

that the church at Annapolis had agreed to a division into two parts, those members who resided in Lower Granville being constituted a new church; and that they had chosen James Manning for their pastor. It was arranged that his ordination should take place on the 10th of September following. An account of it has been already given.

The minutes of the Association in 1799, held in Cornwallis have not been preserved. The only record I can find is contained in Joseph Dimock's journal.—"I met the ministers in Association, and received a request to assist in organising a church and ordaining a minister at St. Mary's Bay, which was accomplished at the lower end of Granville." This reference is to the Digby church, and the settlement of Enoch Towner there. T. H. Chipman had been appointed to preach the introductory sermon at the Association, and I suppose that he discharged the duty.

All these meetings were of a preliminary character. The Association was not yet fully formed. Edward Manning was requested, at the meeting in 1799, to prepare a plan, to be laid before the next meeting.

That meeting was held in Upper Granville, June 23rd and 24th, 1800. Joseph Dimock preached the introductory sermon from Isa. xlv. 17, after which he was chosen Moderator, and Edward Manning, Clerk. The plan of the Association was presented; it was said to be "agreeable to that of the Danbury Association in New England."

The business of the Association was suspended on account of a funeral, on which occasion Edward Manning preached from Psalm 84. 17.

Next morning the brethren re-assembled. The plan of the Association was discussed, and finally adopted "by the following churches, by their ministers and messengers, viz:—

"Thos. H. Chipman, Minister, and brothers Timothy Rice and Abner Hall, Messengers, for the first Baptist church in the County of Annapolis.

"Brother Enoch Towner, Minister of the Baptist church in the Township of Digby.

"Brother James Manning, Minister of the second Baptist church in the County of Annapolis.

"Brother George Dimock, Messenger from the church in Newport.

"Brother Joseph Crandal, Minister of the Baptist church in Sackville, N. B.

"Brother Harris Harding, Minister of the church in Yarmouth.

"Brother Edward Manning, Minister of the Church in Cornwallis.

"Brother Joseph Dimock, Minister of the Baptist and Congregational church in the Township of Chester."

Mr. Payzant's name does not appear on this list. Brother William Chipman informs me, however, that he was present, and preached on the Lord's day preceding the Association from Exodus 15. 23—27: T. S. Harding preached the same day from Psalm 50. 15. Mr. Payzant was pastor of the Congregational church at Liverpool, and was the only Congregational minister present; all the others were Baptists. The Association had been designated in 1798 "Congregational and Baptist;" but affairs had taken a different turn, and a resolution was now passed, "that the Association be called, 'The Nova Scotia Baptist Association.'" This will account for the omission of Mr. Payzant's name. I proceed with the Minutes.

"Read letters from different churches, expressing their desire to be received into the Association and communicating something of what God had been doing among them, which afforded our souls comfort.

"Whereas the associated Ministers and Messengers judged that our church articles were in some measure deficient, respecting family prayer, and the resurrection of the body, it was voted, that Brothers T. H. Chipman and James Manning with their deacons, should insert them both, according to the Scriptures.

"As many aspersions are cast upon the churches of Christ and the ministers of the gospel, for erroneous principles, &c. the associated ministers and messengers judge it expedient that our church articles of faith and practice should be printed, and that the churches in connection should defray the expense of printing said articles, and the plan of the Association.

"Whereas Brother Enoch Towner is prosecuted for the solemnization of the banns of matrimony, which affects the whole body, we agree to recommend to our churches to contribute towards defraying the expenses of the said suit; and further agreed, that Brother Chipman, Brother Dimock, and Brother Edward Manning should accompany him, to advise and assist in said business."

That prosecution was a scandalous affair. The fine was fifty pounds.

The Circular Letter, prepared by Edward Manning, contained a vivid exposition of Bap-

tist principles. It was ordered that a copy should be sent to each church.

The Clerk was directed to "write a certificate and give to Brother Edward Manning and Brother Joseph Crandal, who are about to go to St. John's, to assist a people to come into Gospel order, and to ordain their minister."

We are now brought to the close of this period. At its beginning there was but one Baptist church, that at Horton. The churches at Cornwallis, Annapolis, Yarmouth, Liverpool, Onslow, and probably some other places were of the "New Light" order. But T. H. Chipman and Joseph Dimock were Baptist ministers from the beginning. T. S. Harding, James Manning, Edward Manning, and Harris Harding became such; and Enoch Towner and Joseph Crandal, who were added to their number in 1799, were already Baptists. They all naturally inculcated Baptist principles, and as a consequence the new converts were generally baptized, and the churches were rapidly becoming Baptist. It was for this reason, I apprehend, that the Clerk prefixed the epithet "Baptist" to the churches of Annapolis, Digby, and Sackville. Horton was from the first a Baptist church, but unbaptized persons had been admitted to occasional communion, as I have before stated. The others were in a transition state. Mixed communion necessarily prevailed in them all. The church at Halifax was a purely Baptist church, and did not at first join the Association.

At its formation, then, in 1800, the Association consisted of nine churches, eight of which were in Nova Scotia.

Yours truly,

August 11th, 1860. MENNO.

