

Christian Messenger

HALIFAX, JULY 18, 1866.

Great Fire at Canning, Cornwallis.

We deeply regret to learn that the larger portion of the village of Canning, was destroyed by fire on Saturday night last. It commenced about 12 o'clock at night in the store formerly occupied by Mr. Edward Harris, now of Halifax. A correspondent informs us that "forty-six stores and dwellings were burned. It commenced near the Baptist Chapel, and swept all east of it both sides of the street, which as you are aware was the business part of the village, almost every store is in ashes, a good many removed their goods to be destroyed afterwards, before they could be got to a place of safety. It is to Cornwallis equal to the Portland fire—the loss is probably \$80,000, very little insurance is on the property." From other sources we learn that hundreds of persons were left houseless by daybreak on Sunday morning, and men who were in comfortable circumstances the previous day, are now penniless. We deeply sympathize with those who have suffered by this calamity, and trust that prompt measures will be taken to render substantial assistance.

Sabbath Profanation and the Horse Railroad.

We were hoping that there would ere this be a cessation of the running of the horse-cars on the Lord's Day, but there seems no inclination on the part of the proprietors to regard the law of God, or the laws of the land in reference to this matter. It is perfectly absurd to contend that the public necessities demand such means of transit on the Lord's Day. As well might it be said that the public necessities require the cars to stand in the streets for hire, and that the various grades of other business, from the officers of government down to the rum-shop, are required to be open on the Sabbath-day. The carrying on of business in any department of labor on the Lord's Day involves the preventing of some parties from attending public worship, and we contend that the labouring classes should be protected in the enjoyment of their day of rest, as well as the rich. It becomes us to guard well our religious privileges, and prevent any abridgement of them, whether attempted openly or in a covert manner. The opportunity of worshipping God free from molestation on the Lord's Day is one of the dearest of these, and whilst no one will profess to oppose to just a provision being on our Statute book, yet there may be attempts to get diversions allowed which shall take up a portion of the day and destroy it as an institution for the worship of Almighty God. The following is a copy of a memorial from working men which is in course of signature in the city:

TO THE WORSHIPFUL THE MAYOR AND ALDERMEN OF THE CITY OF HALIFAX.

The Memorial of the undersigned Citizens respectfully sheweth:

That your memorialists are engaged in various occupations, as tradesmen, mechanics, labourers, and in other laborious employments, and in a capacity they now address your Worshipful Body.

Your memorialists believe that the obligation to rest from secular labour on one day in seven is not only a Divine appointment, but that it is attended with the most beneficial results to mankind, and more especially to the working classes.

That they view with alarm any attempt to deprive them of the benefits of an institution which is a blessing to the wealthy, but to those employed in laborious pursuits all the week is an absolute necessity, to preserve them from being crushed both in mind and body.

That your memorialists greatly fear that if a number of working men are allowed to be employed on the Lord's Day in providing for the recreation and convenience of the public in any one department, such as the Street Railway, it must necessarily and inevitably lead to the opening of every other place of public amusement, and in the end to continuance of work in every trade and employment, without intermission, from the beginning to the end of the year. That the effects of such a system would not fall on the rich, but on those who like your memorialists are obliged to toil for their living, and who would be thereby condemned to a weary and heart-breaking round of endless toil.

That your memorialists have been informed and believe that the Law of the land prohibits men from pursuing their secular callings on the Lord's Day, and that if the Horse Railway Company are permitted to run their vans and take money for so doing on that day, every other trade or business might with equal justice claim exemption from the operation of the Law.

Your memorialists therefore most respectfully pray that your Worshipful Board will protect

them from the loss of one of the greatest of the poor man's privileges, and prohibit the proprietors of the Street Railway from violating their trade on the Lord's day in open defiance, as your memorialists believe, of the Law, and to the great grief and annoyance of the community. And your memorialists as in duty bound shall ever pray.

Halifax, N.S., July 18, 1866.

We trust the Aldermen will attend to the prayer of these memorialists, and carry out the laws of the land without partiality and without hypocrisy.

The Committee of Aldermen appointed to attend to the subject very properly reported to the Council on Monday last, recommending that notice be forwarded to the Manager of the Cars, that in future such practices will not be allowed in this city, which was adopted. We hope the Council will carry out what they have begun, and will regard the wishes of the respectable portion of their constituents, and we are persuaded it will ultimately be for the benefit of the Company and all concerned.

The European War.

