

most sense, nor preach to draw crowds, but endeavour to please God and his own conscience. Nor is he successful, for such persons as you, instead of improving by his example, and bringing others to hear them, take opportunity to find fault with them, and say away for such slight causes as are discouraging. The fault is in you, and not in him. He is most probably a faithful minister, who preaches plain and scriptural sermons, and it is not he that fails of success, but the Spirit of God which employs him as an instrument, and which in vain seeks entrance into your heart, and where you repel its gracious offer, you blame the preacher. The true reason is this—you do not like him because you do not like the truths he preaches. It is you that are cold; for were he to preach in the same manner and tone on the best mode of making investments, or of selecting a particular candidate, he would be found animated enough; but when he reproves sin, then he is too cold, or too long, or anything for an excuse. Holy Scripture explains your distaste when it says, "Every one that doeth evil hateth the light, neither cometh to the light, lest his deeds should be reprov'd." Doubtless you think the Bible itself cold, and consequently neglect its study; but when you wake up to a sense of your real condition, you will think very differently.—*Legion, or Feigned Excuses.*

Provincial.

NOMINATION DAY AT WINDSOR—MR. HOWE'S SPEECH.

The nomination day at Windsor passed over without awakening any unusual excitement in that thriving little town, further than that a good many persons were present from different parts of the country, and a stir beyond ordinary was observable.

At 10 o'clock the Sheriff's Court was opened, and at 11, after the Sheriff had read the writ, &c.

Bennett Smith, Esq., rose and nominated the Hon. Joseph Howe, and Matthew Allison, Esq., seconded the same.

Mr. Howe then addressed the meeting for about an hour;

He commenced by claiming the indulgence of his audience, as he was still suffering, he said, from the effects of a recent accident. Any very lengthened observations, under the circumstances, he did not feel himself equal to; but yet he thought it would be scarcely expected that he would remain silent; although few explanations from him were indeed necessary. He referred to the highly influential position of the two Gentlemen who had moved and seconded his nomination, expressed the pride and gratification which he felt on receiving the requisition, which he confessed contained the names of Gentlemen he had not expected would sign it,—and trusted that nothing in his after life would render him unworthy of the trust thus reposed in him by men of all parties. Looking back on the past, we might account for those unfortunate collisions, renewed every four years, which were wont to split up parties; but now that every question which formerly divided the people has been settled and disposed of, he could see no necessity that we should still differ. He believed it was this feeling which dictated the requisition; and he felt deeply the honor of being elected by such a body of men as signed it. And although old questions have been settled, enough remained for all to do. In a short time the journey from Halifax to Windsor would be accomplished in an hour and a half. He would visit them often, taking counsel from their leading men, how best to advance the interests of that Township.

It would not be expected that he should go into any particulars of the Province at large; but he would explain why he consented to accept the requisition. It was the constant inquiry of his friends—Why go back to the House of Assembly? If he consulted his own comfort and convenience, he would not have consented to do so. He had held one after the other, all the higher offices, and there was nothing farther to tempt him, so that when he took his present office, he considered that his political life was over. He had no personal objects to gratify, and certainly to take part in the Government would not give him any pleasure.—But he would explain what his reasons were:

Mr. Howe then proceeded to say, that one member of the railway board being required to have a seat in the Assembly, when he lost his election for Cumberland, he thought he was in duty bound to get another seat the first opportunity, although all parties had dealt generously in not requiring it. One of his friends had placed his seat at his service, but he would not accept it. Mr. MeLeod died last winter, and made a vacancy, and he would state the reason that he would not consent to take an active part in that election. First, no

man could look after the affairs of a large county unless he spends at least one month in summer in it, which he could not do. Then, a large portion of the constituency belonged to a body of men with whom he (Mr. Howe) might be called upon presently to differ, and another reason was the position in which he stood with regard to the Mining Company; although Mr. Curran had fully secured him of the support of the Agent of the Company at Cape Breton. He therefore told them, that unless left free and unpledged upon every question, he could not allow himself to be put in nomination. Now, the difference with Windsor is, that you can ride round it in a day—it was near to him now—it would soon be nearer, so that his non-residence would amount to nothing. There was no question on which he could possibly differ with his constituents, who were on their part all he could desire—honorable, intelligent, and independent.

