

# THE BULLFROG.

*Nec sumit aut ponit securus,  
Arbitrio popularis auro.—Hor.*

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## THE TRUMP CARD OF THE DELEGATES.

It is no exaggeration to assert that, so far as the lower Provinces are concerned, the Inter-colonial Railway is the primary cause of the proposed Confederation. All our statesmen arrived long since at the conclusion that free trade between the Colonies must follow closely upon its construction, and all our statesmen urged its completion as a proof to the Mother Country, that we meant to do something for ourselves towards the protection of British Empire in the West. Commercial advantages, which none can dispute, have been poured *ad nauseam* down our throats, and many who affect to despise the dollar and cent calculations of the Anti-federalists jump blindly at the very mention of a Railroad, which is to pour such golden treasures into their pockets. Some indeed go so far in their eagerness as to invent a panic from which this line alone can save us. They talk of "ominous times"—"threatened invasions"—and the like. They urge the danger of an absence of Railway communication with Canada at the present moment, as though a vote of our Legislative Assembly could construct the Railway in a day, and pour brave Nova Scotians into Upper Canada in a week. This sudden panic is, we fancy, born of the Delegates. As far as the Inter-colonial Railway and the scheme of which it is the prop are concerned, neither a vote for the former, nor a vote for the latter could at present tend to allay our apprehensions of danger did such really exist. If there were any call for an immediate effort against invasion at this moment, Nova Scotians could with equal effect show their loyalty and zeal now, as they will be able to do for the next year and a half, during which the Inter-colonial Railway must remain unfinished, or perhaps uncommenced. That the mass of Nova Scotians are not deficient in a large patriotism which includes all British North America as their country was amply proved on a former occasion, when their services really were in requisition. The fact is, that this panic is merely one of the many devices employed by the Federalists to hurry their scheme through the Houses. Nova Scotians, however, are not to be coerced by sudden panics and illusive assertions that all cause for a fear which does not exist must vanish if only this scheme be immediately adopted. The Intercolonial Railway has been, and still continues to be, the trump card of the Confederation pack. It is the great boon so long deferred, and now at last, by union to be obtained. Now, although none can be more anxious for the completion of this great work than ourselves, we wish to be convinced that (like some other promised railways in Nova Scotia and elsewhere) it is not to be employed for the political delusion of the Province, and that this promise means more than other railway promises. It is somewhat remarkable that the Delegates have observed a profound silence upon this matter. They have neither mentioned the route which the line will most probably take, neither has any definite time been fixed for its completion or even for its commencement. The mere promise of an assured line some day, is in their opinion enough to

fascinate Nova Scotians. They underrate, however, the inquisitiveness of their fellow countrymen, and the question is often asked—Are we to have the middle route, or the line by the St. John Valley? Is St. John to be the *de facto* terminus, and Halifax the termination of a circuitous branch? Are we to have a line such as that recommended by the Home Government as suitable for purposes of self-defence, or will the government of the New Empire be allowed to decide this question and build a line wherever it may please—in the St. John valley, or on the very confines of Maine? The silence of the Delegates on this subject renders a definite answer impossible. As to which route, however, the Federal Government, once constituted will incline, our railway history of the past twelve years affords us some enlightenment. The different value of these two roads—the St. John valley or the middle line—to the people of Nova Scotia, is evident from the following account of what happened in 1852, taken from "*Eighty years progress*" "Nova Scotia had no idea of standing a third of the cost, if the road should first *deboncho* on the Atlantic Ocean at St. John instead of its rival, Halifax. Canada acting as mediator and umpire finally proposed that as New Brunswick would decidedly gain by the adoption of the southern instead of the northern route, she should assume *five twelfths* and Nova Scotia *one fourth*, Canada taking her old proportion of one third." This new subdivision was agreed to, January 3rd, 1852. New Railways have been built since then and the Intercolonial scheme has gone through many phases, but it is still as important as it then was to the people of this Province, that Halifax should not be at the end of a wandering branch line. Such contingency however is more than probable if the future government at Ottawa be not restricted by the terms of our union bargain as to which line shall be constructed. This St. John Valley road would probably have been built long since, but for the refusal of the Home Government to assist in raising money for a line so dangerously near the frontier of the United States. Since, however, no intimation has been given us that the Imperial authorities are to be consulted on the construction of the railway promised by the New Empire, this objector vanishes, and it is more than probable that the obnoxious St. John River route may be adopted. It is the cheapest; and the shortest from Quebec to the Atlantic Ocean. It was approved of by Canada in 1852. It has long been the dream of New Brunswickers. It would open up the richest territories of that Province whilst the middle route would traverse a wilderness. It would connect direct with her long cherished European and North America line, and deprive us of one half the traffic which we should obtain were the middle road decided upon. For purposes of defence, the St. John route has been pronounced by the Home authorities as useless, but no pledge has been given to Nova Scotia that even on this point the defences of British North America are to be looked after. The delegates must speak out on this matter. The Confederation once effected, it will be too late to question the wisdom

their proceedings; it will be too late to inquire whether New Brunswick has been coaxed into Union by definite promises of a line useless for purposes of self defence and injurious to the best interests of Nova Scotia. On this point the people of this province desire to be enlightened. They are not content with the bare assertion that an Intercolonial railway forms part of the proposed scheme of Federation. Let us now turn from place to time. When is the great work to be constructed? Immediately! Now, judging from the manner in which railway promises have been *immediately* fulfilled in this province by our own honest statesmen, it seems to us somewhat doubtful to what point of elasticity the word *immediate* may attain when used by Canadian statesmen whose behaviour in railway matters has so often been condemned by the lawyers and members of parliament of Nova Scotia. It must be remembered that the representatives of United Canada are as two to one to those of all the Lower Provinces, including Seessia (Prince Edwards Island) united. Now, until quite lately in the opinion of our politicians, the bad odour of cooked bills and broken promises hovered cloudily around the heads of Canadian statesmen. Even one of our most temperate politicians, Mr. ARCHIBALD on the 11th of March last used the following strong words on the conduct of the sister colony: "What is the position of this question? Deputations from the three Governments meet at Quebec, they enter into an agreement, one that as far as a Province can be bound, solemnly bound all three. Canada is just as morally bound by that agreement as *if she had passed a statute*. As respects the sinking fund, when the British Government said Canada might deposit it in her own debentures there was an end to the objection on that ground. Therefore, to attempt to escape from the bargain on the ground that the British Government insisted on a sinking fund, was nothing more than to *declare that she did not intend to pay at all*—that determined to *repudiate* the agreement solemnly entered into she seized upon this as a pretext. Nothing was said at the time of the Convention with regard to the railway as a contribution towards Provincial defences; and, therefore, to attempt to force this as a part of the basis *was a breach of the compact entered into between Canada and the other Provinces, and even if Canada thought proper to shuffle out of her just obligations pretences and pretexts &c.*" We will not continue this extract, neither will we devote our space, as we might, to many others of the same nature. It is indeed well known that until quite lately the politicians of Canada were considered and described by our own leading men as "notoriously corrupt, and particularly so in all matters connected with Railways."—This being the case, and considering the large majority which Canadians will hold in the United Assembly, it is absolutely imperative that before we enter this Union, some date be fixed for the commencement of the line. Our belief at this moment is that Canada is not so eager for the railway, as the statesmen of both countries would now have us believe. Her conduct last year is certainly a support for our conjecture. Excuses are easily obtainable, especially with a large majority in their favor, so, on this question of time also, Nova Scotia requires that the delegates speak out. "*Immediately*," is a somewhat vague period of time to men accustomed to American Railway politics. To our doubts, both about the time and place of the great railway, our delegates will probably have ready answers. That they have not touched upon the subject before is due to their general habit of limiting the supply of information on Confederation to the demand made for it. If no satis-

factory explanation of the railway question be forthcoming,—if no definite pledge be given as to how, when, and where the railway is to be built—we can only conclude that this trump card of the delegates is no better than the many others which with exquisite finesse they have hitherto played, to save that game, on which their Canadian co-delegates have staked their political existence.

#### FEDERATION—USELESS FOR DEFENCE.

The ostensible object of the proposed Confederation is to render British America capable of successfully confronting an invading force bent on the desolation of our hearths and homes. A great deal has been spoken and written concerning free trade and an Intercolonial Railway, while the subject of self defence has received comparatively slight attention. This is by no means strange, when we come to consider that for one man who has ever given a thought to the possibility of a war with the States, fifty men have fretted themselves about questions of currency and tariff. All men admit that railway communication between Canada and the Lower Provinces is most desirable, but few men care to waste time in discussing militia statistics, or the respective merits of the Chebucto Greys and the Scottish Volunteer Company. But when a chance of getting the railway is offered to us upon certain terms, (unfair terms, as we think, to Nova Scotia,) it is highly important that a popular cry should be put forth to fascinate the unwary. It would be highly impolitic to accustom the public ear to such a sentiment as—"Latest bargain with Canada! The Intercolonial Railway, accepted at the moderate price of political concession to Canada!" Such a cry would have found little favor in our eyes, but it was absolutely necessary that some "taking" sentiment should be adopted by those anxious for Federation, and what sentiment so appropriate as—"Union is strength!" That the word union is suggestive of strength, none can possibly deny; but that, for purposes of defence, an union of the Lower Provinces with Canada is imperative, we are not disposed to admit. When we come to talk about defence against hostile aggression, we imply, not that Canada is in danger, not that New Brunswick and Nova Scotia are in danger, but that a portion of VICTORIA'S dominions are in danger. Away with the idea, that British subjects must be linked together by railway bargains before they can be induced to fight shoulder to shoulder for the honor of the British flag. We are as much an integral portion of the English Empire as Lancashire or Hampshire, and must we be told that our sole chance of making head against the possible encroachments of a powerful neighbour, rests upon our acceptance or rejection of a bribe held out to us by Canadian statesmen in the form of an Intercolonial Railway? No, our nationality as British subjects needs no such goading: when a portion of the QUEEN'S territory is assailed we will resent England's foes as *our* foes, and cheerfully contribute our aid towards upholding the honor of the British Crown, in Canada or elsewhere.

