

The cause at Maitland is assuming a more hopeful aspect.

On returning to Walton last week we resumed our special meetings here. The good work still advances. Last Lord's day it was my privilege to baptize five more rejoicing converts, and about thirty persons at the close of the afternoon service partook of the Lord's Supper. Nine of the communicants for the first time enjoyed the precious privilege. One of the converts baptized last Sabbath is the youngest son of Rev. Jeremiah Bancroft, a promising youth of 16 years. Our venerable brother's heart is greatly cheered. A brighter and better day has dawned upon the Baptist Church at Walton. Difficulties and misunderstandings that had long existed and had occasioned alienations, and greatly hindered the progress of the cause, were last week happily removed; so that we met in Conference on Saturday last as a united church.

Our esteemed brother Francis Parker, Esq., father of Hon. Dr. Parker, of your city, who has long held the position of deacon and clerk, asked, in consequence of advanced age and infirmities, to be relieved of the clerkship. His resignation was accepted, and brother George H. Lawrence by a unanimous vote of the church was appointed to that office. Bro. B. J. Moxon was also unanimously chosen as an additional deacon and was in the usual way ordained on Sabbath evening. These appointments give great satisfaction.

Brother A. T. Dykeman of Newport has been spending a few days with us and has rendered valuable aid. He is a gifted young brother, and gives promise of a useful career in the Master's service. His ministrations were highly acceptable. We are encouraged to hope for further enlargement at an early date. Some 15 or 20 persons who are not professors of religion, requested prayer at the close of the Sabbath evening service.

Yours in the work,  
ISA WALLACE.  
Walton, Hants Co., Dec. 21, 1880.

GUYSBORO.—H. R. Cunningham, Esq., writes Dec. 24th, "Rev. W. C. Rideout is now laboring in this place with much acceptance—and indications of a revival are quite apparent."

St. JOHN, N. B.—Rev. Mr. Wilkins, formerly of Maidenhead, England, has been preaching in the Germain Street Baptist Church the two past Sabbaths.

A very successful Quarterly meeting of the Baptist Churches in York and Sunbury Counties was held recently at Fredericton. The following resolution, after a spirited discussion, was adopted: "That it is expedient for this Quarterly Meeting to co-operate fully in carrying into successful operation in our Churches the Convention Scheme of Denominational Beneficence."

It was also Resolved— "That a committee composed of the following named brethren: Revs. I. E. Bill, G. Howard, and H. J. Coy, be appointed to confer with the Convention Board." (Home Mission Board.)

The Rev. I. E. Bill's work to be published shortly, "Fifty Years with the Baptists of the Maritime Provinces," was commended to the Churches.

DOMINION & FOREIGN NEWS.

PARLIAMENTARY.

HOUSE OF COMMONS.

MONDAY was largely occupied by the speech of Mr. Richey on the Winter Port question.

In answer to Sir Albert Smith, Sir Charles Tupper said the Government had not yet decided to make provision, during the present session, for the construction of the Cape Tormentine Railway.

Hon. James Macdonald, replying to a question by Mr. Weldon, said the Government had no intention of bringing down any measure relative to the disposition of bankrupt or insolvent estates, or for the relief of bankrupt or insolvent persons.

Mr. Richey in his speech showed that the Winter Port question was not only of local, but of national importance. He dwelt at length on the promises made previous to Confederation, that the Intercolonial should be made a great national highway, and that Halifax should be made the Winter Port of the Dominion. The completion of the Intercolonial Railway was one of the terms of the British North America Act. Those terms were that the road was to be completed to the harbor of Halifax. Those terms have not yet been fulfilled.

