

For the Christian Messenger.

MR. EDITOR,

The following is from the pen of Rev. S. W. Sprague, in the last Provincial Wesleyan. He is giving an account of things on the "Horton Circuit," particularly of a lecture on baptism, delivered by himself:—

"This was addressed to our own people... and it was not our fault if any differing from us, who were welcome to come, but came uninvited, sat a little uneasy under our arguments. That one at least did sit uneasy was manifest, for at the conclusion of the service, he had the ill manners to rise and ask the congregation to hear some opposition remarks from him in our own chapel. This person is a student in a neighbouring college, who, doubtless thinking himself much wiser than the learned translators of the Bible, had come ready furnished with a book, perhaps 'a new and improved edition of the Bible,' to prove that 'baptized with the Holy Ghost' should be 'baptized in the Holy Ghost.' It is to be hoped surely that no Methodist would be guilty of such an unprovoked offence on ground not his own. Surely such persons, particularly if incipient divines, should be taught a little christian propriety, decency, and meekness, as well as to have a little smattering of Greek hammered into their heads."

Mr. S. seems to think himself called to preach his gospel to a select few—all others come "uninvited." He must have forgotten, for a little time, his favourite passage, "Go ye therefore and teach all nations." Perhaps he thinks poor Baptists less a "part of a nation" than infants.

Now for the "unprovoked offence." He knew very well that "this person" did not rise and ask, &c., as the whole congregation had been on their feet for some time, and were leaving the building. Neither was leave asked "to make some opposition remarks," but "to make just one remark," and that being refused, to ask a question, which was also refused. As I was a stranger, surely "a little christian propriety, decency, and meekness," even in a head too mellow to admit of Greek being hammered into it, would have led the rev. gentleman to inquire what kind of a remark I wished to make, before undertaking to bully and abuse me.

The story as told by Mr. S. is not quite complete. Permit me to supply what is wanting. In refusing me permission to say anything at that time, he asked me to appoint my own time and place, and if I had anything to say, he would meet me. This challenge he gave twice, distinctly, before all. A few days afterwards I wrote to him, appointing a time and place, at which I would like to meet him for the purpose, and asking him to let me know if the time would be convenient for him—if not to name another evening. The time I named is past, but Mr. S. has not yet replied. He may call this a christian and gentlemanly way of redeeming pledges, but others will think differently about it.

Mr. Sprague's guessing power is on a par with his reasoning faculty, if indeed they are not one and the same thing. That book, over which he makes such an attempt at sarcasm, was not the Revised New Testament, which his Yankee brethren helped to get up. It was another little book, of the existence of which he appears to be ignorant,—to wit, a Greek Testament. This work was not written for this College by Dr. C—, though that respected gentleman has written some books and may write another. It is quite an old and standard work, treating, among other subjects, of baptism, and it from it Mr. Sprague can verify his assertion, that the first disciples were promised baptism with, not in the Holy Ghost, he would do well to publish the form of his argument, since in the same way it could be proved that black is white—a feat which many have essayed but none performed. His other guess is also a wee bit wide of the mark. "This person" is neither a preacher nor the son of a preacher, neither has he ever attended a class in Divinity.

His charge of ill-manners might be made to recoil on his own head, but I forbear. I am not conscious of having on that occasion, violated any rule of decency or christianity. The bad feeling, if there be any, did not begin there. All winter there has been a kind of battle going on—each fighting on his own ground. This kind of battle, which Mr. S. seems to prefer, has one advantage, and that is that it is safe—especially for the weaker party. It is like the battle I have often heard boys describe, in which there was nobody killed and nobody hurt.

Some have thought and said hard things of "this person" for desiring to come to close quarters with an enemy apparently much heavier than himself. One "an incipient divine," aspiring to be a "Master of Israel," would fain have brought me "before the unbelievers" to answer for it, and the magistrate, who is a Roman Catholic, taught him better! But Mr. Sprague, nevertheless, chooses to publish himself, and—what those who know all the circumstances conclude to be—his own shame.

Hoping that Mr. S. may give up guessing and stick to facts, and with no other desire

than that he and all others may see and obey the truth, I have the honor to be

THIS PERSON.

Neighbouring College, April 24, 1865.

Provincial Parliament.

