soul damning traffic in intoxicating liquors?

We are perfectly delighted with the contemplated change for the better in the management of our heabundant measure. Spirit divine, descend in mighty loved Institution at Fredericton, as indicated in the communication of Rev. J. C. Hurd, M. D., in another column. We have long felt, as our worthy Principal very well knows, a most earnest desire that this im-In passing the old Catholic Chapel on Sidney provement should be inaugurated. Nothing short of bhath evening on our return from placing the boarding department as well as the school cause of this gathering, and he informed us it was a hearted confidence that all would be right. We are emperance meeting. Feeling a deep interest in such glad that the committee has placed this matter form-neetings, we resolved to enter. The place was liteties were engaged in taking up a collection to defray have accepted the proposition. Had we twenty sons which appeared to be quite as full as below; but a superintendence and guidance of those in whom we sindly made room, and provided us with a have such implicit confidence. We hope our minisomfortable seat. The collection being over, a gen- ters and churches will show their approval of this

of this Catholic Priest to promote Temperance among his people, we were much pleased with this opportunity of hearing him for ourselves.

Rev. Thomas Crawley expects to preach in Germain Street Baptist Church, on Sabbath next, at He began by remarking that if a purpose was formed to import a commodity of any sort into our country, we should enquire whether that commodity was beneficial or injurious in its tendencies; if detrimination of a Baptist Chapel in the Town of St. Andrews. A most worthy object, and we bespeak for mintal to the wealth, morals, and happiness of the

Ms. EDITOR-The present condition and future

prospects of the above Institution have been carefully considered by the committee, in two meetings held recently in Fredericton. The causes which have operated against the success of the Seminary, were closely looked into, and freely discussed. A thorough change in the boarding department was proposed and adopted, so far as it was in the power of the committee to do so. Instead of continuing as it now is it is proposed to place it, at the commencement of the next term, under the entire management and control of Dr. Spurden, so that boys who may board in the Seminary after this new regulation comes into effect, will be subject to the same care and discipling as one of the Doctor's own family. This will be a decided improvement, and one which has been much talked of, and earnestly desired; and when it comes into operation, I hope will have a tendency to raise the nstitution to a position which will command the confidence and patronage of the denomination throughout the Province. Other changes will likewise be intro-duced at the same time, and the committee seem resolved to spare no pains to make the Institution such as will meet the wants and desires of those on whom it is dependent for support. Very truly yours,
J. C. HURD.

The Baptist Seminary.

Fredericton, April 13, 1863 At a meeting of the committee of the Education Society, held in the Seminary on Thursday, 2nd April

Present, Hon. W. B. Kinnear, V. P., Hon. W. H Steves, Hon. A. McL. Seely, Hon. J. Steadman, Dr Hurd, Messrs. W. S. Estey, R. Phillips and W. Sewell, and the Secretary.

The committee discussed the plans that might b adopted for increasing the prosperity of the Seminare and were unanimously of opinion that the boarding department ought to be placed under more responsible supervision than it was at present.

They further placed the matter before the Prince pal, desiring to know whether he could make arrangements for undertaking the entire care of the boarders, and expressed a wish that he would do so if such arrangements could be satisfactorily made.

The committee then adjourned to meet on Friday April 10th, at half-past 7 P. M., in order to allow the rincipal time for the consideration of the subject. 10 April, 1863. The committee met pursuant t djournment:-Present. Hon. W. B. Kinnear, V. P. Ion. James Steadman, A. H. Gilmour, Esq., M. P. P. Dr. Hurd, Messrs, William Sewell and Richard Philips and the Secretary.

The following proposals were submitted by the The Principal is prepared to accede to the wish of the committee, and undertake the supervision of the

lads who may come to board at the Semmary, on the 1. That the arrangements he as nearly as possible the same as those which are adopted in his own

family. 2. That the dining room in the basement be used for meals, and the Principal's parlour for learning

3. That the boarders take their meals with the Principal and his family. 4. That the terms include every expense of general education, board, bed, washing, fuel and light, and be as follows:

For lads under ten, \$128 a year Between ten and fourteen, 132 pay the committee respectively, the sum of \$12, \$16. or \$20 a year. 6. That all payments be made quarterly, in

7. That all the privileges now enjoyed by the Steward, be granted to the Principal, with the exception of the use of the garden. 8. That the land now used as a garden, be appro

priated as a play-ground for the use of the boys attending the school. 9. That in case additional land should hereafter purchased, the Principal be entitled to use a portion

of it for a garden.