The results already attained by the I. C. R. fully justified the carrying out of those terms. He pointed out what had been accomplished during the past two years; how the grain rates had been lowered, wharf accommodation extended, cattle sheds erected, and ample arrangements for the prompt delivery of freight, etc. All this has been done within two years, yet more is required. The spirit of the British North America Act had not yet been carried out. A through rate and facilities for shipping grain were required, that would benefit the Upper Provinces equally with the Maritime Provinces. What they asked was perfect consistency in the National Policy—shipping Canadian freight from a Canadian port. That is essential to the success of the National Policy. It is essential to the well being of the Dominion. They now demand the erection of elevators, the completion of terminal facilities, enlarged wharfrage, still further adjustment of rates, additional facilities for shipping cattle, and that the Government should make every effort to secure freight; in short, that they should do just what any other enterprising railroad company would do. At this moment a magnificent steamship line controlled by Canadians was landing Canadian freight at a foreign port, and loading grain at that port for Liverpool when it should be landing its freight and receiving grain at Halifax. That was being done to the great injury of Halifax, to the injury of the Intercolonial Railway, and consequently to the injury of the whole country, and the Government were paying that steamship line a subsidy of \$126,000 a year to do that. He asked that the Government make the subsidy conditional on the Allans making Halifax their winter terminus.

If proper facilities were not given, and proper efforts made to secure grain freights to, and return cargoes from Halifax the Government might find, when it was too late, that that would be secured by a road in opposition to the Intercolonial. If the Government accepted the offer of the Allans to build the Intercolonial Railway into Dartmouth, that firm would expend as much in elevators and wharves as the Government would in building the road from Windsor Junction into Dartmouth. Therefore a very moderate outlay, one that shrinks into infinitesimal proportions alongside of the great object with which it is connected, will complete the measure of railway facility, consolidate our national interests, confirm our National Policy, and realize the actual fulfilment of those predictions which, construed into promises, stirred the expectations of our sanguine people by the seaside, and which they are now not a little inclined to consider as broken.

Mr. Dalyseconded Mr. Richey's motion for all Correspondence on this question, and in doing so, said the making of Halifax the Winter Grain Port was a vital question not to Halifax only, but to Nova Scotia. Public opinion was deeply agitated on the subject. The present was not perhaps the most favorable moment for bringing this before the House, when the public mind was so deeply interested in the Pacific Railway question. That is a question of peculiar interest to the West and to the Dominion generally, this of peculiar interest to the East and to the Dominion generally. Halifax possessed the finest harbor on this Continent, and connecting with the railway system of the Dominion, it must necessarily, if the advantages of that harbor and of that Railway system are turned to the best advantage, become of still greater importance than it has hitherto reached. Halifax was promised a completed Intercolonial Railway. She now demands the fulfillment of that promise. He alluded to a proposition made by the Allans to erect elevators, and build wharves, and make Halifax harbor their winter terminus, provided the Government would extend the I. C. R. into Dartmouth. He mentioned this as an evidence that grain can be profitably shipped from Halifax, and that return cargoes can be obtained. Sir Hugh Allan would never have made such an offer had there not been money in it. The fact that the Intercolonial was paying its own expenses was an argument in favor of lowering its through rates. The road was built to open up and develop the resources of the country. If lowering the through rate would tend to still further develop those resources, the Government ought to lower the rate. That would be a profitable experiment. It would be only serving the purposes for which the road was constructed. He repudiated the allegation that Halifax merchants were unenterprising, and said no amount of enterprise would be of any avail unless the Government completed the road. The same thing was said about Halifax before the sugar tariff was changed, but when that tariff was changed, when it was possible for Halifax to exhibit enterprise, a Sugar Refinery quickly went up. If the Government would do its share in finishing the road, Halifax merchants would do their part. Mail steamers subsidized by the Canadian Government should not be permitted to land their Canadian freight at American ports, especially in the face of the fact that English freights, landed at Halifax, could be delivered at its Western destination by the Intercolonial, before the steamer reached Boston. Speeches were also made by Mr. E. P. Flynn, Mr. Killam, and Mr. Donville.

After the recess Sir Charles Tupper

said he thought it would be better to postpone the full discussion of this question till the papers asked for, are before the House. Not only as Minister of Railways, but as a representative of Nova Scotia, I feel myself the very deepest possible interest in the success of this enterprise, the obtaining of a Winter Port within the Dominion, and, as Minister of Railways, everything that can increase the traffic over that line and its receipts, must commend itself to me as worthy of the fullest and most attentive consideration of the Government.