HOUSE OF ASSEMBLY.

TUESDAY, April 18th.

Hon. Mr. McFarlane read a report from the committee on Agriculture, which elicited remarks concerning stock, and the aid afforded to the farming interests.

Mr. Archibald from the committee on Law Amendments reported unfavorably of the bill relative to county assessments, authorising the permanent appointment of a general assessor for each county. The bill was deferred for three months.

Mr. McDonnell made some remarks respecting Crown Lands in Cape Breton, and was answered satisfactorily by the Hon. Prov. Secretary, and the Hon. Fin. Secretary.

In the afternoon session His Excellency gave his assent to a number of bills.

Mr. Archibald presented petitions signed by 700 persons, against Bear River Bridge, praying that the parties be heard at the bar on the subject.

The adjourned debate was resumed, and Mr. McLellan addressed the House in opposition to Confederation of the British Provinces. He believed that Confederation would have a tendency to cripple trade. He referred to the expenditure of Canada, and went into the argument of defence with the object of showing that our present position is superior to that which we would have under Confederation.

Hon. Mr. Shannon spoke in favor of the Scheme Union, he believed would give us a new field for our young men. Notwithstanding the prosperity of the province, it was a fact that in Boston there were alone 30,000 of our young men, and the tendency of this class of our population had always been to pass off to other scenes of industry.

WEDNESDAY, April 19th.

Mr. Pryor reported favourably of two city bills.

After a short time the house went into committee on bills, and passed the bill for confirming informal marriages.

In the afternoon session a report from the committee on Indian affairs was read and adopted.

Mr. McDonnell presented a petition from 75 inhabitants of Inverness against the act uniting the two Presbyterian bodies in the Province. He spoke in favour of the prayer of the petition.

The adjourned debate being resumed

Mr. Bourinot addressed the House in opposition to the scheme of Confederation. He expressed his preference for a Legislative Union, and remarking that the local matters for which the local legislatures were kept in existence could be dealt with by the Sessions. He denounced the imputations upon our loyalty made recently by Mr. Haliburton in the British House of Commons, and quoted from the speech of Lord Palmerston to shew that the question of Colonial defence was viewed in England, not as a Colonial, but as an Imperial question in which the honor of Great Britain was concerned. He alluded to the fact that Cape Breton had not been duly considered in the appointment of the Delegates, he feared that such would be the position of Nova Scotia under Confederation.

Hon. Mr. McFarlane did not hesitate to avow that his feelings were strongly in favor of Union, and he believed that under Confederation every expenditure for public improvements in Canada or in Nova Scotia, would be felt to be advantageous to the whole country. The time would come when the people of this country would see the necessity of breaking down the hostile tariffs, and of joining to push forward our common country. He felt that the time had come when Union was necessary for the protection of all our interests.

Mr. Killam said the resolution admitted the impracticability of the Union of all the Colonies, but alluded to the smaller one as a stepping stone to the larger, and was in fact but a side door of escape for the Government. He also disagreed with the view that the Intercolonial Railway would bring us great commercial or military advantages, and thought that the public works now in course of construction would fully tax our energies.

Mr. Locke then addressed the House contending that the delegates had not fulfilled their mission, although he admitted their constitutional right to consult with the Canadian Delegates, he questioned its propriety as an act of policy. He denied that the recent demonstration in Halifax was an expression of the opinions of the people of the Province, and defended the people of Yarmouth and Shelburne against the charge of disloyalty. He opposed the resolution because it expressed an opinion in favour of the larger union.

In the evening the House went into committee on Bills and passed the bill relative to patents; the bill relating to street expenditure in the city of Halifax; the bill to amend the act relative to the registration of births, deaths and marriages; and the bill to confirm the rights of married women.

The House then adjourned.

THURSDAY, April 20th.

Mr. Archibald introduced a bill to incorporate the International Coal Mining Company.

