

two years with perfect success. About the beginning of 1851, the House of Assembly there agreed upon the following deliverance:—"The attention of the Committee has been called by the Sabbath Alliance and numerous Petitions, to the secular duties performed on the Sunday, by the transmission of Mails and the delivery of letters on that day; and after deliberate consideration, have adopted schemes, by means of which, the advantages of Post communication will be greatly enlarged, and no Post Office be kept open or mail transmitted, on the Lord's day." Let us fondly hope the day may not be far distant when the Canadian Legislature will endorse the Nova Scotian verdict. If it has succeeded in the one Province, why may it not in the other.

But while encouraged by such considerations as these, let us not be blind to the formidable character of the forces ranged against us. We have an enemy ingenious in his schemes and indefatigable in his efforts. Let us not be ignorant of his devices. At the present moment a great amount of mind and money are being unitedly embarked on the opposition side. We have the flippant sneers of the "*Times*,"—the plausible theories of the *Westminster Review*, and the clever jokes of *Punch*. Men of the first order of talent are throwing their influence into the anti Sabbath scale. One individual—inflamed with more than ordinary zeal—has engaged five clerks, with an aggregate salary of £40 sterling a week, to write down the Sabbath. And should our ears be greeted with the rumbling sound of the rail car, and the shrill note of the whistle, on the Sabbath, it would be difficult to estimate the extent of the calamity that would ensue. In England, 800 trains run regularly on the Sabbath. About 50,000 servants are statedly engaged. Then, in addition, there must be reckoned the proprietors and the innkeepers,—then office clerks and servants,—the drivers and conductors of cars;—and the ostlers of the various omnibuses, coaches, chaises, flies, &c.,—(to say nothing of the crowd of idlers and the *much catille*,)—attached to every railway station, and its corresponding towns and villages: "so that it may be truly affirmed of these train whistles, as they resound over thousands of miles on the