## Christian Messenger.

HALIFAX, AUGUST 22, 1860.

### Death of the Rev. Richard McLearn.

A master in Israel has fallen! Although he had been for some years partially disabled in the prosecution of his Master's work, and had been obliged in some measure to relinquish his position as a leader in the armies of Christ, yet he was still in 'labours abundant.' According to the physical power he retained, he still frequently took his position on the walls of Zion, and as God gave him ability preached and exhorted with all earnestness and perseverance. Considering the imperfect health he was for several years permitted to enjoy, and the demands made upon his energies by secular cares, probably he was a more laborious minister of the Gospel than many who are wholly occupied in making known the way of life and salvation.

We lose from our midst those men we are accustomed to consider the most valuable. We know not how to spare them, and almost tremble for the ark of God, when we think of the valuable experience we lose in those of whom we are bereft. Tender ties of friendship are torn asunder, and those with whom we took sweet counsel are snatched from before our eyes. Tears—the common lot of all—flow at the loss of valued friends and brethren, more particularly when we for a moment forget the promise of the Master,—"I am with you always." While on earth sorrow must be our inheritance. Our Lord himself was "a man of sorrows and acquainted with grief." He allowed his tears to fall at the grave of one he loved. If it was thus with our Great Redeemer, it may be permitted for us to sorrow at the departure of one endeared to so many, but this must not be "as others who have no hope," as we believe he now "inherits the promises."

The Rev. RICHARD McLEARN entered the Christian Ministry in 1828, and was ordained over the Baptist Church in Rawdon. Few have struggled with more serious difficulties than he had to encounter in the early part of his career, in the acquirement of that competent degree of knowledge which he felt was necessary to fit him for proclaiming the Gospel to his fellow-sinners. But the work of faith and love was deeply implanted in his heart and enabled him to accomplish his arduous task. For several years he was incessant in labour, and visited all parts of the Province as well as the United States on Missions and Agencies, in which he was eminently successful, and we believe there are few parts of Nova Scotia where lasting effects have not followed the exercise of his ministry.

After laboring with the church at Windsor for about twelve years he was compelled, by a bronchial disease, to relinquish his charge, since which time he has lived at Dartmouth, but has been engaged in business in Halifax. The Dartmouth Church has constantly received more or less of the benefits of his gifts for the past fifteen years. As

Chairman of the Home Missionary Board, and occasionally also at intervals performing the duties of Secretary, Brother McLearn has, in these and many other ways, served the cause of Christ and his churches. The Daily Morning Prayer Meetings held in Halifax during the past year, have partaken largely of the benefits of his addresses. Always ready to give a word of exhortation, but few who have participated in these meetings, but will long retain the fragrance of his name and excellent spirit. The earnest prayers of the brethren at these meetings, during his illness, indicated the deep interest all felt in him, and the strong desire they entertained for his restoration.

But in no respect has he contributed more to the cause of the Redeemer, than by the safe and prudent counsel which he was ever ready to afford on occasions of doubt or difficulty, and which a ripened experience and a life of prayer well qualified him to give.

Not more by his words than his life has he served the cause of Christ. The Circular Letter on "Holiness," from the Central Association of the present year, to the churches of which it is composed, is an excellent expression of the spirit which our Brother exemplified in his daily walk and conversation.

In his last illness—occasioned by biliary derangement—he manifested the most entire resignation to the Divine Will, frequently expressing his willingness either to live and serve Christ, or to depart and be with Him where He is.

Brother McLearn endured but little actual pain during his illness. It seemed rather a rapid wasting away of vitality, and at last a calm and peaceful sinking into the arms of our last enemy. Death, to him, was not the king of terrors; his sting was taken away, his power to alarm was gone, and all that he could do was to usher him into the presence of his Lord and Master, and exchange faith to sight; and confidence in His power to save, for experience of the blessedness which awaits those who trust in Him.

The attendance at the funeral of so large a number of gentlemen, ministers and others, shewed the deep respect for our departed friend which is felt by different denominations of Christians and all classes of the community. The Rev. Dr. Cramp gave an impressive address to the large congregation at the grave.

### The Great Eastern.

This magnificent specimen of naval architecture has made her appearance in Halifax harbour. She arrived at about half-past four o'clock on Saturday afternoon last, having completed the trip from New York in 48 hours—the shortest passage ever accomplished between the two ports. The *Damascus* last week went the same distance from Halifax to New York in 49 hours.

Some doubts had existed about her coming to Halifax, till a telegram was received on Thursday of her having left New York, and that she would make no stay here for the purpose of exhibition. The afternoon of Saturday was delightfully clear and calm, and it was reported about 2 o'clock that the big ship was seen from the entrance of the harbour, when she was probably 40 or 50 miles off.—The city soon became a scene of animation, and the hundreds of flagstaves recently erected were ornamented by flags of every description. Carriages were in great demand hastening towards Point Pleasant to get the first view of her proportions from the land. The steamers *Neptune*, *MicMac*, and *Delta*, with a large number of passengers passed away down the harbour to meet the mammoth stranger.—The shipping in the harbour hoisted their colours, and the wharves, the citadel hill and the tops of houses were forthwith occupied by thousands of eager spectators. Her presence had been the subject of much speculation and the question canvassed whether she would equal the expectations raised, but the universal remark, as she floated up the harbor and went ahead of every thing without causing more than a slight ripple in the water, was, that she exceeded the ideas of all beholders.