Railway Extension.—Hon. Prov. Secretary moved the Railway resolution of which notice had already been given. The policy which it involved had already been assented to by a large majority of the House. It was clear that an extension of the line to some of the localities mentioned in the resolution was contemplated when the construction was commenced, otherwise the railway would never have been undertaken; the cost of the work had prevented that hitherto, but the finances of the Province now warranted this extension, and also such an extension as would do justice to the western counties. He explained that the terms on which the offer of the International Contract Company was founded, involving but a slight addition to the terms sanctioned last year, being the cost of bridging the River Avon, which was estimated at £40,000, and the provision of £100,000 of subscription for the line to New Brunswick. This resolution would entirely do away with the objections of the city of Halifax to taking the stock to this extent, but assuming that this sum had to be borrowed, it would only be an increase of two per cent. The debt of Nova Scotia was fixed by the delegates at the Quebec Conference at eight millions, in consideration of the guarantee of last year in connection with railways.

He thought there could be no doubt that the proposed extension would give us such an increase of trade and revenue as would compensate for the expenditure involved. He expressed surprise at the opinion enunciated on a former day, to the effect that Railway construction should be undertaken by the government, by Mr. Killam who has long been laboriously maintaining the doctrine that such construction should be left to foreign capitalists and companies; he was glad to find that that gentleman's confidence in the government was so extended.

Mr. Killam said when the construction of railways was commenced in this province he thought it wise that the matter should be left to companies, but the other policy having been adopted he thought it would be well for the government to continue. He feared that by accepting the proposal of the construction of lines to other localities, that the Province would at the same time run considerable risk in guaranteeing the credit of the Company.

Hon. Atty. Gen. replied to Mr. Killam, calling attention to the portion of the negotiations which reserved to the government the right to take the railway on a valuation by arbitrators. He thought the time had arrived when the completion of the line from Truro to Moncton should be immediately undertaken, New Brunswick having expressed a willingness to build to our border.

The House then adjourned.

In the Afternoon Session Mr. Archibald spoke on this subject and stated that he was fully committed to railway extension within the Province. It was of great importance that in deciding on this question an exact statement of the condition of our finances should be laid before the House. That had become difficult by the accounts being closed on the 30th Sept., but upon investigation he found that of the balance of \$225,000 said to have been in the Treasury no less than \$82,000 of money borrowed had been included as revenue. From the real balance then remaining had to be deducted the liabilities of the Province for the quarter ending 31st Dec; these he had estimated at \$276,000, so that the financial condition of the country at the end of the year was not so satisfactory as it had been described.

He believed that unless his fear failed to be realised it would take ten years before we could enjoy any great amount of financial prosperity. For the outlays of the present year he felt it his duty to call upon the government at least the wait for another year before incurring such liabilities.

Hon. Fin. Secretary thought he could shew that the premises on which Mr. Archibald's arguments were founded were unsound. The balance in the Treasury was independent of the \$92,000 of liabilities. He could see nothing in our prospects so gloomy as to warrant any one in saying that the proposed expenditure should not be undertaken. There were extensive enterprises going on in Cape Breton bringing in a large amount of capital, while the construction of the Pictou road would cause the circulation of a large sum of money in that locality. Admitting that our future revenue would only average \$800,000 the results would not be as represented. If the sum realized from the present line were so large, he asked what might be expected when they were so largely extended? Mr. Archibald had referred to the gloomy picture drawn of our condition under Confederation, but he wished that the member for East Halifax would reply to him by delivering a speech which he had delivered at Temperance Hall in opposition to Confederation, in which he showed that the Province could safely proceed with all these public works and have a surplus in the treasury besides. No one could at present fully estimate the trade which would be caused by a railway running through so rich and fruitful a country as the proposed Annapolis line.

Mr. Tobin had always been of the opinion that our lines of railways should extend to the St. Lawrence, and the other to the Bay of Fundy. The Province had issued bonds to the amount of £1,000,000 for building the railway to Windsor and Truro, the interest on that sum being £60,000. So far from feeling any difficulty in meeting this expense the province was now in a much better position to bear it than when the construction commenced. He exhibited a calculation of the indirect advantages of the railways, arising from the improvement in locomotion stating that these added to the actual carriages of the department nearly

amounted to the whole liability for interest. No one could deny the great benefits that would ensue from a connection with the other railways of the continent, and although he did not think that the Intercolonial Railway would for a long time be a successful commercial undertaking, yet he felt it to be essential in a national point of view, and he thought there should be a greater disposition shewn to make whatever sacrifices were necessary for securing our position.