The question arises—will Federation, as at present proposed, render British America more potent for self defence than it is at present? We think not. The people of this Province have evinced an alacrity in the militia and volunteer movement as great, if not greater than that shown by the Canadians, and we could if necessary bring into the field some 30,000 or 40,000 men capable of bearing arms. This force might at any moment be enrolled and placed under the Articles of War. In such a case, the various regiments would be armed and paid by the Imperial Government, and transported at England's expense to any portion of British

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America which might be in need of their services. Were Canada threatened, to Canada we should cheerfully go; were Nova Scotia threatened, the Canadian regiments would soon be at our side. What more could Federation do for us as regards defence? What extra value would our militia require by being under the orders of the Ottawa Government? None whatever; on the contrary, the more distant we are from central authority, the more confusion consequent upon carrying out commands from Head Quarters. In Mexico's statistics of B. N. America, we find the following passage: "Allowing one-eighth of the population of these Colonies capable of carrying arms, we have a total force of 411,520; and taking one-seventh of the population as the number capable of doing militia duty, we have a force of 469,000. However, in case of emergency, 400,000 able bodied men could be called into the field, for the defence of the country." The value of such a force can hardly be overrated when we come to reflect upon the topographical difficulties to be surmounted by an invading force. In the event of a war upon the Canadian frontier, other qualities than those wherein British troops are disciplined would be required. It is one thing to manoeuvre steadily under fire, but it is another thing to make the most of Nature's gifts for purposes of defence or obstruction. In a fair, stand-up fight, it would be absurd to expect, in a newly organised militia force, that steadiness and prompt obedience which is part and parcel of a regular soldier's daily life; but, on the other hand, ninety-nine British soldiers out of a hundred would make but a poor figure, if ordered to run up a stockade at short notice. In an irregular, frontier war, the practical experience of those whose whole life has been passed in the camp and in the forest would be invaluable, and that the Imperial Government would gladly pay for such aid is, we think, undeniable. How, then, will Federation strengthen us against a possible invasion? It may be urged that an Intercolonial Railway will facilitate the transit of troops to and from the different portions of B. N. America. This is very true, but our position being stronger than that of Canada, it follows that, for purposes of defence, the Intercolonial Railway is more important to Canada than to Nova Scotia. As regards defence, we can get on very well without an Intercolonial Railway. War, between two such countries as England and the States, is not determined upon in a day, and the mere suspicion that war was at all likely would find us well prepared. The West India fleet is close at hand; we have in our midst a disciplined force large enough to form a nucleus for any amount of militia, well armed, and for the most part well drilled; our position is such that we are fully able to take care of ourselves. Canada, on the other hand, is most unfortunately situated, and is liable to be invaded at the shortest possible notice, should difficulties arise between England and the States. Our population is greater in proportion to area than that of Canada; our communication with the sea and consequently with British men of war, is open all the year round; between us and an American army there are many obstacles difficult to overcome, so long as New Brunswick remains loyal, and England remains mistress of the seas. But, it may be urged, as it often has been urged, that this argument is based on selfishness. Not so,—it is based upon, what seems to us—common sense. If we are in danger, Canada is still more in danger; if strength by union is the key stone of that vast fabric termed Federation, Canada will profit by the structure which we merely help to raise; if Canada want our fixed alliance the better to defend her frontier, let her give us the railway first, and trust to our loyalty hereafter. We are ready at the present moment to help Canada against aggression, and if such help only is

needed from us, it is Canada's policy to facilitate the transport of our militia by railway communication. If, on the other hand, Canada seeks Union merely for political reasons, the sooner the popular cry "Union is strength" be allowed to die out, the better for us all. As regards defence, an union with Canada under the terms proposed, would rather weaken Nova Scotia than otherwise. Let us have the Intercolonial Railway by all means, but do not let us confound a mere political bargain with the lofty, but unmeaning, and in our case faulty sentiment, "Union is strength." Let us do what we can towards placing our militia on a better footing than heretofore; let us show England that we can be loyal and self denying without bargaining for a railway more important to Canada than to ourselves; let us, by rejecting a scheme, which, if accepted, will entail upon us undying remorse, show that Nova Scotians have a will of their own. We cannot conclude this article without expressing our entire dissent from the opinions of those who assert that Canada is coveted by the American States. Mr. LINCOLN'S Government has enough to do without seeking for fresh sources of anxiety. At the present time, it would not be worth America's while to conquer Canada; but should American statesmen think otherwise, they will not wait until the Intercolonial Railway is accomplished. But "UNION IS STRENGTH!"—say the Federation party. It is not so in our particular case—as everyone not led away by the most transparent clap-trap, knows full well. The Federation party should adopt a better cry.

#### IN THE COUNTRY.

In the midst of this dreary winter, when the streets are intolerable, by reason of their slipperiness, when the neighbourhood is made miserable by roaring winds, it would be pleasant indeed to make a summer trip into the country. Reader let us go there. Imagine (if you can) that we are enjoying June weather, and we will travel together down one of the happy valleys of the Province. There may be something to croak at even there, but we shall enjoy in fancy a warm sun, fairish scenery, and if you are a pleasant companion we will try to imitate your example, and become one too. By the bye we are going to call you "Jones" instead of "reader";—it sounds less formal, and is more colloquial than the latter word. Here we are at S—, the train is only a quarter of an hour late, so we are rather fortunate than otherwise. The coach of course waits for the mail. You ask "are the mail coaches good?" We cannot answer your question *directly*. This particular coach may be better than any other in the Province, but for all that it is only a hearse, meant to carry one, and converted by the addition of seats into a vehicle supposed to carry six, eight, or nine, as the case may be. This dear reader—we beg pardon—Jones, is only natural; you must not expect too much in a young country like ours. Here is our coach. What! you say it would run lighter for an occasional cleansing? You say there is a hundred weight of mud about its wheels and body? Pah Jones! you jest; this coach does eighty miles three times a week! How could it be kept clean? We see that you are vanquished and astonished at the distance travelled. You must agree that there can be no time for more than the ordinary oiling necessary for the safety of passengers. So—so—we are of the same mind, let us get in the coach. It will start when the driver has done his chat in the house. You cannot complain of that little innocent waste of time, surely. Ah, here he comes, now we shall be off. Bump, bump, bump, but don't complain Jones; the roads are not good we admit; but the expense of keeping them up falls somewhat heavy upon the Provincial purse. Do you ask

who looks after them? Why inspectors to be sure, who are changed every time the Government of the Province is changed, and the value of this arrangement is manifest. Every new Inspector has his own ideas of road-making, and his own ideas as to where such and such a road should go, he also employs other workmen than those employed by his predecessor, so that every kind of road system, from the ancient Roman to the McAdam, has a fair trial. "Too many cooks spoil the broth," you wittily remark, and this you think accounts for the pea soup mud, with rocks for bits of toast in it, through which we now pass. Well—well—Jones you are a sad quiz. We won't argue the matter with you. If you can't see that Government must have some patronage, we have nothing more to say. Look!—here come some more passengers. We are six now, where can they be stowed? The driver can sit upon the dash board, the lady can take his place, and the two children can come in behind—the little ducks! Don't you love children, Jones? especially in a crowded coach on a hot day. We pass on for a few miles through a charming country. The birds sing, the streams bubble, the sun shines, the children bawl, and the coach jogs along so fast, that after an hour's travel we have done five miles and a half. Here a new pleasure awaits us. Another lady with two more children wishes to be taken a short distance, only seven miles, and the coachman meditates compliance. Jones don't wince. It is only for an hour and a half, and you have behaved so well with the one innocent on your knee, you could easily take two. But where shall we put the lady? Each seat, remarks the driver, is constructed to hold three on an emergency. Oh! very well. We must put up with it, and the children can be stowed anywhere. That is charming, now we are off again. Jones you are too querulous. You want to know why we stop every ten minutes for the driver to have a chat with a pal? You must remember that he only travels this road six times a week, forty miles each way. He must have a good deal to say to his friends on the road side. Please Jones don't disturb the pleasure of our trip by any such peevish inquiries. It is important now to find out where we dine. The whole coach feels hungry, and the coach's wheels require grease—if they don't they ought to. Where do we dine, driver? Oh at B—'s, a very good house, a "relish" twice a week, we believe. Jones do you ask what a relish is? Silly Jones! a relish means fresh meat in contradistinction to salt fish, sardines, bristly herrings, and all those things which you in your ignorance have called unto this day *relishes*. How far is it to B—'s, Mr. Driver? A mile—that's charming Jones, do you fancy a walk? Any able bodied christian can walk three miles and a half per hour, the coach goes at the rate of five, *ergo* we shall arrive at B—'s just in time for dinner. They always keep one waiting a quarter of an hour for a meal at these sort of houses. You are sure, driver, it is only a mile? A little better than a mile—well it was a mile a minute ago, and now it is a little better than a mile—that means in Nova Scotian, Jones, a little less than a mile, let us get out. Stop the coach please driver, we are not acrobats! So—we are safe on the ground at last, those children were the—*torment of your life* do you say Jones? oh no—cherubs! What innocent play! How delightful their prattle! but we must be walking on smartly, or we shall lose our dinner. We walk for an hour by the watch as hard as man can walk, and Jones begins to complain. He urges with some show of truth that he can walk more than a mile an hour. We remind him that he is in a new country, and that there is no standard of distance—no measured miles—no milestones, and then Jones loses his temper. "What! no miles marked off on your telegraph posts!" "Cost you sixpence a mile. They have them in New Bruns-

wick; a simple bit of black wood, with white numbers nailed on the posts at intervals of a mile. Confound it! "No standard of distance indeed! A pretty people you are!—This accounts for the frightful falsehoods about distance in which all your country folk indulge! No standard indeed! All I can say is, the sooner you get one the better." Jones—Jones—be not peevish, for here is B—'s house at last. The coach it is true is starting—we have lost our dinner, but what of that? The children, their mothers, and your stout neighbour have departed, we shall have lots of room, a pleasant drive, and supper six hours hence. How now? You still grumble—life is made up of light and shade—we belong to a young country, and the sun shines brightly. You still say that we ought to mark our miles on the telegraph posts—you may be right—but hunger may have made you peevish. We will think over your suggestions.

#### WINTER PORCHES.

While the good people of Halifax are having their minds directed to the future greatness of this city, it may not be amiss to call attention to the present state of our metropolitan architecture, in which all must admit there is vast room for improvement. Our present posture is, to call public attention to those curious contrivances (attached to many of our public buildings in order to keep out the cold) which, for convenience sake, may be termed "winter-porches."