10. That the above changes take effect at the commencement of the next term, in July. After discussion, it was resolved to adopt the above arrangements as the basis for the future management of the boarding department; and that Dr. Hurd and Mr. R. Phillips be a committee, in conjunction with the Principal, for attending to such business as may arise out of the new arrangements. Adjourned.

C. Spurden, Secretary. For the Christian Visitor.

Acadia College. It appears to me desirable to keep the churches and friends of our College frequently informed of the state and management of its affairs, which cannot be | pect to baptize again next Sabbath." known to them at a distance unless information is

By the statement I made at the Convention in August, and which was based upon the most reliable nformation I could obtain, it appeared that there would be a deficiency to meet the current expences

It was the vote of the Convention as well as the action of the Denomination previously expressed in their Associations, that the deficiency must be-and would be-met by an appeal to the Churches: the Governors are now preparing circulars for the purpose of making the necessary appeal-dividing the amount in that proportion which in their judgment is most equitable-and these will be forwarded next

Let no one mistake the action of the College board. It does not legislate in this matter, it is an executive act only; our churches legislate for themselves, the

Governors only carry out their instructions. The Governors met recently and looked over the financial affairs of the Institution, and were pleased to find them in a better state than they anticipated. Therefore the sum asked for this year will be but \$800, last year it was \$1000, and the year previous \$1400: this fact in connection with the increased efficiency of the College by the addition of a fourth Professor, must be gratifying to our friends gene-

In apportioning the sums it is found best to leave out many small churches from the list. But were att those to whom the Circular will be sent to be depended upon, a reduction in most if not all cases. could be made, but as the test of experience leads to contributing churches. Our appeal last year was for \$1000 we received about \$400 short, and the accounts of the year were only balanced by using rents

which the buildings are new suffering. The amount to any one church will in no case be large, and a spirited effort on the part of a few members in each locality will raise the required sum without difficulty. It will involve labour and some personal sacrifice on our Pastors, but I think they will cheerfully, for a few days, perform their part, when they consider that others are engaged in similar labors on each and every day of the year.

The College is now in a most efficient state. The staff of Professors is full and able. The students hore numerous in attendance than ever before; and a larger class than usual is ready to matriculate in

the province generally from the high course of in-

Revival Intelligence. REVIVAL AT WOODSTOCK -Brother Williams was at Woodstock when we last heard from there, and the revival was still in progress, fifteen had been added

ment of the work. We are informed that a powerful revival is in progress at Baltimore, Albert County, Twenty candidates were baptized last Sabbath week by Bro. Irving, the Pastor. May showers of grace continue

REVIVAL AT WOLFVILLE.

by baptism and one by letter, since the commence-

to descend upon Zion's thirsty hills!

Again the cloud of mercy is hovering over our beloved institutions at Wolfville, and those precious youth there for the purposes of mental culture, are being taught by the Spirit of God the science of salvation through a Redeemer's cleansing blood. Surely it is a field which the Lord hath blessed. A letter from Rev. J. Chase, dated April 3rd, but not received until the 10th, brings the following cheering intelli-

DEAR BRO. BILL-The night is wearing away, the day is breaking. Nine willing converts of our Institutions of learning in this place have offered them selves and have been received for christian baptism. More are expected, thanks to Almighty God. His name is undoubtedly recorded in this place. Since the days of good brother Chapin to the present what glorious revivals of religion have followed each other. he labors of those devoted servants of Christ, connected with those institutions from time to time, have been greatly owned and blessed of God in building up his cause. And now again angels rejoice over returning prodigals. No tumult marks the work. The potent still voice, guided by unerring prescience, arrests the dead in trespasses and sins, quickens them into life, manifested by conviction of guilt, and hope

of forgiveness through the blood of Christ. In the list of second causes there is apparently none more potent than that of prayer, the prayer faith now so generally offered for the blessing of God upon our noble Institutions of learning. How many parents and others are heard at a throne of grace in behalf of their children and friends receiving instruc tion here. And then those are followed by letters of love, full of persuasive eloquence, admonition, and encouragement. "Is it wonderful that such efforts should result in conversion to God? Thank God and take courage ye praying parents.-God hears, and

while you are yet asking he answers. Two of the present number are from your own city; subjects of constant parental prayer. Nor is the present the only instance of parental solicitude ripening into prevailing prayer. Years past have their records of such memorable events, events rendered doubly dear, associated as they are with the memory, blessed memory of the departed, so wonder fully God links heaven and earth together. To His name be all the glory.