Mr. Miller said that last year there was a very wide-spread impression that the Annapolis Railway was not very seriously included in the terms of the resolution; if that delusion procured votes for the government last year, he hoped it would not do so this year. He felt it only right for members to pause before they consented to fasten upon the resources of the country such an enormous liability as the resolution proposed.

Mr. Blanchard did not agree that the government proposed this step for the purpose of advancing Confederation, on the contrary he thought the proposed action would postpone Confederation for the next twenty years, by increasing the public debt to such an extent that the subsidy would be consumed and direct taxation would have to be resorted to. The Fin. Sec. had admitted that the burden to be thrown on the Province would be \$323,000 for the next twenty years, and to meet this he proposed a retrenchment as his leader had done before;—no, however, in the salaries of the government, but in several highly important services, one of which was that of Navigation Securities.

Mr. Tobin said he thought the Province would be well able to bear the interest accruing on the public debt, and that the revenue would not be so considerably reduced, as was supposed, by several circumstances which had been referred to.

Mr. Longley contended that the Province was now in as good a position to carry on the projected lines of railway as it was in 1855, when the present lines were built, and went into various calculations to shew that this statement was correct. He also instituted a comparison between the condition of New Brunswick, owing a million more, with a smaller population, with that of Nova Scotia, shewing that our position for railway construction was superior. He then mentioned the direct and indirect advantages of railways, stating as the result that the amount of these was about \$10,000 more than the total amount paid for interest. He confessed that his views on this subject differed from those which he formerly entertained; and he thought that the western extension would be regarded as a great boon by the people living in that district.

Mr. McDonnell had voted for the resolution last year, but confessed that he had then thought the subject the Annapolis railway not of any serious importance, and he had voted with the Government then in order to secure the construction of the border line.

Mr. Churchill in an animated speech sustained the resolution, and suggested the issue of a large additional amount of Provincial Treasury notes.

FRIDAY, April 21st.

The House was occupied in the morning with some matters connected with maps of the counties.

In the afternoon the adjourned Railway debate was resumed, and the Hon. Attorney General occupied the principal part of the time.

Mr. C. J. Campbell contended that the increase of our taxation was injurious to the best interests of the country, and the improvement of the localities through which the existing lines ran was not so great as had been represented.

In the evening Mr. Locke said he felt bound to oppose the resolution, from the belief that the revenue of the Province would not admit of the expenditure, in view of the large outlay that would be required for the Pictou road.

Mr. S. Campbell thought it the duty of the government to sustain the credit of the country, and he thought there could be no doubt that the result of incurring the liabilities now proposed would be a depreciation in the market value of the debentures.

Mr. Killam also spoke against the resolution. Mr. Archibald spoke at length and concluded by moving a resolution as an amendment, to the effect that no liabilities be incurred for railway extension further than were necessary to construct the Pictou road.

Hon. Prov. Secretary replied to the speeches of Mr. Archibald and Mr. Killam.

Mr. Archibald's amendment was lost 27 to 19. For—Heffernan, Ross, Killam, Hatfield, Parker, Ray, McLellan, Miller, Robertson, McDonnell, C. J. Campbell, S. Campbell, Blackwood, Archibald, Blanchard, Locke, Caldwell, Balcan, Annand.

Against—Donkin, Shannon, McFarlane, Fin. Secretary, Bill, Longley, Hill, Atty. General, E. L. Brown, McKay, Moore, Jno. Campbell, Lawrence, Pryor, Whitman, D. Fraser, Kaulback, Hamilton, Tobin, Jost, Bourinot, J. Fraser, Churchill, LeVisconte, Prov. Secretary, McKinnon, Robicheau.

The original resolution then passed by a vote of 28 to 18, Mr. Ray voting with the majority. The House adjourned at about half-past 12.

SATURDAY, April 22nd.

Hon. Prov. Secretary laid on the table correspondence relating to the death of President Lincoln. Mr. Moore presented two petitions, one for and the other against the bridge over Cornwallis River.

Hon. Mr. Shannon from the committee on private bills recommended that commissioners be appointed by the government to investigate the claims of the Society for the Propagation of the Gospel to the school lands throughout the Province.

After some questions being raised in reference to the recommendation given, it was withdrawn for the present.

Mr. Blanchard read a report from the committee on Humane Institutions, recommending that the