She has six masts and five smoke funnels. Her life boats are arranged along on both sides from the paddle-wheels to the stern.—Besides these she has two steamers on board which could be used as life-boats at a few moments' notice. She has cost her owners near six millions of dollars, the interest of which would amount to about three hundred thousand dollars a year. She has four decks, so solid are these constructed, that the motion and noise of the engines is not perceived by the passengers. We give the following items respecting her, which will interest our readers:

#### STATISTICS OF GREAT EASTERN.

|                          |           |
|--------------------------|-----------|
| Extreme length,          | 680 feet. |
| Breadth,                 | 88 "      |
| Depth from deck to keel, | 60 "      |

|   |              |
|---|--------------|
| Tonnage,  | 22,500 tons. |
| Quantity of coal she can carry,                     | 11,379 "     |
| Draught of water with cargo,                        | 50 feet.     |
| " " light   | 21 "         |
| Number of engines, (paddle 4, screw 4, auxiliary 2) | 10           |
| Nominal power                                       | 2,600 horses |

Her vast proportions contrasted with the diminutive appearance of the men on board struck all with amazement. The ease with which she passed through the water, and her rapid motion, shewed that her model must be a master-piece of marine symmetry.

Immediately on her coming to anchor opposite Cunard's wharf, a rush was made by those who could procure a passage to get on board or to pass round her in small boats. The imperfect conception of her magnitude obtained by those on land was corrected by rowing from stern to stern. When looking from the surface of the water up her colossal sides it appeared more like a huge mountain than a piece of human handiwork. The model of her stern is most beautiful and described by judges as perfect.

Regret soon began to be felt when it was ascertained that the *Great Eastern* would certainly make no stay in Halifax. Hundreds are said to have arrived by the Railway on Saturday evening for the purpose of seeing her, but after about eight o'clock no visitors were allowed to go on board, and the darkness of the night rendered it unsafe to go near her.

On Sunday morning about 8 o'clock a gun was fired from her deck, and she steamed out of the harbour in fine style, passing to the eastward of George's Island. We understand that she brought about forty passengers for Halifax, and fifty for England. We cannot learn positively what her object was in calling at Halifax. It was supposed she would take in coals, but she did not. It is supposed that one object is to make the time from land to land as short as possible, and that her speed will be tested more on her voyage home than it has been as yet.

It is said that she would have waited here longer if the government would have remitted the light duty as was expected, which would have amounted to about £500.

Our friend who forwarded a Memoir of a worthy brother who died in 1834, is respectfully informed, that we have so much demand upon our space for Obituaries of recent date and matters relating to modern times, that we must be excused from publishing those of so great antiquity.

HANTSPOBT.—We have received a letter from Ezra Churchill, Esq., explaining the mistake which occurred at Hantsport, at the Prince of Wales' embarkation. Mr. C adds:

"It is not the intention of the people of Hantsport to change the name of our place, but only to call the street by which His Royal Highness went and came, 'Prince Street.' There are not half a dozen people who desire any change."

## General Intelligence.

### Domestic and Foreign.

MELANCHOLY ACCIDENT.—We regret to have to relate that a sad accident occurred on Saturday evening, in connection with the arrival of the *Great Eastern*. As the Dartmouth Excursion boat which had been out to the *Great Eastern* was coming towards the wharf a small sail boat was by some means run down. It contained Mr. Graves, Cooper, his wife and three sons Mr. and Mrs. G. and one son was with difficulty rescued from a watery grave, but the other two, one 13 years of age and the other 9 were drowned. The bodies were found on Sunday.

We noticed, yesterday, while on its way to the Dockyard, a fine block of Marble, from Mr. Murphy's establishment, Spring Gardens, with the following inscription beautifully engraved thereon—"H. R. H. Prince of Wales landed here July 30, 1860." This, we presume, is to designate the spot where His Royal Highness first set foot on the shores of Nova Scotia.—*Chronicle*.

A despatch to the *Yarmouth Herald* states that the body of Mr. Boltenhouse has been taken from the wreck of the Hungarian, and on it, a gold watch, ten pounds ten shillings in gold, with papers.

A letter in the *Yarmouth Herald* of the 16th informs us this was not the body of Mr. Boltenhouse but of Mr. W. R. Crocher of Connecticut, U. S.

One of the Boilers belonging to the *Hungarian* has been landed at Yarmouth and the others will be saved.

An extraordinary well was discovered at Savage Harbor, a few days ago, where singular cures have been effected, such as rheumatism and blindness. A blind man was led to the place, and found his way back without assistance.—The circumstance has created some curiosity, and many persons resort to it. The report is founded on fact, as our informant has seen and tasted the water, which appears of an off-taste and peculiar flavor.—*Charlottetown paper*.