I am, dear brother, yours,

From the Christian Messenger. Scot's Bay, Cornwallis.—The following note from Rev. David Freeman indicates a powerful visitation in this part of his field of labour :- There is a very pleasing work of grace now progressing in Scot's shared in by the different denominations. to shared in by the different deficient as special work commenced, without any special means of grace. efforts being employed, in the usual means of grace, but more especially did it appear in the Prayer and Social meetings. It is mostly amongst the young people. Young men who resorted there to work on the vessels have many of them found the Saylour. From forty to sixty will rise in a single meeting and avow their determination to live for God. The work is characterized by great calmness and depth of feeling. The young converts manifest a deep sense of ation to God, and will rise and speak even though not under excitement, but merely from a feeling of their duty. "This is the Lord's doing, it is marvellous in our eyes." A deep solemnity seems to pervade the neighbouring communities also. Pray for

us that the work may extend. D. FREEMAN. Yours truly, Canning, March Soth, 1863.

HEBRON, YARMOUTH & COUNTY. - Rev. Jos. H. Saunders writes, March 26. "The past year has been an unusually pleasant and prosperous one with us, in West Yarmouth. Recently God has been pleased to display his power and love to us. His work has appeared unto his servants and his glory unto their children. Since the 1st of the month I have baptized eight and we have also received to Christian fellowohip two mombes from other denominations. Al ex-

WESTPORT. - Rev. W. Hall, informs us under date 81st March: - " I baptized sixteen last Lord's day, making in all Fifty-four during the month. The work goes on among the young. Brother Miller baptized eighteen last Sabbath and four more this morning. This is a work of more than ordinary interest on these Islands. To God be all the praise."

Secnlar Department.

Legislative Railway Debate.

It will be seen that we conclude our report on this important subject in our present issue. We have been obliged greatly to condense the speeches as they have appeared in the correspondence of the Colonial Presbyterian, the Globe, and other papers mentioned last week, but the pith of all the arguments used on both sides is clearly brought out. If our readers will carefully examine this matter as placed before them last week and this, in the Visitor columns, they will know about all that can be said in favor or against this undertaking.

The plain truth is, the world has decided in favor of railroads; all nations, kindreds, tongues, and peoples, are getting them as fast as possible. civilized countries especially are multiplying them to the greatest extent within their means. They doubt in this matter, it is found necessary to keep up pause not to enquire will this or that railroad the same amount as last year or nearly so to the pay? The question with them is, can we get money on any terms to build it. If so, we are bound to have it. New Brunswick has caught that ought to have been expended in repairs, for the inspiration, and she must have her railways, and those who throw themselves across the track will find the iron horse dashing over them. The decision at the close of the long debate in Fredericton was probably a fair representation of the feelings of the people of New Brunswick on this question. If placed before the constituencies of the Province generally, a two third vote would be given in favor of the road, go where it may.

The Railway Debate Concluded

The Hon. Mr. STEADNAN asserted that the cost of the road would be only 26 cents per head, and he calculated in this way that the road we have would earn \$50,000 a year more, and this would reduce struction afforded our rural population, at a very £80,000 a year to £27,500, which he made equal to cheap rate is incalculable, and there never was a 26 cents a head. He added 8 cents for an increase on £80,000 a year to £27,500, which he made equal to time when the Providence of God more significantly the Bye Road grants, &c., and after all our whole pointed to a forward movement. Let our Churches taxation would be but \$2.90 a head, and would this be so formidable, so ruinous an amount, &c. He calculated again that as two millions pounds would Nova Scotia, but he was shown that his idea of the

the bill. What was the use of legislating out its subject what Canada and Nova Soura have not done so: ur action would be useless until they had passed eneir bills. The cost of the road he considered would be more than three millions, and the taxes he calculated as immense. He ridiculed Mr. Fisher's high us to accept it. He believed both parties had indulidea of Canterbury, and corroborated Mr. Grimmer's statement of the decrease of the population of Saint Andrews since the railway was built. His property, too, that at one time brought him in a handsome rent. now brought him not one cent. He had lately, however, thought it was in demand, owing to the ship building being carried on there; and here he admitted that the railway had assisted this branch of industry; but the people of Saint John were so lealous shipbuilders unless they built them in Saint John. put through the proper locality, and judiciously managed. He had made up his mind before he left home, and he had heard nothing since to change his views; and he was borne out in this conclusion by the opinions of those of his constituents whom he had consulted.