The Province Building, one of the oldest, yet most substantial, and elegant of the buildings within the city, is disfigured for six months in the year by two wooden winter-porches utterly wanting in design. They may be at once cheap and useful contrivances "to expel the winter's thaw," but for full half the year they mar the beauty and "patch the wall" of an otherwise elegant structure, and offend the too sensitive eye of any one possessing a grain of good taste. No earthly good can accrue to the public by accustoming its eye to such ill assorted, and miserable patch work. A "lean-to" of drab colored pine boards, with doors strongly resembling those of some mean out-house, is the grand porch through which Viceregalty passes, at least twice a year, and through which our "collective wisdom," in the form of cabinet ministers, pass twice in each twenty four hours. The porch in Granville street is somewhat less unsightly than that fronting Hollis street, but both are twins in ugliness. These hideous eye-sores have nothing to recommend them save antiquity, and even a Conservative Government might interfere in this matter without violating public confidence. The spacious entrance hall affords ample space for setting apart a proper vestibule, and if it be deemed imprudent to trespass on the space of the hall, there is without the building ample room for the erection of a suitable porch. If the Province cannot afford a substantial and elegant porch of stone, let us at least have a permanent wooden porch erected with some trifling regard for design. Regarding the Granville street front, it is true, the staircase arrangement precludes an interior vestibule, but this is no reason why we should not have a decent porch without, whether of wood or stone. In a word, let the approaches to our Senate Houses in some manner symbolize the exalted character of our Senators.—The Bank of Nova Scotia next claims our attention, and in the entry to the Counting Room we have a most intolerable nuisance, not merely for six months, but throughout the whole year. All must admit that, (excepting the pediment, which is rather a failure,) the building in question is a fine piece of work and highly ornamental to the city. Yet the directors allow the symmetry and beauty of the Bank to be impaired by a paltry little door, which, opening outwards into the street, is at once a nuisance to business men and an inconvenience to passers by. The building appears to greatest advantage when the patent iron shutters close all the openings and screen from view the poverty stricken door. Attached to the frame of the outer door (which is folded back during business hours), the door in question opens outwards at a distance of some two feet from the swing door, and often

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times a regular blockade occurs in this strait. It is almost impossible for a lady attired in accordance with the existing fashion to gain admittance—hardly less so for gentlemen who turn a deaf ear to the dietary admonitions of Mr. Banting. The plan of the building was at first defective, in not providing a suitable vestibule, but the defect can yet be remedied, and the sooner the better, both for public taste and general convenience.

Another eye-sore of a similar nature is to be found at the People's Bank. A more tasteless and inconvenient contrivance than the winter-porch recently erected could not have been planned, and we are not a little surprised at the directors sanctioning such a disfigurement. A pine "lean to," with a wide door opening outwards, so as to take up about half the side walk, to the inconvenience of the outside public, is a nuisance calling for municipal interference. But perhaps the most unsightly of porches is that at the Northern extremity of St. Paul's Church, a building singularly wanting in architectural beauty, and exhibiting in a most marked manner those impurities of style which Pugin, and others have so successfully combated. The open Northern porch, never possessed of much merit in design or detail, has lately been enclosed in pine boards, and the whole affair now appears like Boone & Austin's Livery Stable. The arrangement may conduce toward the comfort of the congregation, the side entrances, like stable doors, affording a convenient ingress, the great carriage door in front forming a means of egress,—but were there ever seen such vomitoria? Convenience may be one thing, but it should never be gratified by an outrage upon public taste, and why St. Paul's Church should, by such a preposterous contrivance, be shorn of any scanty beauty it formerly possessed, is a matter beyond our ken. If it be deemed advisable to have a closed porch, let something, however humble, be put up in keeping with the requirements of the building and the gravity of its character. The Church Wardens and Vestry men should think this matter over, and by preserving the church from disfigurement, save themselves from the imputation of bad taste.

We have selected these few instances by way of example: we might adduce many more to show the great lack of taste which prevails in Halifax upon matters which,—small in themselves, are yet sufficient to mar the beauty of buildings wherever we may reasonably be proud. It may be said we are fastidious about trifles, but in common life no less than in the arts, "trifles light as air" too often destroy harmony. It is in small things that good taste and judgment are most readily discernible, and upon small matters all men of real genius are scrupulous not to give offence. To maintain architecture in its purity, it is imperative that it should be studied by the people at large; but we cannot see that the people will gain much by an hourly acquaintance with porches built in violation of the alphabet of architecture. As the diffusion of liberal education tends to preserve our literature in all its vigour, so, a general intelligent understanding of the science of architecture, would tend to preserve and perpetuate its most correct models.

#### CHIT-CHAT.

"This is the most extraordinary winter within my recollection; in fact, there can be little doubt that our climate has changed completely since I was a young man!" So says Pater familias, and of course he is right. It has been an extraordinary winter, at least up to the present time, but we have no doubt, whatever, that, ere the trees commence to bud, we shall have an orthodox amount of snow, frost, slush, fog, and all other characteristics of the "good old time." We don't altogether believe in "old-fashioned winters" as conducive to physical enjoyment,—on the contrary, we are of opinion that a moderate amount of happiness can be realized, albeit the mercury refuses to subside into its nethermost bulb. Of all the imposters upon earth, there are none more transparent than those men to be met with upon the Point road when the thermometer stands at ten degrees below zero, while the gale, peculiar to Halifax, is raging fiercely. These men are impressed with the idea, that a winters' day, to be wholesome, must be almost unbearable. They grumble during a "thaw" and shiver during a frost, but they deem it their duty to affirm that intense cold is most enjoyable. We give them

credit for their hardihood, but we question their honesty of expression. They may say they appreciate intense cold, but their outward seeming belies their assertions. It is all very well to submit, as best we may, to the inconveniences consequent upon a zero temperature, but to assert that extreme cold is pleasant because it is "seasonable," is to assert too much. As regards the advantages of frost, we presume that a temperature of plus 25° is as beneficial to our mother earth as a temperature of minus 10; but plus 25 is regarded by society with a dubious eye, while minus 10 is hailed with a sort of savage triumph. When the sun shines brightly, and when over-coats and fur gloves are deemed unnecessary, people say with a sigh, "our climate is not what it used to be;" but when the thermometer is at zero, the powdered snow drifting into our eyes and ears, people say with seeming satisfaction, "Ah—this is one of the good, old-fashioned days." But, who can believe that any one really enjoys these terrific frosts? When we meet a Pater familias, with frozen beard and eye-lashes, purple nose, streaming eyes, and crimson eye-lids, we cannot but think him insincere, while lauding the weather as "seasonable," and consequently enjoyable. The young ladies, on the other hand, regard a hard frost as neither more nor less than their due. They have tickets for the Rink, and a "thaw" is to them a direct breach of privilege on the part, not of nature, but of the guiding spirit of the Rink. The advantages accruing from the possession of Rink tickets are more than counterbalanced by the disappointments consequent upon those eccentricities of climate for which Halifax is so deservedly famous, and it is soothing to find in every atmospheric peculiarity, a tangible ground of offence against some one existing individual. If a sudden thaw interferes with the formation of ice, the Rink manager is clearly at fault; if the ice is hard and brittle, the Rink manager is to blame for not keeping out the sudden frost; if the ice is spongy, the Rink manager is to blame for not taking advantage of a night of unlooked for severity. In fact, "blow hot, blow cold," the Rink manager must make up his mind to endure a certain amount of odium; greater or less in accordance with our climatic eccentricities. But it sometimes happens, that minds the most philosophical fail to comprehend the eccentricities of the Rink, as exemplified in the non-freezing influences peculiar within its walls. Last Sunday was, beyond all doubt, a cold day, even for Halifax. The mercury was not far from zero at 12, p.m., and during the following day the ice upon the Dartmouth lakes remained hard and crisp. But, upon the Rink door, on Monday morning, was hung out the disappointing intelligence—"No Skating." How was this? There had been twenty-four hours of very hard frost, yet the Rink was not frozen over! We have been informed we know not with what truth, that while the thermometer without the Rink indicated twenty-five degrees of frost, the temperature within the building was but five degrees below the freezing point. Can it be, that an opening of the Rink windows would have been deemed a desecration of the Sabbath? We trust not. However, one thing is certain,—the Rink ought to have been frozen last Monday—but it was not.

#### CAPT. HALL'S ARTIC RESEARCHES.\*

This is in every respect, a charming work. It is well illustrated, full of interesting facts, and written in a style so earnest and unaffected, that imagination often places the reader in the author's clothes, sledge, or omo. Few travellers have succeeded better than Mr. Hall in combining an interest centering in their own persons, with the general interest attaching to the history of their travels. In the work before us this happy result is mainly due to our author's enthusiasm. He takes child-like delight in every detail (all new to him) observed in the high latitudes, and above and behind all this is an almost fanatical belief in the ul-

\*Artic researches and life among the Esquimaux by CHARLES FRANCIS HALL. HALL'S Army and Navy Bookstore.

timatè success of his mission—the discovery of some of Sir John Franklin's men. The voyage here described was, as far as Mr. Hall's great object was concerned, a failure, and he is now making a second progress in the north, which all must hope will be attended with greater results than the last.

However his second voyage may result, the world must be grateful for what they have got—a delightful account of his first—Mr. Hall does not appear to have penetrated into the extreme north, in the footsteps of Kane or McClintock. The chief portion of his time was spent in the neighbourhood of Frobisher's Bay, where he discovered remains of that officer's party. This indeed was the most interesting result obtained by his expedition. That coals left on the snow 300 years ago should still be visible and above the surface, seems indeed very extraordinary. Yet after reading Mr. Hall's book through, no room is left for doubt on the subject. Here is his description of the first sight he caught of the coal:

Lifting my eyes from the ground near me I discovered a considerable distance a head an object of an unusual appearance. But a second look satisfied me that what I saw, were simply stones, scattered about and covered with black moss. I continued my course, keeping as near the coast as possible. I was now nearing the spot where I had first descried the black object. It again met my view, and my original thought upon first seeing it, resumed at once the ascendancy in my mind. I hastened to the spot. "Great God! thou hast rewarded me in my search!" was the sentiment that came overwhelmingly into my thankful soul. On raising my eyes and seeing and feeling the character of the relics before and under me, I felt as—I cannot tell what my feelings were. What I saw before me was *sea coal* of Frobisher's expedition of 1587 left here near three centuries ago.

The relics found here and in a neighbouring island consisted of coal, fragments of iron, old fashioned pottery, rope, &c., of the extreme antiquity of which, no doubt can possibly exist. But what we enjoy more than all else in Mr. Hall's book, are his accounts of Innuït (Esquimaux) life, and some of his sporting sketches. The accounts of bear hunts, walrus and seal taking, &c., will delight all lovers of sport between the ages of 12 and 80. All the energies of life would seem in these regions to be expended upon keeping body and soul together. Here is a curious way of obtaining fresh water through thick ice and snow:

"Once, while I was on a sledge-journey with Koojessé, I was suffering from thirst, and we had no water. Koojessé turned aside, and went off with his seal spear upon a little fresh-water pond. I knew that the ice there would naturally be ten feet thick at that season, and therefore wondered how he expected to find water. After looking about carefully for some time, he selected a place where the snow seemed to be very dense, and there, after clearing it away, he struck with his spear upon the ice, and very soon made a hole through which he obtained water. When I inquired about it, I learned that a heavy body of snow falling upon the ice would press it down, allowing the water to come up and collect above it. The surface of this collected water would freeze, forming a comparatively thin coating of ice, but leaving a reservoir of water inclosed, which could be easily reached, as I found to my relief."

