

as though bereft of reason, revelling in drunkenness and riot. Let them follow me in the dusk of the evening to the Inn as scarce half-dozen teams, with three or four horses each, are being put up for the night by their drivers, irritated through cold, hunger, fatigue and strong drink. Let them spend a sleepless night with me there, listening to the noise and din of those who are drunken and drinking all night. Let them pass along the road for an hour or two on the Sabbath day to behold men going forth with their guns to shoot partridges and hares, or to hear the reports of those actually engaged therein—some staggering through drunkenness, others cutting firewood, and others repairing or building their shanties—to meet droves of sheep driven along to market, or to meet heavily laden teams, with three or four horses in each, driven along as on any of the week-days. Let your readers follow me to hear and witness such things as these, and many more that may be heard and seen both on Sabbath and week-days, and they shall return with some idea of the morality of Railway life. And while I have witnessed scenes such as these, and heard things which we must not utter, still I have met with not a few God-fearing people engaged on the Railway, and with them it was pleasant to hold sweet converse amid scenes such as the above.

And if I am asked what is at the root of all this immorality? I at once reply **INTOXICATING LIQUORS**. Banish these entirely from the Railway works and matters will be changed very suddenly to the better. Why should we not have a *Maine Liquor Law* for these Railway operations, if not for the whole Province? The Government surely have it in their power to remedy the evil. The Railway contractors can, if they choose, banish the evil entirely from the works by not employing men who sell it in their shanties. And, to their credit, two or three contractors have done their utmost to remedy the evil; and I have found a great difference for the better amongst their men and within their districts. But still in other districts I am told that there is scarcely a shanty in which liquor is not sold, and I have had abundant evidence of it. A certain party drives his team twice a week out from Halifax to supply them. And while this is allowed to go on Railway life will be what it is despite of all efforts to the contrary. And O when will our civil author-

ities learn the discharge of their duty, both in enforcing those civil enactments, which would tend at least to diminish the evil, and to obtain those enactments which would effectually remove it?—And when will men cease the pursuit of gain at the expense of the ruin of the souls and bodies of their fellow men through their ungodly traffic in intoxicating liquors?

After considerable conversation with the Protestant laborers, and some of their employers, as to the best mode of benefiting them spiritually during the continuance of these public works, I have resolved upon recommending the following plan, which I think quite practicable at least as regards the Cape Breton Protestant laborers.

I have been told that there were about seven hundred laborers, adherents of the Free Church, engaged on the Railway in the course of the last summer from Cape Breton alone. Three or four hundred of these were so situated as that one minister might hold divine service with them all on every Sabbath, and also meet with them on week nights after their work hours. The remaining number of these Highland laborers were also so situated as that another minister might overtake them. And the plan which I would propose is simply that these laborers join together, as one congregation, and bring their minister with them to remain with them during their sojourn at these public works. Coming thus as a body they could be employed by one contractor, or at any rate by two or three adjoining ones, and thereby would be found living within a short distance of each other, and could be easily convened for divine service. Most gladly would the men pay all the expenses of a minister thus living amongst them. And should only about two hundred join thus as a congregation, about one day's work from each would be found sufficient, together with their Sabbath collections, to provide an adequate salary for their minister and to meet extra expenses. This would be nothing compared with the advantages to be derived from such a plan being carried into effect. By the minister living amongst them divine service could be conducted every Sabbath, and prayer-meetings held during the week. By such a pastoral superintendence ungodliness of all forms would be checked, and vital godliness would flourish in connection