The Government also have considered whether it was not possible to reduce the cost of the carriage of grain very much lower than it was under their predecessors. This being a national question, it was not necessary that the rate should be a paying one. Even if grain was carried at some loss, we still should be warranted in incurring a certain amount of loss if we could thus make Halifax the Winter Port and draw traffic over the line that would yield paying rates. Under this impression the very lowest rate we consider possible was fixed, in the hope that it would induce the trade to send their grain over the Intercolonial to Halifax.

It is not a Halifax question. Quebec, Ontario, and every part of the Dominion, is equally interested in obtaining, if possible, a Winter Port in Canada, capable of doing as cheaply and effectually the business of the country as a foreign port. A great deal has been accomplished in the way of drawing traffic over the Intercolonial from every possible source, and we are making magnificent progress in making Halifax the entrepot for the West India trade during the winter, as well as an outport for ocean traffic from this Dominion.

On TUESDAY Sir John A. Macdonald said he had yielded to the gentle pressure, and had decided to make the adjournment to Tuesday January 4th.

After the disposal of a number of questions asked and answers given; the debate on the Pacific Railway was taken up, and spoken to by several members for and against.

On WEDNESDAY, Sir Charles Tupper in reply to Mr. Blake, said he hoped to be able to lay the Engineer's Report on the Canada Pacific, on the table of the House on its meeting after adjournment.

Mr. Blake moved for various returns respecting the Railway works, which were carried, after much time spent in matters relating to the use of tugs by Americans in Canadian waters.

The death of Mr. J. S. Thompson, M. P., for Cariboo was announced, and the House adjourned.

On THURSDAY, Sir R. J. Cartwright introduced a bill to better secure the independence of Parliament. He explained that the bill was designed to prevent the Syndicate from corruptly interfering in Parliamentary elections. It was read the first time.

Mr. Blake in a lengthy speech asked for various papers in relation to the contract for building the Pacific Railway.

Sir C. Tupper said he was perfectly willing to give all the information asked for, but it would require several months' work. He would have all information he could immediately, and the rest as fast as it could be obtained. He entered at some length into the subject, and showed that all the estimates for this work had been fully and faithfully laid before the House, during his administration of the railway department. In no instance had the results exceeded the estimates, but in many instances there had been very heavy reductions, without in the slightest degree injuring the character of the road. He believed that the estimates would be still further reduced by several hundred thousand dollars. On the 185 miles between Fort William and Red River a reduction of \$1,385,000 had already been made. On the 127 miles between Kamloops and Emery's Bar, the reduction was \$1,663,200; and on the 90 miles between Emery's Bar and Port Moody the reduction has been \$313,700. The whole reduction on previous estimates on the sections to be constructed by the Government was \$4,750,000.

Mr. Blake said he simply wanted the information for which he asked in order to intelligently discuss the subject, and to make the country thoroughly conversant with the question. He thought the information could be easily obtained, as he did not see how Sir Charles Tupper's estimates could have been made, unless he (Sir Charles) possessed this information.

Sir Charles Tupper said it would relieve the mind of the leader of the Opposition to learn that there would be no sharper curve or heavier grade on the Canadian Pacific than on the Intercolonial, which is a first class road, perhaps the finest in America.

Mr. Mackenzie—The Intercolonial is a first class road, but the hon. gentleman knows there is a curve on it of less than 700 degrees, and that part of the road must be re-built when the road obtains heavy traffic.

Sir Charles Tupper—The I. C. R. is universally admitted to be a first class road. He could name half a dozen first class American roads with sharper curves than can be found on the I. C. R. The motion passed.

Warrants have been issued for the arrest of certain parties charged with luring young girls from Montreal to

Chicago and New York for immoral purposes.

A gambling den in Montreal was raided by five detectives, William A. Eager, Dan Malone, and Mainville, were committed for trial at the court of Queen's Bench.