The following method employed by bears for the destruction of Walruses sounds rather like a traveller's tale. It is not vouchsafed for by Mr. Hall himself, but was described to him by the Esquimaux hunters:

"In August, every fine day, the walrus makes his way to the shore, draws his huge body up on the rocks, and basks in the sun. If this happens near the base of a cliff, the ever-watchful bear takes advantage of the circumstance to attack this formidable game in this way: The bear mounts the cliff, and throws down upon the animal's head a large rock, calculating the distance and the curve with astonishing accuracy, and thus crushing the thick, bullet-proof skull."

If the walrus is not instantly killed—simply stunned—the bear rushes down to the walrus, seizes the rock, and hammers away at the head till the skull is broken. A fat feast follows. Unless the bear is very hungry, it eats only the blubber of the walrus, seal and whale."

An ingenious device of the Innuits for making their sledges run lightly, is thus described:

"When travelling with a sledge they are accustomed to coat the bottom of the runners with ice, thus making a shoe which is smoother than any thing else that could be invented. The manner of performing this operation is curious. The sledge is turned bottom up, and the Innuït fills his mouth with water in which has been mingled a little seal's blood, in order to give it tenacity. He then sends it out in a fine, well-directed, and evenly-applied stream upon

the runner, where it at once congeals. When, after some hours' travel, the coating is worn away, it is renewed in the same manner. But the question naturally arises, How can the water be carried without freezing? The Innuït does this by filling a bag of sealskin or ootook bladder and slipping it down between his shoulder, under his clothing, the warmth of his body keeping it liquid."

Mr. Hall arrived on his return voyage at St. John's on the 26th —, 1862, after an absence of two years and three months in the Arctic Seas. It is to be hoped that the expedition where with Mr. Hall is at present engaged far north, may bear some thing of some of the Franklin party. Such hopes, we fear, are rather vain, though Mr. Hall is far from despairing of the result. In his diary January 8th, he says:

"I repeat: The history of Sir John Franklin's expedition exists among the natives now living, on, and in the vicinity of King Williams Land, Montreal Island, and Boothia Felix peninsula. I am almost positive that if I can be so blessed by the Power that overrules all things as to make a successful passage (i. e. in his second expedition) to the place of my desired operation, I can after a time accomplish such a work, as shall make it a matter of astonishment to the civilized world that the same has not been done before."

That Mr. Hall may meet with success, must be the wish of all Englishmen, who see with pleasure and gratitude this new attempt of Americans to discover traces and remains of our long lost explorers.

### Communications, &c.

*It is distinctly to be borne in mind that we do not, by inserting letters convey any opinion favourable to their contents. We open our columns to all, without leaning to any; and thus supply a channel for the publication of opinions of all shades, to be found in no other journal in Nova Scotia.*

*No notice whatever will be taken of anonymous communications. We cannot undertake to return rejected communications.*

### TEMPERANCE.

To the Editor of the "Bullfrog?"

Sir,—In your issue of the 7th, appears a communication signed "Eagle Eye," which I think requires some notice from the Temperance men of this community, as the expression of sentiments such as your correspondent puts forth, would be likely to do harm, if allowed to pass unnoticed; and I trust that, as you have opened your columns to attack, you will not close them to defence.

The work of Temperance in all parts of this Province is "up-hill" work; and more especially is this the case in the City of Halifax. No well-meaning man would attempt openly to oppose the advancement of the cause; but there are those in the community who like now and then to have a "sly poke" at the "Sons." Instance, your correspondent, "Eagle Eye." He says: "I am not opposed to Temperance *per se*; but I am opposed to the method adopted by the "Temperance League" to put down drunkenness." Indeed! Now, Sir, before I proceed, I would like to ask "Eagle Eye" who the Temperance men are. Are they hired public servants? Are they paid from the Provincial Exchequer or civic funds? Do they enjoy any privileges in the way of exemption from taxes, &c.? I think not; and anybody who is not a member, has no more right to question their mode of action, than he has to dictate to the St. George's, the North British, or any other Society, what they shall or shall not do to increase their numbers.

Your correspondent takes exception to the intolerance of speakers in behalf of Temperance; and gives an instance of a clerical friend of his who was reluctantly made to acknowledge to an audience, that he was not a teetotaler. He says that his friend was placed in a position "which society demands should have been avoided." I agree with him there. It is not society alone which demands that such a position should be avoided; but that BEING of whom the Clergyman is the servant, demands that the Shepherds of his flock should never be so situated, that they should be ashamed or afraid to acknowledge their position,— "whereby a brother is made weak or stumbleth." And I ask you, Sir, in what manner can a Clergyman better obey that Divine counsel, than by boldly proclaiming to the world that he is a "Temperance man."

"Eagle Eye" says he will not join with Temperance Leagues while "they follow this line of politics"—(i. e. telling the truth about "confirmed drunkards," and "moderate drinkers." I suppose he would join a Society which would preach and not practice. If the Temperance men would advocate total abstinence, and to be a drop occasionally to "strengthen them in the good cause," I have

no doubt that ranks; but will benefit by such not be very likely against drink or brandy!

Now, Mr. F. and no play," men have done Room and a week; though ing matter"; for the men's extent, working expenditure; wards making us at the No on the payme drinkers" pr of the privie

"Eagle Eye" the man who says that pare our to procure How would he quietly sipping come a volun but would ra down the ste

If your cor him not try t hope he is ne who are affa means of ha tinct Temp "Sons," and wants to aid let him try t let him beco twenty more be a benefit may be anxi vity, Intemp Abstainer." you "A Bro Hoping, I your valuab

Halifax, J

By the m been the te down as sh and afterw name was s gotten that captain, w seas, was t course she Brazilian C taken place cooling pro down came sure of ste lost in setti this doomè efforts were baling vict and night, "rebels to" was but acting m e if that e ill in a

no doubt that they would have many an "Eagle Eye" in their ranks; but whether the cause of Temperance would receive any benefit by such a mode of procedure, is a question which would not be very hard to determine. Imagine, a man speaking publicly against drinking rum, and then going home to privately drink wine or brandy!

Now, Mr. Editor, in reference to the boys who have "all work and no play," of whom "Eagle Eye," speaks. The Temperance men have done all in their power for them. They have a Division Room and a Reading Room, the latter open every night in the week; though the Reading Room does not contain as much "reading matter" as it might, yet there is as much as can be afforded, for the men who have the management of affairs are, to a great extent, working-men, who cannot afford to be very lavish in their expenditure; but who, nevertheless, have done a good deal towards making the Room as good as it is. There is also a gymnasium at the North end of the city, to which all "Sons" can belong on the payment of a very small fee;—but the example of "moderate drinkers" prevent them from joining the Divisions, and partaking of the privileges offered. Am I tolerant enough?

"Eagle Eye" in one breath says that nothing should be said to the man who wishes to take a glass when he likes, and in the next says that parents should be "sponsible" at for not making an endeavour to procure enjoyment for their children. Has he any sons? How would he like a person to go to him some evening when he is quietly sipping his "Sherry" at home and say, "Sir, unless you provide a circle of ground for your son, and encourage him to become a volunteer he will die a drunkard?" Probably not a word, but would rather roughly "pour" his friend out of the window, or down the steps!

If your correspondent cannot benefit the cause, by coming in, let him not try to injure it while staying out, by writing against it. I hope he is not one of those who do not like Temperance at all, but who are afraid to say so, and take the "tolerance question" as a means of having a fling at the "Sons." There are now two distinct Temperance organizations in this city—the old-established "Sons," and the newly-formed "Good Templars." If any one wants to aid in the good work, and has an aversion to the former, let him try the latter; and if he does not like the "Templars," then let him become a "Son." I am both, and would willingly join twenty more societies if they were in existence, if I thought it would be a benefit to the cause. I have no doubt your correspondent may be anxious to do something for the suppression of the monster vice, Intemperance. He can do that best by becoming a "Total Abstainer." Come in friend "Eagle Eye," and we will extend to you "A brother's hand, and a brother's welcome."

Hoping, Mr. Editor, that I have not encroached too much upon your valuable space,

I remain, yours respectfully,

MIC-MAC, No. 8.

*Hullfax, January 9th, 1865.*

### Extracts.

#### THE SINKING OF THE FLORIDA.

By the merest accident in the world, a vessel which had been the terror of Federal merchants and shipowners was run down as she was lying quietly off Norfolk, in the James River, and afterwards sunk from the effects of the collision. Her name was the Florida, and our readers can scarcely have forgotten that a casual misapprehension on the part of a Federal captain, who mistook the neutral harbour of Bahia for the high seas, was the cause of her presence in Federal waters. Of course she would have been restored, crew and all, to the Brazilian Government, had this "fortuitous concurrence" not taken place; but, as ill-luck would have it, while she was coaling previous to being taken up the river to Newport News, down came the transport steamer Alliance, under heavy pressure of steam, and caught her just on the bow. No time was lost in setting the pumps to work, but the same fatality pursued this doomed vessel, and the water steadily gained. Desperate efforts were made to save her by rigging out new pumps and baling vigorously, and a very strict watch was kept by day and night, as it was supposed that measures might be taken by the "rebels to attempt her destruction from the shore." But, alas! it was but labour lost. One night, at half-past 12 o'clock, the acting master, Mr. BAKER, retired to bed, after satisfying himself that there was no immediate danger of going down; but when at half-past one, he was woken up by a report from the engineer

that "he could not keep the vessel clear." According to the *New York World*, "it is not definitely known what caused the water suddenly to pour into the Florida in so much greater volume after midnight," but the engineer fancied "that something had happened to the sea-cocks of the engines," and others conjectured that "some portion of the bottom planks" had given way." Both of these suggestions seem probable, but all that is known for certain is that the untoward circumstance was entirely due to chance, of which we cannot have a better proof than the alacrity with which Captain Woodward, of the Ram Atlanta, came on board "to see what could be done to keep her afloat." This officer never fell a victim to his devotion on behalf of the Florida, for he stood by her to the last, and had not Admiral Porter, by some providential inspiration, bethought himself of despatching a tug steamer to the scene of action in the nick of time, Captain Woodward and the prize crew would doubtless have gone to the bottom. As it was, this crowning misfortune was averted, and no sooner was every one well out of her than the Florida careened over, and disappeared stem-foremost."