Mr. Howe then adverted to the subject of the railway, which occupied a great part of his address, but his observations were obliged to condense into a small compass. He confessed that the expenditure for this object was very large, but went on to show that a large amount of work had been done, and that while the railway was thus being paid for out of the monies of the people it would eventually be owned by the people. He detailed at some length the progress of the work, and referred to the construction of the Board of Commissioners as an evidence of the desire to have it regarded as entirely disconnected from party. In the management patronage was distributed without any regard to party, and no man had ever been displaced except for some fault of his own. When the undertaking was commenced, they knew but little about such matters, but they had appointed two competent engineers, and the Board never took a step without their advice, in any matter of importance.

The whole road to Windsor will be open next spring except the section near Mount Unacke, which, he said presents great difficulties in the way of extensive rock cuttings, heavy fillings, &c. He was doubtful if this section would be open by the 8th of June, but in the course of the next summer the entire line would be completed. By November next the line would be open up to Shultz's, while the whole line to the eastward now under contract as far as Nelson's, would possibly be opened simultaneously with the Windsor branch. Reference, he said, had been made in some of the newspapers, to the mode of keeping the accounts. He felt that it was the duty of gentlemen of the press, when they imagined that the public service was not being faithfully performed to call upon those in charge of our affairs, to make things clear to the public at large; and if there was a suspicion of wrong, the press would not discharge its duty unless it did so. But in the present instance, the Board, he said, had appointed to the office of accountant, the most competent men they could get in the whole city of Halifax; the accounts were audited regularly by two of the Commissioners, Messrs. Pryor and Anderson; then examined by the Financial Secretary.—And the committee of the legislature from the both branches, for the last years had not changed these accounts to the extent of £5, nor, he believed, to the extent of 5s.

But he would make a proposal. The editors of Halifax who are dissatisfied in the matter, may select three of the best accountants in the city, the railway accounts will all be laid before them, and he (Mr. H.) will give 50 guineas to the man who will detect an error to the extent of a £5 note.

He then gave a statement of the expenditures which all the contemplated lines would involve; that is, to Windsor, to Pictou, and to Cumberland; amounting to £1,200,000. This he acknowledged, would be a serious responsibility (some £50,000 per annum) if the road after being built, yielded nothing; but instead of this result, he entertained hopes of its future prospects so florid, that while he relied on their ample fulfilment himself, he could hardly venture to express them.

Mr. Howe concluded by saying, that for the support which he would give the Government, he would claim patronage of the Township, which would be dispensed honestly and impartially. He would be ready to protect them from any unfair action of the Government, while the poorer freeholder in the Township would never be denied access to him night or day.

No opposition having been offered during the day, at 4 o'clock, the Sheriff declared the Honorable Joseph Howe duly elected.

Mr. Howe again addressed the meeting, and the Court was adjourned.—*Colonist.*

CHESTER REGATTA.

Chester, Sept. 3, 1856.

Mr. Editor.—I forwarded to Halifax a few days ago, a brief account of the Regatta held in this harbour, which, as it has not been published, has I presume,

been mislaid. Notices having appeared which are not correct, may I beg your insertion of the following:

THURSDAY, Sept. 4, 1856.

First Race.—Six of four oars. Prize, Ladies' Purse Two boats—the "Alert," 50 feet in length, and the "First Step," 51 feet, ran a distance of 4 miles. The "First Step," built in Chester (and owned) by David Millatt, rowed by Benjamin, Joseph, and Thomas Nash (brothers) and William Coolen, took the lead in starting and kept it thro' the race, accomplishing the distance in 23 minutes. Money in Purse, £6 13 6.