Sir R. J. Cartwright's bill for the better security of the independence of Parliament and for prevention of corruption, provides that if the holders of the Pacific Railway charter subscribe to election funds for members of the House of Commons or Local Legislatures, or to any testimonial or gift to members and ministers or their families, they shall ipso facto forfeit their charter, and any shareholder who shall so subscribe shall be guilty of misdemeanor, and liable to imprisonment with hard labor for not less than two years. No member of the Senate, under the bill, is to be allowed to hold stock in the railway.

A Halifax merchant Mr. Mackasey, with Mr. Schreiber and Mr. Taylor, had a two hours' interview with Sir Charles Tupper on Tuesday, relative to the Winter Port matter.

The Mennonites settled upon the reserve west of Emerson, Manitoba, are reported as making gratifying progress. Last year the population of this reserve, which comprises seventeen townships, was 2,841, the total amount of grain raised was over 200,000 bushels, and the value of their stock and implements, \$140,000. This year the population is 3,921, their surplus grain, above what was needed for seed and home consumption, was 293,041 bushels, of the value of \$161,332, and the value of their stock and implements amounted to \$333,417. There have been 167 marriages during the year. This is an excellent showing.

NEW BRUNSWICK.—The Mayor has received assurances from the Finance Minister that the training ship is coming to St. John.

The body of a lunatic named Martin Foley, 40 years of age, formerly of Miramichi, recently discharged from the asylum as being restored to sanity, was found Dec. 22, in the woods near Spurr Cove hanging to a tree. The body presented evidence of hanging there for several days. An inquest will be held.

A special passenger train ran into a freight train, consisting of 40 coal cars, near Metapedia, on Tuesday, 21st inst., crushing seven of them and disabling its own engine. The conductor of the freight train was badly scalded, and a brakeman severely bruised. It was miraculous that the casualty was not more serious. It is said to have been the result of gross carelessness.

P. E. ISLAND.—At Charlottetown, a brick building, owned and occupied by Messrs. Wright and McNutt, fell in on Tuesday last. Messrs. Wright and McNutt had a narrow escape, the latter being hurt about the head by falling bricks. A man named James Gillan was caught in the ruins, and after an hour was rescued. Patrick Trainer, a well-to-do farmer, was killed by bricks as he was rushing out. There were 220 barrels of flour in the second flat and a thousand bushels of oats on the third flat.

NEWFOUNDLAND.—There have been fearful storms of late on the coast of Newfoundland resulting in a number of shipwrecks and loss of life. From Cape Ray to the entrance of St. George's Bay the wreckage of large vessels has been discovered. Large sections of the hulls, countless spars of varying size, cordage, canvas and blocks, all indicating vessels of large capacity. Tens of thousands of deals are floating about in every direction. Some five bodies have been seen from the cliffs above, washing about in the surf. At another part of the coast a large quantity of wheat stowed in bags, has been found in the land wash, but no tidings of a definite character have yet been secured. A search and relief party consisting of several men, was organized without delay. These are well equipped with every means and apparatus required to succor any unfortunate seaman who may be saved alive, after passing through the terrible ordeal to which the whole ship's company of the ill-starred Nonantum was subjected. The relief party will scour the whole coast from St. George's Harbor to Cape Ray, exploring every ford, cave and creek, in the hope of finding some living representatives to tell the tragic tale of so much loss of life and of the destruction of so much valuable property.

UNITED STATES.—The heaviest snow storm for years was experienced last week from New York to Virginia—the depth running from eight to fifteen inches.

The storm smashed thirty iron columns of the iron pier at Long Branch, Tuesday night, doing \$30,000 damage.

The Ponca chiefs, who some time ago asked permission to visit Washington, arrived on Wednesday and next morning Secretary Schurz held a council with them in the presence of General George C. Crook, Mr. Stickney and Mr. Walter A. Glen, the three Ponca Commissioners lately named by the President.

There are a large number of cases of diphtheria in Buffalo, and in one section the public school has been closed.

Baltimore on Sunday had the severest snow-storm for years. At Fredericksburg, Va., the roads are blocked and the harbor choked with ice.

The Pacific flouring mills at St. Louis, were burnt on Thursday last; loss, \$100,000.