The only consideration which qualifies the purely casual nature of this occurrence is the fact that it had been frequently predicted. Whether it were because men are prone to forebode what they most dread, or whether in some mysterious sense the coming event cast its shadow before, it so happened that a very general impression prevailed at New York that the Florida would meet such a fate as we have described. There was a certain miser-spaney, indeed, between the prophecies, for whereas some predicted that she would founder as she did, others were of opinion that she would perish by fire. Destiny willed that the former lot should be hers, and also that the fatal blow which stove in her side should be inflicted by a Government vessel. As to the effect produced by the news on the Northern people, the accounts are rather conflicting. The informant of the *New York World*, after premising, rather superfluously, that "the cause of her sinking is considered undoubtedly to be the collision with the transport steamer," expresses a conviction that "the Government will call upon the owner of that vessel for damages." He proceeds, as if by an undesigned coincidence, to present another American view of the matter:—"There is a feeling of satisfaction among naval officers here at the fate of the Florida. It is considered much preferable to have her disposed of here, and that indemnity be offered to the Brazilian Government, than suffer the humiliation of taking her back and seeing her saluted as she enters the harbour of Rio Janeiro in triumph with the rebel flag flying. This would have been a most bitter pill to the American officers who would have to accompany her." This is very frank, and gives significance to the statement which reaches us from another quarter, that "it is possible the Government had no complicity in the transaction." A third authority, writing for the information of one of our contemporaries, explains why it is impossible to entertain the idea of any such complicity:—"Every one can see that the enemies of the North will labour sedulously to create the impression abroad that it is all a 'Yankee trick.' However, their malice will be signally frustrated, for 'Admiral Porter has ordered a full investigation of the affair, and if it shall be proved to have been a deliberate act the perpetrators will doubtless be punished as they deserve.' Now, let us assume for a moment that the disappearance of the notorious Florida was the result, not of accident, but of design; in fact, that it was the fulfilment of a little plot arranged by Mr. Barnum or some other master of patriotic smartness. Upon this supposition what ought to be our feelings about it? Perhaps it betrays a want of sensitiveness in the conscience, but the truth is that we are not disposed to waste much indignation upon the subject. Granted that it was a Yankee trick of no very legitimate kind to make specific performance of an international duty impossible by destroying the property in dispute, what are we to say of the proceedings to which the Florida owed her existence? If her capture was a lawless violation of neutrality, what was her equipment; if underhand means were employed to get rid of her, what sort of means were employed to procure her? Far be it from us to justify or palliate one immoral act by another; but the question here turns, not on the morality of those who contrived the 'accident,' but on the claim of those who suffered by it to our sympathy.

"Quis tulerit Græchos de solitione querentes?"

Those who sacrifice means to ends in the prosecution of their own objects cannot be pitied when the tables are turned on them by equally unscrupulous opponents. The party whose rights have really been outraged on our present supposition is the Brazilian Government, and from this point of view the original seizure of the Florida was a more lawless act than her "accidental" submersion. What apology or atonement Mr. Seward will think it consistent with his dignity to make remains to be proved, but we venture to anticipate that it will be ample and even profuse. It costs nothing to confess a fault;—on the contrary, there is a sort of luxury in doing so—when the blame of it can be thrown on a subordinate, and the only reparation that would be disagreeable to make has ceased to be possible. American pride will not be offended by volunteering the assurance that but for this mishap the Florida would have

been restored, for between saying that in a given contingency one would have submitted to humiliation and actually submitting to it there is much the same difference as between considering oneself horsewhipped and being horsewhipped in fact. We cannot suppose that the ingenuity which has sufficed to play the game so far will be unequal to the successful termination of it; indeed, we foresee but one serious difficulty to be overcome. That difficulty is, how to avoid censuring or punishing the Captain of the Wachusets, in case Brazil should require it. It will obviously be easy enough to reprimand the master of the transport for his unseamanlike conduct, whereby the United States have been compromised and their honourable intentions defeated. But the night attack upon the Florida in the harbour of Bahia, and the towing her out to sea under the guns of the Brazilian forts, does not wear the aspect of an accident, and the attempt to represent it in that light may, perhaps, be met as SANCHO PANZA met the assertion that he has been himself tossed in the blanket by fairy hands. More delicate handling will here be required than was exhibited either in capturing the Florida or in running her down, but to doubt that it will be forthcoming at the right time would be an insult to the American character.—*Times*.

**TEACHING THE YOUNG.**—Our young people have, in the vast majority of cases, absolutely no Catholic training. They are baptized, and then left to themselves. Take boys at grammar schools, for instance; they are an important class, for their manners, when they grow to be young men (depending on the habits they form at school), will set the fashion to the class below them. They have special temptations. At the most susceptible age they are thrust into the reeking atmosphere of Greek mythology. How specially do they need to be carefully taught that they are Christians, that the examples of the heathen are not for them to imitate. And yet how seldom is a boy taught, from the first, to consider himself as a member of Christ. This, the better training of young people, will be one great engine of future Catholic progress. Catechizing, so sadly neglected, must come in regular, as by appointment. Those not yet confirmed must be permitted to be present at the "Celebration," and to learn reverence from the sight of those holy mysteries. Self-denial must be encouraged, the giving of alms must be more than recommended. At many French "pensions" they have a plan for saving all pocket-money during Lent, and buying at Easter something for the poor. "Such a plan, no doubt, savours far too much of personal anxiety; it is harsh, legal, and unlike the Gospel." So say the men who are satisfied with things as they are—satisfied to see generation after generation of school-boys pass away, corrupted and corrupting; satisfied with our female education, provided we can add to it a little more about the *ologies*, never realizing that the great want in our girls' education is not more varied accomplishments, but something like ascent, something which Christian training alone can give. We are thankful that those new schools for the middle classes which are rising every where are so generally Church schools. That recently brought into note at Bloxham bids fair to be like its predecessor at Sturham. Trainers, after all, the only way of checking present evils. We may send out floods of wholesome literature, *Pleasant Pages, Old Southton, Peary Post*, and the like, but those whom we want to teach will not read them unless they have been trained aright. We must begin in the right way. Our schools must be proper Church schools, our clergy must carry out the Rubric as to catechizing, and then in "sweeter manners" (so much needed now that "Anonyma" is thrust forward at many book-stalls, and even noticed in the *Athenaeum*) will be learned, when we shall have grown ashamed of our present low standard of Churchmanship.—*Church Review*.

### Shipping Intelligence.

#### PORT OF HALIFAX.

##### ARRIVED.

Saturday Jan. 7.  
Schns. Vernon, —, New York, flour—to Young & Hart; Harkaway, returned from sea.  
Sunday, Jan. 8.  
No arrivals from sea.  
Monday, Jan. 9.  
Brig. Frank, Jones, Demerary, 29 days, molasses—to T. C. Klinebar & Co; Alliance, Hicks, Liverpool, N. S.—to J. N. Harvey.  
Tuesday, Jan. 10.  
Schns. Mitchell, Wilson, Demerary, Rum and Molasses—to Saltar & Twining; Hebe, Ludlow, St. John N. B. bound to Nfld; Sisters McIsaac, Boston, four etc, bound to Sydney C. B.; Sea View, Murdoch New York, four etc—to S. A. White & Co.  
Wednesday Jan. 11.  
Brigt. Maghille, returned from sea.  
Thursday, Jan. 12.  
Steamer City of Petersburg, Ill. Bermuda, 4 days—to Geo. C. Harvey; Schns. Jolly Tar, Gamson, Nfld. 11 days, herring—to Robt. Noble & Sons; Rival, Dundas, Live p. oil, fish and lumber—to Master. Steamer Franconia, Nickerson, Boston, 49 hours—to J. P. Thelan, and 6 others.

#### PORT OF HALIFAX.

##### CLEARRED.

Saturday, Jan. 7.  
Schns. Medway, Bell, Port Medway—by J. & R. B. Scaiton; Galaxy, Gardner, Liverpool, N. S.—by Master; Azala, Dolanau, Ragged Islands,—by Wm. Stairs Son & Morrow.  
Monday, Jan. 9.  
Brigt. America, French, Boston—by Lawson Harrington & Co; Schns. Foam, Lessel, B. W. Indies,—by R. I. & W. Hart; P. L. G. Cruikshank, Strait of Canso—by Master; Durham, Chadsey, Ragged Islands—by Master.  
Tuesday, Jan. 10.  
Brigt. Margaret, Fanning, Jamaica,—by N. P. West & Co.  
Wednesday Jan. 11.  
Schn. Ocean Bride, Griffin, Ragged Islands; Barque M. B. Almon, Sydney, C. B.—by E. W. Sutcliffe and others; Schnr. Flying Cloud, Petrepan, Cape Canso—by B. Wier & Co; Schnr. Bravo, O'Bryan, Baltimore—by D. H. Pitts; Steamer Old Dominion, Page, Bermuda; Schnr. Anne Leahy, Melasac, Boston; Brigt. Margaret, Fanning—by W. Leahy; Schnr. Daring, Melasac, Boston.  
Thursday, Jan. 12.  
Steamer Almendares, Portra, Havans, ballast—by Master; Brigt. Henry Gilbert, Hill, Bermuda, 80 oxen, 40 sheep, etc.—by J. N. Harvey; Brigt. Ellen, Davison, Cow Bay, C. B. genl. cargo—by J. C. Allison; Schnr. Harmony, Nickerson, Boston, 875 bbls herring—by J. F. Thelan.

### Local and other Items.

Our readers will be glad to hear that our circulation is steadily on the increase, at present our circulation is between 1700 and 1800 per issue.

**ANNAPOLIS ELECTION.**—Mr. Ray the Opposition Candidate has been returned by a large majority for Annapolis county, hitherto the stronghold of the so-called Conservative party. We could conceive no stronger proof than this of the unpopularity of Dr. Tupper's administration. It is highly improbable, with the Annapolis defeat before their eyes, that the Government will give the people fair play on the Federation question by referring the matter to the polls.

**THINGS TALKED OF.**—It is with unfeigned regret that we observe the last column of a contemporary applied, as of old to personal reflexions and abuse. We had hoped that what we formerly said on this subject might have produced a good effect, and as far as the public and the Aldermen especially are concerned, our hopes have not been disappointed. The personalities have lately been directed at the supposed writers' in this paper. Such remarks however serve us as advertisements, and are rather valuable to us than otherwise whatever they may be to the general public. We should not have reverted to so disagreeable a subject had we not observed that the old style of reflecting upon the private affairs of others than ourselves is again creeping into this publication. What they may say of us we do not care, our only object being to defend the public. Some remarks upon those who differ from the writers in "Things talked of" in their political opinions, such as Messrs McDonald and Miller, we can only describe as very low. All improvement has vanished and we fear that the old adage applies to the gentlemen authors of *Things talked of*. The dog has returned again to his vomit and the sow which was washed to her wallowing in the mire."

