

CANADA'S WHITE ELEPHANT.

From the Pall Mall Gazette.

Crises as well as blessings often come in disguise. The end of a long struggle for a desired possession is not infrequently the beginning of unexpected trouble. It was a great victory on the part of Prussia to expel Austria from Germany. It was a splendid triumph of Napoleon III to secure the title while wielding the sceptre of his uncle. Yet neither Count Bismarck nor the Emperor Napoleon may have foreseen the trials which awaited him on the morrow of success. Thus it may be with the Dominion of Canada, unless, as we hope, the rule shall in this case be illustrated by a brilliant exception. Year after year the natives of Upper and Lower Canada have denounced the Hudson's Bay Company as usurpers, and threatened them with the fate of intruders. The fur traders have been warned that, if they did not retire from any untenable position and abandon an unauthorized traffic, they would lose everything they valued and treated as their own. By the shareholders in the Hudson's Bay Company these menaces were attributed to the natives. They believed themselves secure from attack. Indeed, so constantly were their rights assailed without being seriously compromised, that they came to regard them as based on a secure and lasting foundation. Seeing that the foul task of the company's menaces were attributed to the natives, they were not without some ground for confidence of their strength and shut their ears to the wholesome truths which cool-headed and impartial onlookers uttered for their instruction and guidance. The inevitable collision had not yet occurred. The pressure of circumstances which they could neither control nor disregard, these shareholders have now signified their willingness to resign the sovereign rights they rated so highly, and their ready consent to the sale of the territory as a disaster seems likely to improve their fortunes; shares are rising, and the proprietors are already beginning to smile through their tears. That the coercion applied to them was unbecomingly harsh, and that nobody will grudge their brightening prospects. As for the Canadians, that they have achieved so thorough a success must be to them a matter of rejoicing. But they will do well to remember that the acquisition, both as regards soil and climate, as the whole of Europe, entails a responsibility of no common kind. From both sides of the Atlantic they will hear the question, "What will they do with it?"

To one who knows the Canadians will fold their hands and suffer the territory of the north-west either to be the favorite haunt of the buffalo and the home of the Indian, or to be wholly occupied by enterprising citizens of the United States. It is both their duty and their interest to prepare to receive the influx of the European settler. The former must displace the trapper, and the solid habitation of civilized man must be substituted for the Indian's roving and nomadic dwelling. The rivers which now flow to no purpose must be turned into mills and float-ways. From the heavy timber of the Superior to the base of the Rocky Mountains there is an almost continuous communication by the North and South Saskatchewan and their tributaries. The removal of a few natural obstacles would render the navigation of the river practicable for steamers of moderate burden. Thus, the conveyance of passengers or freight would be effected at a small cost, while the inducements to settle would be increased owing to the existence of facilities for the transport of goods. The drawback of a slow and uncertain means of intercourse between the different markets of the United States and of Canada is exemplified by the present condition of the settlements at the Red river and at Lake Superior. In both cases the settlers have the power of growing large quantities of grain. In both the opportunities for gaining a livelihood with little exertion are so great that none but desperate sluggards need starve or repine. Yet, despite these advantages, the population is but slowly increasing, and the settlers accumulate wealth with as great difficulty as the dwellers in localities cursed with sterility. The simple explanation is that these settlements are virtually isolated for want of a market. The products of the land are not disposed of, and the settlers keep their cattle within a veritable ring fence. It would have been impossible for the company to retain the monopoly of trade if those whom they wished to make their customers under compulsion had possessed the means of procuring elsewhere and purchasing what they required. Of late years the opportunities for evading the company's regulations have been multiplied. The rapid increase of population in the neighboring State of Minnesota has led to the importation of commodities between the American traders and the Red River settlers. As soon as this settlement shall have been formally ceded to Canada the monopoly of trade will terminate. From the fall of exclusive privileges will be dated the commencement of the settlement of the territory. Thus the exercise of sovereignty by Canada over the territory proved beneficial to the company will immediately prove beneficial to at least 12,000 of her Majesty's subjects.

The most difficult problem requiring solution relates to the kind of government to be established over the new territory. This territory cannot well be united to the province of Ontario. It is too vast to constitute a province by itself, while it is too sparsely peopled to be entitled to the forms of representative government prevalent throughout the Dominion. For a considerable time the settlers will doubtless be satisfied with a share in the local government, and will consent to forego representation in the Dominion Parliament. If any political disputes arise hereafter, they will probably be referred to an impartial arbitrator. An influx of independent American citizens may take place. Should they form a considerable proportion of the population, it is not unlikely that endeavors will be made to transfer the allegiance of the province to the neighboring country. The best safeguard will be found in liberty of treatment on the part of the Canadian Government and Parliament. Everything in the shape of undue exercise of central authority must be carefully avoided. The new proprietors of the territory must be cheerfully conceded. As best calculated to increase general satisfaction by furthering individual interests, the formation of roads and the opening up of communication by water are among the first duties incumbent on the new proprietors of the Hudson's Bay Territory. Even now it is easier to reach the Red River Settlement by way of the United States than through the western part of Canada. But this obstacle to unfettered intercourse is in process of removal. A road is being made between the settlements and the Canadian coast at the head of Lake Superior. Besides, a project has been mooted of a grander character and of more extended importance. It is proposed to construct a railway from Ottawa to the Pacific. As this line would be in connection with the Grand Trunk and the International Railway, the Atlantic would be placed in direct communication with a Pacific port, and merchandise might thus be forwarded through British territory between England and China or Japan. That this railway when completed will have no rival in the world as a railway scheme is a great advantage. It would be a competitor with the line through the United States, has been asserted with great show of reason. Its cost has to be counted and its difficulties to be disposed of by the constructors and proprietors. It is a fact that such a railway would shorten the distance between Liverpool and the East by 700 miles as compared with the route through the United States. It is clear that the Canadians will not languish for want of monumental subjects to discuss when they become masters of Rupert's Land and the northwestern territory. Before the dreams of their statesmen are fulfilled, they will have to vanquish many obstacles, give practical answers to some puzzling questions, and stand their success to their hearts' content. To the expectation that such a railway would shorten the distance between Liverpool and the East by 700 miles as compared with the route through the United States.

