

WINDSOR AND ANNAPOLIS  
RAILWAY.

[Circular No. 52.]

GENERAL MANAGER'S OFFICE,  
Kentville, Sept. 30th, 1876.

## TO STATION AGENTS &amp; EMPLOYEES :

The following arrangements have been made for the conveyance of Passengers and Freight to the PROVINCIAL AGRICULTURAL EXHIBITION which opens at Truro on the 10th day of October next.

**PASSENGERS.**—Return Tickets at One First Class Fare will be issued at all Stations from Monday the 9th till Thursday the 12th inclusive. Through Tickets will be sent to Stations for issue, and the Fare will be the same as that for a First Class Ticket to Windsor Junction, with \$1.44 added thereto, being the I. C. R. Fare between the Junction and Truro. Tickets will be good to return until Saturday the 14th October.

**FREIGHT.**—Live Stock and articles for exhibition will be conveyed from all Stations to Truro at the ordinary Rates, and will be taken back free of charge provided they remain the property of the Sender. Station Agents will Invoice at ordinary Rates to Windsor Junction only, marking on the Way-Bills "For Exhibition." On arrival at Junction they will be invoiced thence to Truro at the following Rates:—Horses, \$1.40; Cattle, \$1.40; Calves, \$0.33; Sheep, \$0.18; Live Stock per Car, \$14.00. By adding these Rates to our Rates to Windsor Junction the Through Rate will be ascertained. As these are Special arrangements, Drivers, &c., accompanying Live Stock are not entitled to travel free.

Live Stock and articles for Exhibition require to be forwarded to Truro on Monday the 9th; and on that day there will be no detention or transhipment at Windsor Junction, as arrangements have been made that Freight arriving there at 10.30 a. m. by our No. 2 Train will be forwarded by Special Train direct to Truro. Freight arriving at the Junction at 3.30 p. m. by our No. 4 Train will be taken on to Truro by I. C. R. Express Train leaving Junction at 5.17 or 6.23 p. m.

Return Freight arriving at Windsor Junction on Friday afternoon will be taken on as far as Kentville that evening, and Freight arriving at Junction on Saturday morning will be taken through to Annapolis same day.

Station Agents must endeavor to find out what Live Stock and articles for Exhibition are to be sent from their Stations and by what Train on Monday, 9th October, and report the same to the Traffic Superintendent so that the necessary cars may be provided.

P. INNES, General Manager.

The following Address by Prof. Puryear, of Richmond College is copied from the *Southern Planter*. It refers to the peculiar social condition of Virginia, but may be read with profit by every young man in America:—

"I cannot think of you, gentlemen, as now entering, or soon to enter, on the active duties of life, without thinking at the same time of the peculiar responsibilities that rest upon you. In a prosperous condition of society there are two chief sources of power and influence. One of these is wealth; the other is what I may call human force. In our depressed condition but one of these sources of power remains. Our wealth, or at least, all that deserves the name, is a thing of the past; and the influence and hope of the country rest only in its men. Virginia, Cornelia-like, can point to her sons as her only jewels. If there was ever a time when we might innocently withhold our labour from society, that time is surely not the present. We are living, as it were, in a besieged city, and the public safety would be subserved by the removal of useless mouths beyond the lines. We are called upon to restore society to its normal relations; the duty immediately before us is the creation of wealth. Wealth is the condition of high mental and social culture. It is only by the accumulation of wealth, that men can be freed from the hard necessity of manual labor, or get some breathing time in the struggle for existence. If our lack of wealth has not yet produced in us any deterioration of feeling or culture, it is because we have been moving on in virtue of the momentum acquired in the days of our prosperity. By force of habit, we found colleges, build railroads, give money in charity, buy books, and cultivate the amenities of life. But without the most strenuous efforts this cannot last. Already, there are painful indications that our civilization is in advance of our ability to support it. Most of our great railroad corporations are bankrupt, and their property has been delivered into the hands of a receiver. This may suggest that railroads are a luxury that can be indulged in only by prosperous communities, and that without an increase of our productions, we may be compelled to resort to a primitive mode of transportation. The difficulty of maintaining in poverty the feeling, habits and culture of wealth becomes every year greater, and in time we must be toned down to our low financial condition. If, then, we would not sink below ourselves, the creation of wealth is a pressing necessity.

In some way, our young men, and more than all, our educated young men, must meet this necessity. They do much by awakening the public mind to

a sense of the public need; and this they may do partly by instruction, but chiefly by example. The first duty, gentlemen, that you owe to the community is to be engaged in some needed employment. You cannot afford to wait for exactly that kind of work which you may consider best adapted to your genius and culture. To do any honest, useful thing is better than doing nothing. The Prodigal when feeding swine was far more honorably employed than when wasting his substance in riotous living; and it is much to his credit that, when nothing else offered, he was willing to earn a living in the humblest of all callings. I know that several years of college life do not specially fit a man for enduring extremes of heat and cold. His hands grow soft, and he learns to love the shade in summer and the fire in winter. But for this very reason, your example will be more effective when you show that your college training has not disqualified you for physical toil. Especially might you teach the crowd of youth who are flocking to the cities to find a life of anxiety and labor, that the farm is the safest, the happiest, the most independent, the most honorable place for Virginia boys. The possession of land gave the first titles of nobility, and the true owner of the soil is the true nobleman now. Never can our State prosper, or society rest upon a firm basis, until farmers' sons learn to take pride in the farmer's calling. Let us, in every way, teach our people this lesson.

In the second place, we must cultivate habits of economy. Economy has never been a favourite virtue in the South. We have thought little of it, because we have failed to distinguish it from meanness or stinginess, one of its distant relations. It has been more to our taste to be generous, liberal, free-handed, careless. We must take care not to dislocate the virtues. Bountifulness is the virtue of the rich and prosperous; economy, of the poor and struggling. The latter, in its place, is just as truly a virtue as the former, as much deserving praise, as much worthy of honor. It is one of the conditions of private and public wealth. Somebody must have been economical, before anybody could be bountiful. Be not ashamed then to practise economy. Indulge no expensive tastes. Do not go into debt. Spend less than you make. In our day, it gives one a comfortable feeling to look upon a man who is slowly and honestly getting rich. Such a man both understands, and is master of, the situation. The most to be envied and imitated, of all our citizens, are those solid, substantial farmers, who attend to their business, dress plainly, keep no store account, and have corn and tobacco for sale. They are building up Virginia's