The extraordinary views held by some colonists upon the British Constitution are from time to time aired in the columns of the Government organ. One sapient writer, calling himself "A Lover of British Law," would fain see in the Reform bill and Catholic Emancipation constitutional changes analogous to that contemplated by Federation. We cannot see that this curious reasoner has made out any case whatever. Catholic Emancipation was nothing more than a necessary Reform bill, and the Reform bill of 1831 was carried by public opinion. The *Colonist* correspondent must, in order to establish his position, find out some period when England was placed under the control of the Zar of Russia. The disfranchisement of a few rotten boroughs, and admission of R. Catholics into Parliament, hardly constituted a break up of the Constitution. As regards the Federation Scheme, we have heard no one assert that its discussion in the Assembly without an appeal to the people would be unconstitutional. But it would be a stretch of power as unwise as it would be unprecedented.

The reaction against Federation is hourly on the increase. Its warmest advocates seem to regard its acceptance in the Assembly as most unlikely, and, if we are informed aright, the ministry shrink from the responsibility of introducing the scheme as a government measure. Dr. Tupper's government is not expected to hold together much longer. This is not at all strange.

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The "MORNING JOURNAL."—It is refreshing to observe that a healthy tone is beginning to manifest itself in the managers of this paper. Those who have hitherto refrained from becoming subscribers to the same will hesitate no longer. The *Morning Journal* has now ceased to be purely an advocate of the Southern Confederacy and devotes a portion of its space to Provincial affairs. A "Summing up" of the whole Confederation—the delegate Confederation—in fifty lines was admirable, and a leading article on the recent rains with an apt quotation of "water water everywhere" from "Ancient mariner" (I did he write the celebrated poem "Coleridge") will surely tend to convince those who say that the *Morning Journal* is often "drawn blank" for Nova Scotia news, that they are in error.

NOVA SCOTIA INSTITUTE.—The Nova Scotian Institute of Natural Science met last Monday on which occasion the Rev. Mr. Ambrose read a most interesting paper on the Sea-birds of this province. A letter from the venerable Professor Owen, was also read which tended to prove that the bones found in the "kitchen middens" of which we have heard so much were in many cases far from ancient. Some indeed the professor believes to be common modern marrow bones. We believe that the Society recently congratulated themselves on the discovery of a very ancient skeleton, supposed to be that of an Indian who lived many thousand years ago. The further discovery of remnants of an ordinary coffin fastened with iron nails, in the immediate vicinity of the skeleton, renders its extreme antiquity somewhat doubtful.

We must congratulate Nova Scotia on the change which has recently taken place in the management of the *Morning Chronicle*. Both Federalists and Anti-Federalists must rejoice that in all parts of the country the people will have an opportunity of seeing both sides of the questions at issue. The delegates themselves must share our joy at seeing the darling wish of their hearts—Federation freely ventilated—accomplished.

For the information of strangers visiting this city we have taken some pains to compile the following table which expresses the relative values of the different triweekly papers in terms of their original matter.

16	<i>Morning Journals</i>	make	One <i>Sun</i> .
2	<i>Suns</i>	do.	One <i>Recorder</i> .
3	<i>Recorders</i>	do.	One <i>Express</i> .
2	<i>Expresses</i>	do.	One <i>Reporter</i> .
3	<i>Reporters</i>	do.	One <i>Citizen</i> .
1½	<i>Citizens</i>	do.	One <i>Colonist</i> .
10	<i>Colonists</i>	do.	One <i>Chronicle</i> .

Oddly enough, the *Chronicle* is pursuing the old arguments used by the "whipper snapper" *Bullfrog* writers. It is never too late to mend.

Should Canada and the Maritime Provinces unite, the R. Catholic population would out number the Protestant population by one third.

Archbishop Connolly has written to the *Chronicle* in favor of Federation.

Summary of the Telegraphic News of the Week

Advices from Yokohama, Japan, to Nov. 30, report the murder by the Japanese, of two British officers. The British minister had demanded the arrest and punishment of the assassins, and would take measures to compel it.

The Japanese authorities, show a disposition to comply with the demand.

North China advices announce the wreck of the British Gunboat Race Horse, Nov. 5th, in the Bay of Hungman, and the loss of eighty-nine of her officers and crew.

Private letters from Savannah state that the destruction of the Gulf railroad by Sherman, is a severe blow to Lee's army. Not less than eleven thousand five hundred cattle per week were transported over it to Richmond from Florida and Southern Alabama.

Confederate papers are engaged in a bitter quarrel for and against Jeff Davis's policy in regard to appealing to England for protection.

The Richmond *Whig* says:—"She has no ships that could encounter the Yankee monitors with any prospect of success, although she might build such, yet the probability is that they could not cross the Ocean. She could not even break up the blockade, far less send an army and fleet here to assist us. It is, therefore, hardly worth while to think of returning to English vassalage."

Confederate papers confirm the advance of Sherman into South Carolina.

The Secretary of War has left Washington for Savannah and intermediate head quarters, on important matters relating to the war.

The rebel pirate Olustee ran out of Wilmington on Christmas night while the Federal fleet was engaged in the attack on Fort Fisher.

Steamer *Potomac*, running from New York to Portland, took fire this morning while entering Portland harbor, and was burned to the water's edge. Four lives lost.

The merchants of New York and Boston are raising a large fund to supply the citizens of Savannah with provisions.

The blockade runner, (steamer) R. E. Lee, was wrecked off the mouth of the Rio Grande, and 22 of her crew were drowned.

Governor McGrath, of South Carolina, calls every able bodied man in the State between the ages of sixteen and sixty to the defence of Charleston.

It is rumored that Gen. Sherman has communicated to the President that the Georgia State authorities have applied to come back into the Union, and that Secretary Stanton's visit to Savannah, is in connection with the subject.

Reports from Gen. Dana's cavalry expedition to the Mobile and Ohio Railroad show the destruction of about sixty-two miles of the line—with many cars and army wagons.

Governor Bramlette, of Kentucky, in his annual message, recommends gradual emancipation. Resolutions have been introduced in both Houses of the Legislature, declaring for immediate emancipation.

The reported appointment of Fremont to the French Mission was untrue.

The Richmond *Sentinel* says the masses in that city are absolutely starving.

The Legislature of North Carolina are discussing resolutions, looking to propositions of peace with the Federal Government.

Government has sent a special agent to Savannah to look after the cotton captured by Sherman. It is reported that immense amounts of cotton will be secured in Georgia.

The *Herald* correspondent says Gen. Butler has been relieved from his command.

Late rebel papers show that Jeff Davis has now on his hands quarrels with the Governors of Mississippi, Georgia and Alabama.

The Richmond *Whig* prints testimony from a Savannah clergyman, Gen. Wayne, and Gen. Bourgeois, that the reported atrocities at Milledgeville, charged upon Gen. Sherman's army, are wholly unfounded. The ladies of Milledgeville also write that no such violence was ever attempted.

The *Tribune's* Washington despatch says Gen. D. Prentice, just from Richmond, reports that Jeff Davis' Government had conclusively resolved to free and arm the slaves; that 200,000 of them would soon be equipped and put into the field.

Advices from Colorado Territory state that a party of 1500 Indians attacked the overland mail, and express coach, robbing the mails and express. They then made an attack on a station house near by, and burned it. A guard of 80 soldiers at the post after a savage fight, repulsed and drove the Indians off, killing 39, including their chief; 19 soldiers and settlers were killed.

Movements in aid of the people of Savannah are being made in Boston, New York, and Philadelphia.

Steamship *Moravian*, with Liverpool dates to 29th ult., arrived at Portland to day. General Dix's order to pursue the raiders into Canada attracts much attention. The leading journals hope that it will not be acted upon as trouble may ensue.

Late rebel papers acknowledge that Stoneman and Barbridge's Raid in East Tennessee and West Virginia did great damage; and state that they have done all the harm they can do in that region.

The rebel senate have adopted resolutions of thanks to their allies the Cherokee Indians.

A sharp discussion is now going on between the rebel papers in which Jeff Davis's meddling is charged as the cause of all their recent disasters. Some of them in his defence assail General Lee as a marplot.

A Quebec despatch states that Messrs. Emmons and Lat' 3p, of Detroit, who have been there some days in communication with the Government, regarding the passport system, have left for Washington, on the same business.

Another batch of peace rumors has been started, in which it is alleged the rebels have appointed Commissioners, and applied to the Washington Government to receive them.

The Galt House, the leading Hotel in Louisville, Ky., was burned yesterday morning. One life lost.

Hon. James Guthrie was elected U. S. Senator from Kentucky to succeed Mr. Powell, after 4th March next.

There is no truth in the story that Sherman has represented to the President that the Georgia State authorities have applied to come back into the Union.

On Wednesday night of last week two heavy explosions in the direction of Wilmington were heard at Newbern—A rebel paper announces a Federal Force advancing upon Kingston which on Sunday was within a mile of the enemy's works.

The United States Senate, by a vote of 31 to 8, adopted a resolution requiring the President to give a notice of the termination of the Reciprocity Treaty with Canada.

The steamer Melville from New York on the 6th, bound for Hilton Head, foundered at sea the second day out, and forty-six of the passengers and fourteen of the crew were lost, and only three persons belonging to the steamer were saved.

A late number of the Richmond *Enquirer* has the following—"A call is out for a Convention of the Confederate States. The intention of the authors of the call is to revolutionise the revolution, to dispose of Jeff. Davis, wipe out the Confederate Congress, and appoint a Dictator in his stead, and perhaps surrender to the enemy."

### THE DOUBLE HOUSE.

(Continued).

It must be remembered that, forty years ago, the subject of insanity was viewed in a very different light from what it is at present. Instead of a mere disease, a mental instead of a bodily ailment—yet no less susceptible of remedy—it was looked upon as a visitation, a curse, almost a crime. Any family who owned a member thus suffering, hid the secret as if it had been absolute guilt. "Mad-house," "mad-doctor," were words which people shuddered at, or dared not utter. And no wonder! for in many instances they revealed abysses of ignorance, cruelty, and wickedness, horrible to contemplate. Since then more than one modern Howard has gone among those woe-stricken prisons, cleared away insupportable evils, and made even such dark places of the earth to see a hopeful dawn.

Throughout his professional career, one of my husband's favorite "crochets," as I called them, had been the investigation of insanity.