A dispatch on Monday says there is a frigorific wave west of Chicago, with temperature from zero to 40 degrees below. It is coming east, and will probably reach the Atlantic by Wednesday morning.

ENGLAND.—A Norwegian ship which was unloading arms near the mouth of the Shannon, has been seized by the Customs authorities.

Over fifty witnesses have been summoned by the Crown. Subpoenas have been handed to the reporters of the Daily Express, summoning them to produce their original notes of speeches and proceedings at meetings of the Land League. It is understood that traversers intend to summon several reporters of the Freeman's Journal in connection with league meetings.

The solicitors of the traversers have served subpoenas on all Clerks of the Peace, summoning them to produce the decree books of county chairmen from 1844, when their jurisdiction was first established and to specify all ejectment decrees for non-payment of rent.

After the arrival of the Grenadier Guards the Irish garrison will comprise ten batteries of Artillery, seven regiments Cavalry, three companies of Engineers, 23 battalions of Infantry, and some companies of the Army Service Corps.

Judge Fitzgerald, in closing the Assizes, said that lawlessness had not diminished since the Assizes began. He had received four threatening letters during the Assizes.

A demonstration was made by 5,000 Irishmen in Manchester on Monday of last week, for the purpose of expressing sympathy with the Land League and raising money for the Parnell defence fund. Chief Justice May was denounced violently.

A cable despatch says: Labouchere publishes intelligence that Parnell has been suddenly removed from the leadership of the Land League and replaced by Michael Davitt, whose outspoken Fenianism is emphatic. His demands for separation from England will find most favor now in Ireland.

The Telephone Company give notice that they will proceed against the Postmaster General for any infringement of their patent rights in leasing telephones.

In a railway collision near Leeds on Tuesday, one person was killed and fifty injured.

It is said that a general rising in Ireland, was arranged for the 26th December. This accounts for the hurried despatch to that island of so many thousand picked troops, which renders a successful insurrection impossible. Simultaneous blows, according to the original programme, were to be struck in London and other cities of England. Many Irish Americans arrived within the last few days at Queenstown, but any attempt to land arms will be frustrated, for the coast is carefully guarded.

At Portadown two tenant farmers, who refused to obey the League and continued to pay rents to obnoxious landlords, had their houses burnt and produce destroyed. A spy, employed to discover the perpetrators, was stabbed, and owing to the reticence of the townspeople, his murderer escaped.

There is very severe weather in Scotland. Trains on several lines are snowed up, and travel seriously impeded at every point north of the Grampians.

The Times hints that the Marquis of Ripon will resign the Viceroyalty of India, owing to his inability to stand the climate, and recommends the immediate appointment of his successor, and suggests Lord Dufferin.

Ninety thousand pounds of bullion withdrawn from the Bank of England on Wednesday was for shipment to Canada.

Sixty houses have been destroyed by floods at Limosal, Cyprus. Eight persons were killed, and damage to the amount £70,000 was done.

Several casualties to shipping occurred on the English coast. A considerable quantity of wreckage was thrown on the coast of Devon.

Many houses and whole streets in Manchester are flooded. Several works have been stopped. Many persons were rescued from perilous positions by carts and cabs.

A cable special says that there is great commotion in the War office in consequence of a rumor that the Dublin mail bag was intercepted by Fenians on the way to London and rifled.

John J. Mechi, agriculturist and razor strop maker, whose failure was announced on the 6th is dead.

FRANCE.—In consequence of heavy storms in France, floods are reported in several departments, also in Belgium.

RUSSIA.—A telegram from Bami reports that a body of cavalry successfully stormed the fortified village of Karys on the inst., and routed the Tekkes after an obstinate resistance. A thousand sheep and cattle and a quantity of arms were captured. Several thousand Turcomans are advancing with artillery to the aid of the Ahkol Tekkes.

The reports of the discovery of a tunnel near the railway at Livadia, is officially announced.

GREECE.—The Republican Greek committee has issued a most fiery radical manifesto, calling the country to arms. They ask the people to rise with the old Greek spirit, drive out the Turks, crown a Grecian king, of Grecian blood, and permit no foreign throne to give them its pauper offspring for ruler.

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