Mr. G. W. GILBERT supported the Bill, because his constituents wished him to do so. He thought the large sum of money if expended prudently would be of vast benefit.

Mr. Angun argued against the road as a military undertaking. He went largely into arithmetical calculations to show that it could never pay, that it must therefore increase enormously provincial taxation. He said the distance of the proposed line by the North Shore, he said, would be 470 miles, and he would ask the committee could this be built for three millions of money. Let them state how much the road is to cost, and what is the extent of our liability, before they come to the House and ask for leave to undertake the work. He believed there would be no limit to the expense or liability of the work, and it behoved the members of this House, who have been elected to represent their interests and defend their rights, to look and consider well before committing themselves. He argued that calculation as to the cost of railways cannot be relied upon, and produced figures in connection with the Shediac railway to bear him out. This road, instead of costing £6,500 per mile, had cost £8000, and this over one of the easiest localities in the Province for constructing railways. The proposed railway must cost more than the present line, owing to the engineering difficulties in the way. The Northern route was very difficult—wide and deep rivers innumerable; the estimated income of £60,000 annually from our present railway he wished proved. After showing the ifficulties of the North Shore route, he turned to the Central route, showing that it had many difficulties, was almost impracticable, and if it is built for four millions it is his honest conviction that it would be a cheap work. Arguing that other railroads have not paid, neither would this: the road from Quebec to Riviere de Loup, it had been showed, had not paid working expenses, although it was well known that the country through which it ran was most favorable for supporting railways. Canada, with hundreds of miles of railway and canal, affording every facility for shipbuilding, did not, in 1851, build as many ships. by 1000 tons, as New Brunswick. He contended that trade could not be attracted from Canada over the line, when the ports of Montreal and Quebec were almost as near England as Halitax or St. John. After calculating the difficulties that stood in the way of our drawing our proportion of this Western road, he concluded that it would not come over this line, while there were so many nearer routes by way of Portland to reach the seabord. The number of passengers who would travel over the road would be very limited. Passengers from Europe, he maintained, who arrived at Halifax would not take this railway. when there was a much more direct route by way of Boston. He produced reports showing the working expenses of various lines of railway, and also that on some of the best conducted, the expenses have been more than \$4000 per mile; and calculated that the runningexpenses of the proposed line would be \$2000, and The North Shore was the first taken up, and this, with the few inhabitants settled on the shores of the Gulf of St. Lawerence, and the small traffic which they could extend to a railroad, would not at all meet the working expenses. The central route again was a howling wilderness for most of the distance, while the West, the most likely to pay, had not the means of affording sufficient traffic to meet the working expenses of the road. He censured the Government for the ambiguity of the Railway bill on the subject of route, with the expectation of getting the support of the representatives of the North Shore counties as well as of the western and river districts, and assured them that some of these localities would be "sold" Of any of the routes spoken of he was most favorable to the Northern, as there were more people there, to be benefited by as well as to afford employment to a railroad. But he was satisfied, from all that had been said in the newspapers, and for various other reasons, that the Central route would