WOMAN IN THE PULPIT.

From the Methodist.

In my vacation months, I recently arrived at Cairo, a little village in the west of Catskill on the Hudson. A friend who had written me on the way informed me that revival meetings were being held there by a woman, and that much interest was excited. Having nothing special to occupy my time, I resolved to tarry and witness the revival, and to see if I could benefit myself and others by joining in this conflict with the Power of Darkness.

Last year, the church being small, and in an out-of-the-way place, the society at Cairo bought and rented the Baptist church, which is centrally located, and in which the meetings were being held there by a woman, and that much interest was excited. Having nothing special to occupy my time, I resolved to tarry and witness the revival, and to see if I could benefit myself and others by joining in this conflict with the Power of Darkness.

Wednesday evening was devoted to prayer and exhortation. Thursday evening she took the pulpit again, according to previous announcement, which evidently brought a larger number of people than the previous evening. Friday evening was occupied as Wednesday had been. The Saturday evening was for men exclusively, but was led by the lady, and had no other peculiarity, that I could discern. On Sunday morning the lady occupied the pulpit, and a full house to speak to. A class meeting followed, at which there were at least a hundred persons present, whereas I was informed that five weeks before a class could scarcely be held for more than a dozen.

At the close of the sermon, the lady called upon those who had experienced religion, and who wished to unite with the church on probation, to come forward to the altar, when thirty-four promptly responded, the most of whom were young men. The lady then called upon those invited by the Rev. A. C. Mearhouse, the stationed preacher at Windham Centre, to come to that place for the purpose of holding meetings.

The meetings I attended were marked with strict order, exact attention to duty, seriousness, and much feeling. The seekers at the altar manifested but little emotion, but the converts were generally prompt and explicit in bearing testimony for Christ. All moved with a steadiness and regularity equal to our best conducted revivals.

Mr. Van Cott believes herself called of God to this work, and, firm in this faith, she acts fearlessly and without hesitation, and imparts the same spirit to those who come under her influence. The converts are ardently attached to her, following her in crowds wherever she goes, willing, apparently, as were some of St. Paul's, to pull out their eyes and give them to her. I have thus given the favorable side of this picture. There is, doubtless, another side. I got an occasional glimpse at it, but did not care to look at it so long as only good appeared in the fruit. I will mention a few things that appeared to me exceptional, trusting that good intention will be a sufficient excuse if I am mistaken. We are first to mention a woman of a modesty that is so commendable in female character, an air that seemed to say, I am the leader, and I have no regard for the opinions of men, either "decent" or otherwise.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT APRIL 25, 1869. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

MAIL TRAINS LEAVE DEPOT, VIA: 8:00 A. M. Paoli Accommodation, 10:30 A. M., 1:10 and 3:30 P. M. Erie Express, 11:30 A. M. Harrisburg Accommodation, 4:30 P. M. Lancaster Accommodation, 4:30 P. M. Parkersburg Train, 5:30 P. M. Cincinnati Express, 8:30 P. M. Erie Mail and Pittsburg Express, 10:45 P. M. Philadelphia Express, 12 Night. Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

Philadelphia Express leaves daily. All other trains daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured at the depot, and baggage delivered by 6 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIA: 8:00 A. M. Cincinnati Express, 9:10 A. M. Philadelphia Express, 9:30 A. M. Paoli Accommodation, 9:30 A. M., 5:40 and 7:30 P. M. Erie Mail, 9:30 A. M. East Line, 9:30 A. M. Parkersburg Train, 9:30 A. M. Lancaster Accommodation, 12:30 P. M. Erie Express, 4:30 P. M. Day Express, 4:30 P. M. Southern Express, 8:40 P. M. Harrisburg Accommodation, 9:45 P. M. For further information apply to JOHN F. VANLEER, Jr., Ticket Agent, 901 CHESTNUT STREET. FRANCIS FUNK, Ticket Agent, No. 116 MARKET STREET. SAMUEL H. WALLACE, Ticket Agent, 125 N. 2D STREET.

The Pennsylvania Railroad Company will not assume any risk for baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

1869. - FOR NEW YORK - THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND VICE VERSA. FROM WALNUT STREET WHARF.

At 8:00 A. M., via Camden and Jersey City, to New York, leaving at 10:00 A. M., and Jersey City, to New York, leaving at 11:00 A. M., and Jersey City, to New York, leaving at 12:00 P. M., and Jersey City, to New York, leaving at 1:00 P. M., and Jersey City, to New York, leaving at 2:00 P. M., and Jersey City, to New York, leaving at 3:00 P. M., and Jersey City, to New York, leaving at 4:00 P. M., and Jersey City, to New York, leaving at 5:00 P. M., and Jersey City, to New York, leaving at 6:00 P. M., and Jersey City, to New York, leaving at 7:00 P. M., and Jersey City, to New York, leaving at 8:00 P. M., and Jersey City, to New York, leaving at 9:00 P. M., and Jersey City, to New York, leaving at 10:00 P. M., and Jersey City, to New York, leaving at 11:00 P. M., and Jersey City, to New York, leaving at 12:00 A. M., and Jersey City, to New York, leaving at 1:00 A. M., and Jersey City, to New York, leaving at 2:00 A. M., and Jersey City, to New York, leaving at 3:00 A. 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