Commencing with the simple doctrine, startling but true, that every man and woman is mad on some one point—that is, has a certain weak corner of the mind or brain, which requires carefully watching like any other weak portion of the body, lest it should become the seat of rampant disease, he went on with a theory of possible cure—one that would take a wiser head than mine to explain, but which effectually removed the intolerable horror, misery and hopelessness of that great cloud overhanging the civilized and intellectual portion of the world—mental insanity. I do not mean the raving madness which is generally superinduced by violent passions, and which begins at once to regard as a sort of demoniacal possession—which it may be, for I never sought to know—but that general state of unsoundness, unhealthiness of brain, which corresponds to unhealthiness of body, and like it, often required less a physician than a sanitary commissioner.

This may seem an unnecessary didactic interpolation, but I owe it to the natural course of my story, and as a tribute to my dear husband. Besides, it formed the subject of a conversation which, the question being voluntarily revived by Dr. Merckiston, he and James held together during the whole afternoon.

It was good and pleasant to hear those two men talk. I listened, pleased as a woman who is contented to appreciate and enjoy that to which herself can never attain. And once more, for the hundredth time, I noted with admiration the wonderfully strong and lucid intellect with which Dr. Merckiston could grasp any subject, handle it, view it on all points, and make his auditors see it too. Even on this matter, which still seemed to touch his sympathies deeply especially when he alluded to the world's horror and cruel treatment of insane persons—insane, perhaps, only on some particular point, while the rest of the brain was clear and sound—even there his powers of reasoning and argument never failed.

"Well," said Mr. Rivers, smiling, as she shook hands at the door "I am glad to have found some one who can understand my hobby. You are certainly one of the clearest-headed men I ever knew."

"You truly think so? I thank you, Rivers," said the Doctor, earnestly, as he disappeared into the dark.

I remember this night's conversation vividly, because in Heaven's inscrutable mercy—ay, I will write "mercy"—it was the last time Dr. Merckiston entered our house.

The next morning he bowed to me at the window, riding past on his gaily curvetting horse, looking better and more cheerful than he had done for a long time.

That evening my husband was summoned to the Double House. His master had been thrown from his horse, his leg and his right arm fractured. If all went well, James told me, and I had rarely seen him so moved—the patient would be confined to his bed, bound there hand and foot, helpless as a child, for three or four months. Poor Dr. Merckiston!

"Is his wife with him?" was the first question I asked.

"Yes, thank God, yes!" cried James, fairly bursting into tears. I was so shocked, so amazed by his emotion, that I never inquired or learned to this day how it came about, or what strange scene my husband had that evening witnessed in the Double House.

There was a long crisis, in which the balance wavered between life and death. Life triumphed.

I went almost every day; but it was long before I saw Mrs. Merckiston: when I did, it was the strangest sight! Her looks were full of the deepest peace, the most seraphic joy. And yet she had been for weeks a nurse in that sick room. A close, tender, indefatigable nurse, such as none but a wife can be; as fondly watchful—ay, and as gratefully and adoringly watched, my husband told me, by the sick man's dim eyes, as if she had been a wife bound for years in near, continual household bonds, instead of having lived totally estranged from him since the first six months of union.

But no one ever spoke or thought of that now. Dr. Merckiston slowly improved; though he was still totally helpless and his weakness remained that of a very infant.

In this state he was when I was first admitted to his sick chamber. Mrs. Merckiston sat at the window, sewing. The room was bright and pleasant; she had brought into it all those cheerfulness which can alleviate the long-to-be-endured suffering from which all danger is past. When I thought of the former aspect and atmosphere of the house, it did not seem in the least sad now; for Barbara's eyes had a permanent, mild, satisfied light; and her husband's, which were ever dwelling on her face and form, were full of the calmest, most entire happiness.

I sat with them a good while, and did not marvel at his saying ere I left—"that he thoroughly enjoyed being ill."

With what a solemn, sublime evenness is life meted out! Barbara has told me since that those five months following her husband's accident were the most truly happy her life had ever known.

"Look at him," she whispered to me one evening when he lay by the window, half dozing, having been for the first time allowed a faint attempt at locomotion, though he was still obliged to be waited upon hand and foot—"Mrs. Rivers, did you ever see so beautiful a smile! Yet it is nothing compared to that he wore when he was very, very ill, when I first began to nurse and tend him; and he did nothing but watch me about the room, and call me his Barbara. I am here, Evan!—did you want me?"

She was at his side in a moment, smoothing his pillow, leaning over and caressing him. I think he was not aware of there being any one in the room but their two selves, for he fondled her curls and her soft cheeks.

"My Barbara, we have had a little ray of comfort in our sad life. How happy we have been in this sick room!"

"We live here, Evan!"

"Ay; but nothing lasts in this world—nothing!"

"Husband, that is like one of your morbid sayings when we were first married. But I will not have it now—I will not, indeed." And she closed his mouth with a pretty pounce. He lifted his hand to remove hers, then sunk back.

"I am growing strong again; I can use my right arm. Oh Heaven, my right arm. I am not helpless any longer."

"No, thank God! But you speak as if you were shocked and terrified."

"I am—I am. With strength comes—Oh, my Barbara!"

His wife, alarmed at the anguish of his tone, called out my name. Dr. Merckiston caught at it. "Is Mrs. Rivers there? Bid her come in; bid any body come in. Ah! yes, that is well."

After a pause, which seemed more of mental than physical exhaustion, he became himself again for the rest of the evening.

The next day he sent for me, and in Mrs. Merckiston's absence, talked with me a long while about her. He feared her health would give way; he wished her to be more with me; he hoped I would impress upon her that it made him miserable to see her spending all her days and nights in his sick room.

"What! in the only place in the world where she has real happiness! Do you think so? Is she never happy but with me? Then Heaven forgive me! Heaven have pity on me!" he groaned.

Dr. Merckiston! You surely do not intend to send your wife from you again—your forgiving, loving wife?"

Before he could answer she came in. I went away thoroughly angry and miserable. That evening I indulged James with such a long harangue on the heartlessness of his sex, that, as I said, he must have been less a man than an angel to have borne it. When I told him the cause, he ceased all general arguments, sat a long time thought full, burning his Hessians against the bars of the grate, finally sent me to bed and did not himself follow until midnight.

Dr. Merckiston's cure progressed; in the same ratio his wife's cheerfulness declined. He grew day by day more melancholy, irritable, and cold. By the time he was released from his helpless condition, the icy barrier had risen up again. She made no complaint, but the facts were evident.

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 Running to all parts of Nova Scotia, Prince Edward Island, Newfoundland, and New Brunswick, commencing at St. John, N. B. with the Eastern Express Company for all the Eastern States, at Portland with the British and American Express for all parts of the Canadian, and at Boston with Adam's, Thony, Liver & Co., and other Expresses for all parts of the United States—Also at Liverpool, G. B., with the American European Express.

**FOR ALL PARTS OF EUROPE AND THE EAST.**  
 This Express forwards all kinds of Parcels and General Freight, Specie, &c., to all the above places. Also collects notes, &c.  
 Special Messengers accompany all Goods.  
 Drafts in small sums to suit sold on London, Liverpool and Paris.  
 Expresses made up at this office twice a day for Windsor and Toronto; daily to all parts of Nova Scotia, New Brunswick, United States, Canada, (overland) and twice a week via Windsor and St. John. Fortnightly for Newfoundland and Europe; and monthly for Bermuda and West Indies.

**PRINCIPAL OFFICES:**  
 London—12, Abchurch Lane, E. Mill Street,  
 Liverpool—41 & 43, The Albany, and 9, Chapel Street.  
 Newfoundland—W. D. Morrison,  
 St. John, N. B., Boston and Portland Eastern Express Company,  
 Chief Office, 24 & 26, Hollis Street.  
**FREDERICK W. FISHWICK, Proprietor.**

**SKATES.**  
**Cigars, Tobacco, & Cigars, Pipes, &c.**  
 The Subscriber has much pleasure in announcing to his customers, and the public generally, that he has received per British Lion from England, and large Halifax from London, a large and varied assortment of Goods, comprising—Ladies and Gent's **SKATES,** of superior quality and finish. Sprague's Patent **SKATES,** with newly invented Buckles, by which the strap can be tightened and adjusted without cutting holes in the leather. **SK** has only to be seen to recommend itself to the skater. **CIGARS** and **TOBACCO** of the best brands—mild or strong. **VESUVIAN LIGHTS,** **THIPS** of all kinds—Meerschaum, Briar, and other kinds, in great variety—some very superior.  
**JAMES O'CONNELL,**  
 Opposite Post Office, Barrington St.

**GENTLEMEN'S OUTFITTING WAREHOUSE.**  
**J. B. ELLIOTT & CO.,**  
 Return their sincere thanks to the *Gentlemen of Halifax* and Officers of the Army and Navy for the extensive patronage bestowed on them since opening the above establishment. And in soliciting a continuance of their support they would say that by keeping a superior stock of Goods Furnishing Goods always on hand they are determined to sustain the reputation of the "Gentlemen's Outfitting Warehouse" as a first class establishment.  
 The attention of the public is called to the following stock of  
**LAMB'S WOOL Hosiery REIDY MADE CLOTHING**  
**GLOVES, BEAVES, SCARVES, NECKTIES**  
**COLLARS, WRISTBANDS, UMBRELLAS, RAILWAY RUGS**  
**WHITE CORD, A SHIRTS, FANCY FLANNEL SHIRTS**  
**RUBBER CLOTHING, SCURF PINS AND RINGS**  
**PORTMANTEAUX, VALISES, CARPET AND LEATHER BAGS**  
**ETC., ETC. ETC., ETC.**  
**SK** Shirts made to order in superior style and shortest possible notice at  
**131, GRANVILLE STREET.**

**Notice to the Public**  
**GENERAL POST OFFICE, MONEY ORDER ARRANGEMENT.**  
**MONEY ORDER INTERCHANGE** is to be extended, commencing 1st Jan 1865, to the various Money Order Offices of *Newfoundland* and to *Charlottetown Prince Edward Island.*  
 The system of Money Order Interchange with Nova Scotia, therefore, will include from the aforesaid date, the *Catal Kingdoms, Canada, Newfoundland and Prince Edward Island.*  
 For particulars, see Notices, at the various Money Order Offices of the Province.  
 By direction of the Post Master General,  
**J. S. THOMPSON,**  
 Superintendent,  
 M. O. Office, Halifax.

**Franconia.**  
**New Books at the Army & Navy Book & Stationery Depot,**  
**155, HOLLIS STREET.**  
 Just received at the  
**HALL'S** Master Workmen and Masonic Monitor, Enoch Arden, new edition Illustrated, by Alfred Tenyson. Family Cook Book (Pork up), by a Boston Housekeeper. Chief Officers, by Captain M. Reid. Woodville, by Harriet B. McKeever. Bohemians of London, by Dr. E. S. McKenzie. The Palace Beautiful and other Poems, by Erphus Keer. Correlation and Conservation of Forces, a series of Expositions, by Dr. Carpenter and others.  
 Also—All the latest American Papers. **Z. S. HALL.**

HALIFAX, N. S., October 22nd, 1864.