Mr. SKINNER replied to Mr. Anglin. He did not

the resources of the Province, and in the increase of

and ship timber, we did a large business with the United States, and if a railway line ran through the centre of the Province, much more would be exported. We shipped other kinds of lumber in large -quantities, such as shingles and laths, and if railways were established through the country, mills must be built to some extent, and these articles must be shipped to a greater extent even than at present. With reference to Mr. Grimmer's remarks that railways serve to injure a country, and who instanced St. Andrews, which a few years ago numbered a population of upwards of 3,000, and now, notwithstanding it is a termini of a railway, it does not number 2,000, he said that he believed that had it not been for the railway that town would now be entirely extinct. It has improved since the construction of the railway, and shipbuilding is carried on to some extent. He beroute, it will pass near Woodstock, and St. Andrews will then be brought in connection with the Grand Tfunk Railway, and attain an importance that its inhabitants never dreamed of. By this route, too, the line must pass near the coal beds of Grand Lake, and we will then have the coal and and the iron of the Province brought into immediate connection, and he could see no reason why we could not manufacture for the other Provinces. He then referred to the Grand Trunk Railway of Canada. The income of this line for the past year was £170,000 over working expen-This is different from the tigures of the opponents of the measure, and this Grand Trunk line runs for a long distance parallel with water communication, with which it has to compete. The Great Western road has also to contend against water communication. As to the working expenses of the proposed line, that was the question for the committee to test. If our present railway has been maintained at a cost of \$1000 a mile, so can the proposed one, and if this can be done for the first live years there is no danger of the road afterwards. There are imported into the Province at the present time 289,000 barrels of flour, and for Nova Scotia a quantity making up the number of barrels to 500,000. ments, a great portion of this would be brought over the Railway. Then the quantity of tish cured and shipped from Nova Scotia is very large, and a trade with the West of Canada would be carried on in this would be taken this way. I aking Mr. Anglin's figat least 11 or 11 per cent. on the money spent for our benefit. He said they were taxed much higher in Nova Scotia, but he was shown that his idea of the the importance of the matter on his hearers, and urge the importance of the matter on his hearers, and a small matter on his hearers, and the importance of the matter on his hearers, and the move that the mount of the matter, does not send the square time amount be gathered—s pound from one, a dollar from another, and a shilling from another will soon, complete the sum.

We hope no church without very sufficient reasons will withhold its contribution on this occasion: the Great Head of the Church has committed this institution—mits centre or provincing—to the especial care of our denomination, and has given to his people incomplete the sum, people through our denomination; for if unfaithful in the matter, doed will work out his own plans by committed that will the matter of the work, the self-double of the church has committed that the never expected that the people through our denomination; for if unfaithful in the matter, doed will work out his own plans by committed that we have now find the construction of the people through our denomination; for if unfaithful in the matter, doed will work out his own plans by committing the trust to other mants. Let us then be all united in this work, feeling that they shate "honour give in the feel will be constructed in the matter, doed will work out his own plans by committing the trust to other mants. Let us then be all united in this work, feeling that they shate "honour give in the feel will be considered with the construction of the people through our denomination; for if unfaithful in the matter, doed will work out his own plans by committing the trust to other mants. Let us then be all united in this work, feeling that they shate "honour give in the province and the world, and he had no fear of the conservation of the people through our denomination; for if unfaithful in the matter, good will work out his own plans by committing the trust to other mants. Let us then be all united in this work, feeling that they shate "honour give in the feels would be \$240 per hea

inducement to offer them for settlement. Take the last decade, there has been an increase of 13 per cent. by emigration. Then as to the loan, he believed the offer was a good one, yet he would wish it better, but it is the lest we can get, and it, therefore behoves ged in picture painting; those in support of the measure may have hoped too strongly. He believed that we will have some little burden to bear in undertaking this work, but finally the country would be benefitted by it. The hon, gentleman closed his remarks in a most eloquent appeal to the people of this Province to rely upon its own power, and not upon the greatness of the mother country lava A.

The Honorable Mr. GRAY said three principal on this point, that they would not advance means to objections had been raised against the bill, first that the proposed road is too expensive for our resources; He would also admit that railways will pay when second, that our present debt is as much as we can bear; and third, that the route should be defined in the bill. The first of these objections he argued against at some length, showing that there was nothing to intimidate us from undertaking the work, that our resources were great, and the introduction of the loan, and its expenditure among our mercantile and working classes would be of immense benefit. He took up statistics of the shipbuilding business being carried on around St. John, which shows that there has been during the present winter 1640 men engaged in the shipyards, at an average of \$1 per day, and he had learned that not more than half of this business could be carried on had there been no railway facilities for procuring ship timber. Thus there are \$200 per day expended among the working men of St. John which would not had we no E, and N. A. Railway, besides the sums of money paid to countrymen for this timber, which timber would otherwise be allowed to rot in the woods. He also showed that the figures of Mr. Anglin, as to the running expenses of this road were not correct, the whole cost per mile, including repairs, being a little over \$800, nstead of \$1000 as represented by Mr. Anglin. Mr. Smith's argument that every passenger which travels on the E. & N. A. Railway, costs the Province £5. was incorrect, as that gentleman had only counted the through passengers, shutting from his view 20,000 other passengers, who had travelled various distances. He expressed himself strongly in favor of railway extension to the United States, and he believed that this would follow the building of the proposed Inter-Colonial Railway.