Some of our readers may be sufficiently familiar with the events which have transpired during the past few years, and which have led to the present war in Europe. To others a brief recapitulation may be acceptable. A letter in the *Provincial Wesleyan* puts it in a very succinct form as follows:

"And what is the mighty question, for the settlement of which two millions of men are called to arms? In the case of the war in America, there was a great and obvious cause for the struggle, and the question was one which all the world could understand. A number of large and powerful States rose up in rebellion against the national authority, levied vast armies to promote their object, force had to be met with force, and the result was the extinction of the rebellion and the establishment of the national authority. In the case of this German war, no such plain and obvious issues are at stake. The cause may however be stated in a few sentences. In connection with the kingdom of Denmark, and forming an integral part of that kingdom three or four years ago, was the duchy of Holstein, a flat country about a hundred miles across in each direction, and possessing a good line of sea-coast, and two fine harbours. Germany, being deficient in sea-coast and harbours, coveted this duchy of Holstein, which lies between Germany and Denmark, and desired to add it to the thirty-one existing sovereignties forming the German Confederation. In spite of the protests of Europe, the Prussian and Austrian armies, acting on behalf of Germany generally, entered Holstein, and after encountering a gallant resistance from the brave little Danish army, succeeded in wrenching the duchy from Denmark for the glory of Germany. Thus far, it was Nathan's parable of the rich man and the poor man's lamb. But now, Holstein having been conquered, the question arose who should enjoy the spoil? It had been pretended that it should be erected, like many other little German states into an independent sovereignty; but Prussia, with reckless and unblinking audacity, claimed and held possession. This possession Austria, as a party assisting in the original spoliation, disputed. The two spoilers have flung to quarrelling over the spoiling, and all the German States are siding with the one or with the other, Austria being thus involved in a great war, Italy seizes the opportunity to endeavour to recover the province of Venetia, and has entered into a treaty and alliance with Prussia for that object. Such is a brief account of the causes which have set central Europe in a flame, and two millions of men in battle array."

The Atlantic Telegraph Fleet.

We shall be expecting now every day to hear of the arrival at Newfoundland of the fleet with the Atlantic Telegraph Cable.

The English papers have long accounted of its manufacture and shipment. The present cable appears to be much lighter than the last one, and has far greater power of strain, so that with all the improvements of apparatus and a more thorough knowledge, obtained by experience, the anticipations of success are correspondingly raised. We can but wish success to the enterprise.

Among the stores of the *Great Eastern* are twenty miles of grappling ropes of the most powerful kind that can be made, and equal to a strain of thirty tons. She also carries five miles of rope equal to a strain of eleven tons, with quite a collection of buoys, grappling irons, slip ropes, &c. But at the stem and stern are two powerful little engines, made by Messrs. Henn, each of which works up to 80 horse-power. These are connected with the paying-out and hauling-in apparatus. Both these latter have been slightly improved since last year, and have been made as light as possible consistent with the work they have to do. Certainly the hauling-in powers of the engines are likely to be much in excess of what is required to be done. Last year their efforts fell short of what was necessary.

The London *Times* of the 25th ult. stated that with the *Great Eastern* there would also start on the following Saturday, the 30th, her Majesty's steamship *Terrible*, 21, and the steamers *William Corry*, *Aparan* and *Medway*. Each of these vessels is nearly 1800 tons burden, and all, with the exception of the *Terrible*, will be amply supplied with buoys, buoy ropes, grappling ropes and grappling irons similar to those on board the *Great Eastern*. The *Medway* will take also three hundred and fifteen miles of last year's cable, with ninety-one miles of the massive rope to be used in crossing from Newfoundland to the American continent. The *William Corry* takes the tremendous iron coil which is to form the Irish shore end, which is no less than thirty miles in length, and weighs more than two hundred and fifty tons, or about eight tons to the mile.

The programme of operations now decided upon is briefly as follows:—The *Great Eastern* is, as we have said, to proceed to Bearhaven on Saturday next. There she will take on board her final stores of coal, and while so occupied the new shore-end from Fonthommerum Bay will be laid from the *William Corry*. When this is completed—and the operation is likely to last at least two days—the *Great Eastern* will come round to Valentia, and after having made the splice will at once commence the great work of laying the main cable. Last year it was fancied that the speed of the *Great Eastern* was occasionally too great for safely paying out the rope. This time, therefore, her rate of going will be absolutely limited to below six knots.

At this speed it will occupy eleven or twelve days to complete her labours from Valentia Bay to Heart's Content.

During the whole time of the operation the new instruments will be able to send signal through to Valentia at every hour, stating the latitude and longitude of the great ship, the weather, amount of cable paid out, &c. Ordinary news and messages likely to interest those at sea and isolated from the rest of the world, are also to be sent in reply from Ireland to the *Great Eastern*. Vessels have already been sent out to Newfoundland with three thousand tons of coal, and, supposing the expedition to be successful, the *Great Eastern* will take these on board and return to the spot where the cable was so unfortunately broken last year. This is to be grappled for, and even if six weeks or two months are consumed in the efforts, grappled for till found. If the end is got to the surface, of course the usual splice will be made with the portions which are now stowed on board the *Great Eastern* and the *William Corry*, when the big ship will again return to Heart's Content Bay and lay the remainder of her passage.

Thus if all goes well the month of September at latest will see us with two lines of telegraph to America, and both of which, when once down in deep water, are likely to remain in order for years to come.

AMERICAN BAPTIST PUBLICATION SOCIETY.

We see by its last report that this society has been very much blessed last year. Its receipts in the *Business Department* have been \$124,845.12, which is \$6,483.73 more than was received the year before. In the *Missionary Department* \$32,012.09 were contributed, which is nearly \$10,000 more than the previous year. This amount has enabled the society to support 55 Missionary co-pastors, and give away to the destitute \$5,162.17 worth of books.