Second Race.—Whalers of four oars. The "Queen of the East" and "Betsy" started. "Betsy" came in first. An objection being made that the winning boat was not built in the County, the prize is withheld until satisfactory proof be given. "Queen of the East" owned by Alexr. Duncan, and "Betsy" by Thomas Dwyre.

Third Race.—Flats. Five boats started.—Dasher, Fly, Lucy Short, Lucy Long, and Eastern Belle.—Winning Boats, 1st Lucy Short, owned by John Lacey; 2d Lucy Long, owned by Henry B. Mitchell; 3d Eastern Belle, owned by Esau Moreland. Prizes 2, 3, and 4 dollars.

Fourth Race.—Punt, rowed by boys under 18 years. Four started, Flint, Alma, Silver Tip, and Tom Thumb. Winning boats "Alma," (Wm. Evans, Jr.) "Flint," (G. Richardson, Jr.) "Silver Tip," (Albert Richardson). Prizes 10s., 7s. 6d., and 5s.

Fifth Race.—1st—Sail boats. Nine Boats started. All open boats but two. Course twelve miles. No time allowed for tonnage. Winning boats: Katy Darling, 20 feet keel, (decked), built in Chester by Wm. Hinch, and owned by E. J. Robinson, and Rev. P. M. Holden. 1st prize Silver Cup, value 24 dollars: "Secret" 23 feet keel, (open), built in Chester by Charles Hilshey, and owned by Wm. Pearson, M.D.; 2d prize 16 dollars; "Star" 23 feet keel, (decked), built and owned by B. McLauchlan, Lunenburg, 3d. prize 8 dollars.

Sixth Race.—While the last race was being sailed, two Canoes started—one paddled by Thomas Hammond and others, the other by Nicholas Paul and others. 1st prize Thomas Hammond, 4 dollars; 2nd prize Nicholas Paul 2 dollars.

FRIDAY, Sept. 5.

Seventh Race.—2nd Sailing Boats. Eleven open boats started, course twelve miles.—Winning boats, "Secret," Dr. Pearson, passed winning post twenty-five minutes ahead, 1st prize Silver Cup, value twenty dollars; "Quickstep," owned by John Hyson, Mahone Bay, 2d prize, 12 dollars; "Mayflower," owned by Nathan Isnor, Middle River 3rd prize, 4 dollars.

Boats entered 40. Amount of prizes won £39 16 0. It is estimated that over three thousand persons witnessed the Regatta.

The illumination, torch light procession, and display of fire works terminated the interesting proceedings.

It is to be hoped that the regatta will exert a powerful stimulus in the further improvement of the boats built in this County, admired as they already are, for speed and safety.

M. B. DEENISAY,
Secretary.

Editorial Miscellany.

"We have had to record this season, several important steps in the progressive traffic of the St. Lawrence intimately connected with the future prospects and prosperity of the city. In addition to the successful career of the mail and passenger line of steamers between Liverpool and Montreal or Quebec, we have witnessed the establishment of a direct line of screw steamers, more especially for trading purposes, between this port and the metropolis of the British Empire.—We have greeted the arrival of the first of a fleet of Tug steamers, a specimen in every respect suitable for the purposes intended, and worthy of the river and gulf of St. Lawrence. Measures have also been taken for the immediate completion of several lighthouses so long and so much wanted below. And still more lately the people in the West have begun to question whether after all the St. Lawrence may not be the shortest and most convenient, as it is the natural highway for the conveyance of their productions to the ocean. The construction of canals and railways, shortening immensely the distance between the western lakes and Lower Canada, has been more than merely noted; an important initiative towards this desirable consummation has received the sanction of the Legislature.—All these considerations, as well as several others, indicate an important crisis in the fortunes of Quebec."—*Quebec Chronicle.*

The above paragraph is quite significant of the success of an effort on the part of the Canadian, to participate in the present advantages and future prospects, which steam and railway enterprise offer to every part of British America. The Canadian