Mr. GILLMOR said he was not opposed to this railroad, or railroads in general, but he thought the time had not yet arrived, for undertaking this work. He then proceeded to argue against the whole scheme, reading copious extracts from pamphlets, with the object of showing that the British Govern-ment is deeply interested in the undertaking, and that she should therefore have given something more towards the construction of the railway than a mere guarantee; also, that the North Shore route was her favorite, and that, therefore, as the selection of the route was left to her, this would be the one chosen. Canada, too, he considered, more deeply interested in the work than we are, and that she should have assumed a larger portion of the cost. She has no way to the seaboard in winter through British territory, except through these Provinces. He also believed, that if this country had concealed its eagerness to have this railway constructed, that the British Government would have assisted us largely in the work. His arguments were directed against railroads in general at this time of day, as he hought the country not in a position to undertake them. He would not even go for a railroad to connect with the United States for although it night benefit the locality it would not pay as a Proincial work. He believed that the revenues would have to be broken upon to pay the running cost of the road. He thought too, that no matter what route was adopted, we could not attract the trade of Canada down this way. He closed by a few remarks as to the position he occupied in opposing this measure. the first measure of progress introduced by the pre sent Government that received his opposition, He regretted that he had to do so, he acted altogether for himself in this matter; he did not know what the feelings of his constituents were; but he felt that he could not support the scheme now before the House without going contrary to his convictions.

Mr. Munno produced a number of figures and statistics to prove that the contemplated work would pay only working expenses for the first few years, but after that time a handsome sum over that. He was convinced that so far those in favor of the bill had the weight of the argument on their side

The ATTORNEY GENERAL said he had been returned without opposition from his county, when it was well known that these Railway negotiations were in progress, and that he was favorable to the scheme then being matured. He censured Messrs, Anglin and Smith for attempting to work upon the local feelings of hon, members. This he condemned as an unfair course, and one which he thought their constituents

Mr. LINDSAY traced the history of railroads from 1846 to the present time, and expressed his opinion that the road would pay. He argued at some length in favor of the Valley route, in preference to any of the others. But he would vote for the bill, and give each of the sections of the Province a chance.

hink the debt any more than the country would Mr. Stiles expressed his opposition to the meabear. He, like others, had every confidence in sure, principally because the route was not defined population and manufactories, which would result therein, and too, because it was his opinion the road rom the introduction of the capital necessary to carry would cost more than was estimated. out the work proposed. In the articles of cordwood

Mr. Costigan had his sectional feelings on the subject of route, but he would vote for the measure which would most benefit New Brunswick in general. and he was satisfied Victoria County would receive her share of the benefit. He said this railway, or one of the same nature, had been the subject of de bate and conversation at Grand Falls and throughout the County when he was a boy, and as the prospects of its construction looked high, old men grew young again, and boys felt themselves to have rapidly advanced to manhood; but all these hopes had been blasted, and he was now glad to see a better prospect than ever of a realization of the hopes of nine-tenth of the people of this Province. The County which he represented would be benefitted by a railway coming even near it, as it had a greater area of fertile lands for settlement than any other County in the Province, while the quantity of lumber there was more than had been taken out.

Mr. McClellan said he had always favored rail ways. He was in favor of the present scheme, and he had come to the conclusion, through many doubts. as he knew the amount of debt was very large. Our mineral resources were very great; and he spoke in detail of the immense unineral wealth of his own County. Immigration would be induced by such a line of railway as was proposed, and the surplus population of Britain would find lands in these Proinces as good and fertile as any in the American Union, while they would be able to live under the

Dr. Dow was in favor of the bill. It had been said that railroads would not pay. But he insisted that they will pay. He knew something about the paying qualities of railroads. He had an interest in a rail-road in the neighboring Union. To commence a railroad at such a place as St. Andrews, and run it into the woods, it could not be expected to pay; but a well devised scheme, to intersect various parts of country, will bring in its returns. It was well known that a population followed a river; but we must no wait for population, and then construct railroads. Build the line of railway first, and population is sure to follow. Up to 1852, the railways of the United States had averaged dividends of five per cent, besides the increase in the value of property. From 1841 to 1845, the real estate of Boston, after railroads increased to such an extent, that where a few years ago the travel on the Lowell and Boston road had been but a few thousands, last year it had numbered a million and a quarter. He knew what the merits of Maine, New Hampshire, and Vermont were in an agricultural point of view, and he could affirm that they were very inferior to New Bruncwick, either as an agricultural or lumbering country. The Aroostook country had been all taken up, because railway