**EXTENSIVE FALL STOCK OF SCHOOL BOOKS STATIONERY, & C.,**  
 A. & W. MACKINLAY have received per steamers *Sidon* and *Asia*, ships *Roseworth*, *Spirit of the Ocean*, and other vessels, a large part of their Fall Stock of School Books, Stationery, &c., which they offer wholesale and Retail, on their usual low terms, for cash or approved credit.  
 On hand—A large stock of the **IRISH NATIONAL SERIES OF SCHOOL BOOKS.**

**NEW GROCERY STORE.**  
 The Subscribers having removed from Ear Town to the City of Halifax, return their sincere thanks to their Old Customers in the Counties of Caledonia and Pictou for the generous support accorded them, and solicit a continuance of the same in their New Establishment, No. 24 SACKVILLE STREET, Opposite J. D. Nash's Variety Hall.  
 Town and Country Buyers will find constantly on hand a choice selection of GROCERIES and WINES of the choicest brands suitable to their wants, at the lowest prices. Having large and commodious Store Rooms, they will take goods on Commission, and sell to the best advantage for the owners. Country Produce will be strictly attended to.  
 CHARLES GRAHAM & CO.,  
 24 Sackville Street,  
 Halifax, Jan. 7, 1865.

**BELCHER'S FARMER'S ALMANAC, 1865.**  
**Now on Sale Everywhere!**  
 MESSRS. A. & W. MACKINLAY, No. 10 Granville Street, Halifax, will promptly execute all orders for the above. The bound and interleaved copies are embellished with a splendid engraving of Her Most Gracious Majesty the Queen.  
 C. H. BELCHER, Publisher and Proprietor.

**WHOLESALE DRY GOODS WAREHOUSE, BELL & ANDERSON.**  
 GRANVILLE STREET, HALIFAX, N. S.  
**DEALERS IN BRITISH & FOREIGN DRY GOODS,**  
 A LARGE STOCK of the above, in every variety, will always be open for inspection. Exclusive attention given to the WHOLESALE TRADE.  
**GROCERY AND CIGAR DEPOT.**  
**JAMES REEVES,**  
 IMPORTER OF AND DEALER IN  
 TEA, COFFEE, SUGAR, SPICES, FLOUR, MEAL, PICKLES, SAUCES,  
 CHOICE HAVANNA CIGARS, TOBACCO, PIPES, &c.,  
 WHOLESALE AND RETAIL,  
**43, Barrington St., Halifax, N. S.**  
**S. J. COLAHAN,**  
 Has received EX MORNING STAR, from London, a large assortment of J. Lazenby & Son's Pickles, Sauces, Preserves, and Preserved Fruits, canned Lemon, orange, and Citron. Flavouring Essences, &c., &c. And has now a large stock of Family Groceries, suited for Christmas, which he offers for sale at Moderate prices. 203, BARRINGTON STREET.

**HALIFAX INDUSTRIAL SCHOOL PRINTING OFFICE.**  
**BILL HEADS, CARDS, NOTICES, POSTERS.**  
**Job Printing of every description executed WITH NEATNESS AND DESPATCH.**  
 The above Printing Establishment is one of the branches of industry of the H. I. S. instituted for the employment of Foundry boys, teaching them the arts, and affording them the means of gaining for themselves an honest living; the Managing Committee solicit the custom of the gentlemen and merchants of Halifax.  
**HOUSE AND SHOP FURNITURE: VARIETY HALL.**  
 The Subscribers beg to call the attention of their friends and the public generally to their stock of FURNITURE. Having made some alterations in their business, they are now prepared to offer their stock for general inspection. Among their latest Importations are:  
**SUPERIOR SINGLE AND DOUBLE IRON BEDSTEADS AND SLEEPING BELLS.**  
 Children's Crabs, Oil Cloth Carpetings, Felt Druggists, Hearth Rags, Cocoa Matting, &c., different qualities and widths. Also from Boston—Twenty new Bedroom Sets, some very handsome, containing 11 pieces. Bedroom Furniture, round and Wooden Bedsteads, Bureaus, assorted sizes, painted also, Mahogany and Walnut Veneered, marble top and plain; Mahogany and Walnut Haircloth, Spring-seat SOFAS, COUCHES, AND ROCKING CHAIRS; Canes and Wood Seat Sitting and Rocking Chairs, in great variety; Children's Chairs in wood, cane and willow; assorted Canes and Wood Stools, and Arm Chairs. Hair, Excelsior, and Seaweed MATTRESSES, all widths, constantly on hand and made to order.  
**FEATHER BEDS, BOLSTERS AND PILLOWS.**  
 assorted sizes; American Green Cane or Reed Beds, all widths; Wash Stands, assorted sizes; Cloth and Towel Stands; Hall Hat Stands; Round and Square Tables; Centre, Leaf, Toilette, Dining and Extension, in various woods and Buckets; Rooms and Clothes Pans, Travelling Trunks and Valises; Brass-mounted and Plated HAINESSES; Looking Glasses, and an endless variety of articles needed by Housekeepers, and which can be purchased cheaper at VARIETY HALL than elsewhere. All goods purchased at this place are sent home free of expense, to parties living in the City.  
 Cash Purchasers are allowed a Trade Discount.  
 Goods given on credit to responsible parties at regular prices. Intending purchasers are respectfully requested to call and examine our very large and varied stock, before concluding their arrangements for house-keeping.  
 J. D. NASH & CO.

**ACADIA DRUG STORE,**  
 151, HOLLIS STREET, HALIFAX, N. S.  
 Genuine English Medicines, Pure Chemicals, Choice Perfumery, and the best description of Brushes, Toilet articles, &c., will be found at the above establishment.  
 The strictest attention will be paid to the DISPENSING DEPARTMENT.  
 Leeches always on hand. Open on Sundays, between 2 and 3 o'clock for dispensing medicine only.  
 M. F. EAGLE, Chemist, & c.

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**Wholesale Grocers,**  
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**JERUSALEM WAREHOUSE, HALIFAX.**

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**MR. EDWARD A. R. KHERN & LOUIS MYER,**  
 PROFESSORS OF MUSIC.  
 Respectfully inform the Musical Public that they give lessons on the PIANO, ORGAN, MELODION, FLUTE, VIOLIN, ZITHER, and in SINGING; and they are also prepared to receive advanced Pianists as pupils—to accompany them in Sonatas, Duos, Concertinae and Solos, etc., etc. They also give lessons in the FRENCH, ITALIAN, and GERMAN LANGUAGES.  
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 Playing "a prima vista" with advanced Pianists, accompaniments on the Flute, to Sonatas, Duos, Concertinae Solos, etc., per hour . . . . . 0 5 0  
 Also—Lessons given in Fencing, Foils. Instruction given in gymnastics to children. Terms very reasonable.  
 Applications are to be made at No. 5, Fawcett Street, Halifax, N. S.

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**JAMES SCOTT**  
 Has just received from England and France—  
 120 doz. superior Champagne, Hoek, Moselle, &c. Moot & Chandon's Cliquette, Moimie, and Primmie of Vaux Champagne, superior sparkling Hoek, Moselle, and Burgundy—pints and quarts.  
 30 doz. very superior pale and brown SHERRIES—Vino de Pasta, Amontillado, Bell, Romaine, & Co's, Lindays, Horshower & Co's, Woodhouse and Ingalls's JOY MALAGA. Fine old MADEIRA.  
 LIQUORS.—Caragon, (Dutch and French) Creme De Cacao, Cherry Brandy, Marschello, Noyau, Absolutin.  
 Fine old Scotch and Irish Whiskey, Hennessy's Moimie and Robin's fine old pale and dark Brandy, from 5 to 32 years old. Old Tom. Holland Gin. Fine old Jamaica and Demerara Rum.  
 Bass's, Allopp's and Younger's Ale. London and Dublin Brown Stout—pints and quarts.  
 All articles warranted of superior quality and sent to all parts of the City free by express.

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 No. 15, PRINCE STREET, opposite the New Union Bank.  
 Cartes de Visite, Vignettes, Ambrotypes, &c., in superior finish Large Photographs made from life or copied and finished in Oil or Water Colors, Indian Ink or Crayons, N. B.—Copying of all descriptions Photographs of Consularate Rank, Tennessy, for sale. Also of H. M. S. Duncan, under full sail.  
 1865.

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**At the Army and Navy Book and Stationery Depot,**  
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 This Stock is now complete with a choice and varied assortment of articles suitable for CHRISTMAS and NEW YEAR'S PRESENTS, selected with great care in LONDON, PARIS, NEW YORK and BOSTON Markets this Autumn, and consists of—  
 SELECT WORKS by all the celebrated Authors of the day, in every variety of binding, Style, and Price, forming a large majority of those works which refined and popular taste has stamped with its approval.  
 ANIMALS, BEET and JUVENILE BOOKS, this collection embraces a large variety.  
 TOY BOOKS, Plain and Colored, Movable and Immoveable, printed cotton and linen. Nothing could be more acceptable to children.  
 PHOTOGRAPH ALBUMS in all sizes, shapes, and binding, and in prices to suit.  
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 CHESSMEN, BACKGAMMON BOARDS, INKSTANDS in Glass, Porcelain, & Pewter, a great variety of stylish and prices.  
 FABER'S celebrated PENCILS.  
 RODGER'S Celebrated KNIVES and SCISSORS  
 STATIONERY of every description, and worthy of inspection stamped free of charge.  
 The above Stock is one of the best and largest assortment ever offered in this market, and buyers are requested to examine the same before making their purchases.

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 THREE HUNDRED CASES of Men's, Women's, and Children's RUBBERS just received.  
 The particular attention of wholesale buyers is called to this Stock. Remember that the articles on sale are as good as any in the market. This can be warranted; and, further, I know I can sell them cheaper than any other house in the City. Call and judge for yourselves.  
 Geo. S. YATES, 56, GEORGE STREET,  
 OPPOSITE THE NORTH END OF THE PROVINCE BUILDING.

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 The Agents for the sale of the "Bullfrog," in this city are, Z. S. HALL, MUIR, MACKINLAY, KATZMAN, GOSNIE. In the County, BECKLEY, WINDSOR, PATTERSON, PICTON, FLEDDER, YURMOUTH, FERGUSON, SYDNEY, McMILLAN, St. John, N. B., HOAR, Richmond DEP. ZWICKER, Lunenburg, and FRASER, New Glasgow.  
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