We understand that the Publication Society has given up the Swedish Mission to the Missionary Union, so as to be able to do more on this continent. We hope they will bestow some of their labors in this province and thus aid our churches in the great work of evangelisation.

"AN ESSAY ON PROGRESS," by Charles Fenerty, is the title of a small pamphlet just published. The author gives a hasty glance at the darkness of past ages, and calls up some of the persons and agencies which have been associated with onward movements, evolving the improvements of modern times. As the results of Peace and Industry he foretells far greater blessings in the future than this condition with Britain and her off-shoots under similar laws and institutions in every clime.

Our thanks are due to some friend for an extra copy of the two Yarmouth papers containing strictures on our reference to the Western conveyances. We should not have taken further notice of them were it not that one—the *Tribune*—casts an unworthy reflection on the drivers. We should not have supposed any of the drivers were accustomed to kicking their passengers if it had not been suggested by our contemporary. As far as

we are concerned, we can testify to their most gentlemanly conduct towards ourselves. Our reference was intended to apply to that part of the line in Annapolis County. We shall be glad to know that better conveyances are provided, notwithstanding the protests of our contemporaries.

Pic-nic.—The Orchester County Sabbath School Pic-nic at Truro, on Wednesday last, was an occasion of much enjoyment to the Scholars and their friends. Addresses were given by the President, W. Cummings, Esq., and the Revs. W. G. Parker, J. E. Batecom, and A. Chipman, and Mr. J. Parsons.

NEWS SUMMARY.

The Political convulsion which for some months past has been agitating three of the Great Central Nations of Europe, has at last reached its natural result in the commencement of open war. The revolutions of the hostile armies have, thus far, been quick and decisive. Prussia, with an unexpected rapidity, has occupied the territories of Hanover, Saxony, and Hesse, who had taken the side of Austria, and the main army of Hanover, by last accounts, have surrendered en masse to the Prussians. A sharp action had taken place on the Austrian frontier, in which the Prussians have evidently been worsted with pretty severe loss, although the Austrians have also suffered considerably. In Italy there has been a severe action fought between King Victor Emmanuel and the Austrians. The Italian Army had advanced across the Mincio, into the Austrian territories of Venetia, but after a fiercely contested battle, were repulsed and forced to recross the river. They are stated to have lost about 2000 men killed and wounded. Thus far, none of the other European Powers have manifested any signs of being immediately drawn into the quarrel, although there are not wanting indications of the French Emperor adopting a policy, the object of which would be to enlarge the territorial power of France.

Our latest accounts from England confirmed the truth of the resignation of Lord Russell's or the Whig Ministry, which had been accepted by the Queen, and the Earl of Derby had been selected by Her Majesty to form a new Administration. It is said he had been desirous of filling some of the offices with certain leading men among the liberals, but not succeeding, has been compelled to attempt the formation of a purely Conservative Ministry.

Since the above was in type, we have intelligence which will be found under our "Latest from Europe," and alters the whole aspect of affairs. We shall be anxious to learn further particulars respecting the disposal of the Duchies.

Notices, &c.

Hammond's Plains, N.S.

The members of the Second Baptist Church, at Hammond's Plains, under the superintendance of the Rev. David Shaw, respectfully announce to their friends and the public generally that they intend holding a Social Gathering, on Wednesday next, the 25th of July, the proceeds to be appropriated towards finishing the issue work of their New Meeting-house. Doors open at 9 o'clock, A. M. Tickets of admission 12 cents. Should the weather prove unfavorable, it will take place on the next fine day.

JAMES ALLISON, Clerk. MRS. LAWRENCE HAMILTON, Managers.

MARION, June 20th, 1866.

Dear Brother,—I desire to acknowledge through the *Christian Messenger*, the receipt of \$10 from the North Baptist Church, Halifax, also \$4 from the New Germany Baptist Church, Lunenburg Co., for a fund of the "Blockhouse" Meeting-house, Cow Bay. We are anxious to increase the building fund, immediately, enough to warrant our erecting and completing the outside of the building, at least. Who will forward means for so doing? Send to C. H. Harrington, Treasurer; St. J. F. Kempton, J. F. Kempton.

The Foreign Missionary Board.

Will meet (D. V.) in Tremont, Aylesford, on the last Tuesday—31st day—of July, inst, at 2 o'clock, P. M. A full attendance is desirable.

Tremont, July 5th, 1866.

Baptist Association.

The Eastern Nova Scotia Association will meet on Saturday, July 21st, at 2 o'clock, P. M., at North Sydney, Cape Breton.

The Baptist Convention of Nova Scotia, New Brunswick and Prince Edward Island, will hold its 21st Annual Session in the Brussels Street, Baptist Church, St. John, N. B., commencing on Saturday, the 18th day of August, at 2 o'clock, P. M.

Letters Received.

Rev. James Newcomb. Rev. J. F. Kempton. W. J. Higgins. P. Paine, Jr., \$2, 1 sub. J. W. Barra, Esq. S. Burgher. Rev. H. Eagles, \$2.50.