

CAVENDISH, P. E. I.—Rev. J. B. Woodland writes that the Lord is blessing the "Fair View" church at South Rustico: He has baptized twelve at that place lately—which makes seventeen baptized and added to the membership within a few months.

Since last writing Rev. E. B. Corey has spent a few days assisting the pastor and the Lord has made his visit a blessing in the good work.

BOSTON, ONT.—A correspondent of the Canadian Baptist writes from here:

Upon an urgent request, our good Bro. Rev. E. Hooper, commenced, on the 29th Nov., in the school-house, with a small number, to hold a few evening meetings—we soon had to remove to the church for want of room. The Holy Spirit applied the truth, the church revived, and a goodly number are now rejoicing in their first love. On Sunday evening, 19th ult., thirteen were baptized, one restored, and a number more are expected to follow. We are happy to say that Bro. Hooper, upon a unanimous call, has finally consented to become our pastor.

The anti Jewish agitation in Germany does not abate. Two teachers in the Berlin public schools have been dismissed for publicly insulting Jews. Students of the University of Berlin have prepared a protest for presentation to the rector against students circulating Court Chaplain Stoecker's Anti Jewish pamphlet.

The receipts on "Hospital Sunday" in London this year were \$125,500, which is an increase of \$20,000 over 1879. All denominations contributed.

By a vote of 96 to 50 the Free Presbytery of Glasgow has refused to condemn the action of the Commission of the Assembly in suspending Professor Robertson Smith.

TELUGU MISSION.—The remarkable ingathering at Ongole still continues. A recent letter states that at the last quarterly meeting, 375 converts were baptized and twenty-six new churches were organized in central portions of the field. "A great multitude" is said to be ready to join the Lord's people. They are only waiting for the touring session, when the missionaries hope to go out into the villages and gather in the Lord's elect. The annual conference of the American Baptist Telugu Mission was to be held last month.—Canadian Baptist.

A new way of making Christians, according to Gordon Pasha, is adopted by King John of Abyssinia, who it seems is looked upon as "a Christian." The King is a great proselytizer. His method is simple and efficacious. "Will you become a Christian?" he says. "No!" is the answer. "Very well! Guards, throw him on his side, and pour melted wax into his ears!" The man is, as a general rule, instantly persuaded.

This King John is getting the upper hand in Abyssinia. He has lately defeated, and made prisoners almost to a man, the troops of Ras Alola, the rebellious Abyssinian chief.

In Memoriam.

SISTER ELIZABETH CHURCHILL, beloved wife of Stephen Churchill, Senr., of Cheggoggin, passed quietly to her rest with Jesus on the morning of Dec. 20, 1880, aged 68 years. Her illness was very short, being confined to her bed for less than a week. She did not think she was going home so soon; and her friends did not realize her danger until she was so very sick that she could not talk much. Yet when questioned she expressed her entire confidence in Jesus. Her last words however could make little difference in the feelings of her friends, as her whole life was the strongest of testimonies to her confidence in, and love for her Redeemer.

She was converted under the preaching of the Rev. Wm. Burton, and by him baptized into the fellowship of the 1st Yarmouth Church above 40 years ago. When the West Yarmouth Church was organized she took her dismission and united with it. Since her conversion she has always manifested a strong interest in everything that pertained to the advancement of her Redeemer's Kingdom whether at home or abroad. Her's has been the "Path of the just." She leaves a husband and six children to mourn their sad loss.

The church and community share deeply in the sad feeling of parting. But what is our loss is her gain, for—"While our silent steps are straying, Lonely, through night's deepening shades, Glory's brightest beams are playing, Round the happy Christian's head."

The occasion of her funeral was improved by the writer in preaching the

Word from 2 Cor. v. 5, to the large concourse of people, who to express their sympathy with the bereaved filled our house of worship on that occasion.—H. N. P.

DOMINION & FOREIGN NEWS.

DOMINION OF CANADA.—A large meeting was held on the 6th Inst., to hear Hon. Mr. Blake on the CANADA PACIFIC RAILWAY QUESTION. It is said there were three thousand persons present, and many others failed to get into the Hall.

Mr. Henry Lyman on taking the chair said he could not be classed as an opponent of the Government. He was a supporter of the National Policy, and very many there were of the same persuasion as himself. But that was no reason why new issues or other questions should not be dealt with on their intrinsic merits.

The Hon. Edward Blake upon rising to speak was received with cheers. He esteemed it no slight good fortune that it should have fallen to his lot on this, his first occasion of addressing the people of Montreal, to speak on a subject surpassing all subjects in interest and importance since Confederation. One of the drawbacks incident to his good fortune was the fact that a thorough dealing with the subject required a reference to so many details that he could only treat it in a cursory manner and would only therefore, give a summary of the views of the Liberal party. The question was one which deserved at any rate to be treated by the people and Parliament with due regard to the principles of representative government. They had a right to demand opportunity and time for consideration, and he would protest against the mode in which this question was being carried. They were told that the railway was to cost \$25,000,000 and 25,000,000 acres of land, but they were told nothing of the privileges, exemptions and monopolies which appear in the contract. Considering that the question involved the expenditure of sixty millions of dollars and extraordinary exemptions and monopolies, many novel and hitherto unknown, it would have been more in accordance with the principles of popular government if the people had had an opportunity of pronouncing on the question at the polls. It was proposed ten years ago to commence the road in two years' time, but in eight years' time the same men said they had not sufficient information to select the termini of the road. The public debt in 1871 was seventy-seven and a half millions. That comprised the added load at Confederation. Last year it had increased to one hundred and forty-seven millions, or leaving out the seventeen millions they found an increase of fifty-two and a half millions, or a total of \$130,000,000. They would all readily admit that an increase of two-thirds in six years was not an unimportant one. The cost of the scheme that was now proposed to them, was about \$60,000,000, exclusive of interest, which was to increase the national debt by about one-half. This was by the same Pacific road which was not to cost the country anything, and which now disposed of the last hope of a reduction in the exorbitant taxation. As sensible practical men they should look at this proposal on its merits as to whether it is a fair and proper bargain. The Allan proposal was \$30,000,000, and the Mackenzie offer \$10,000,000 or \$27,000,000; call it \$30,000,000 too. Sir Charles Tupper had said that Mr. Blake's figures were not correct. They brought the amount for the work up to \$36,750,000, added to which was the \$25,000,000 given to the Syndicate as its cash subsidy. Already there had been two millions paid in interest, so that altogether the amount was between \$63,000,000 and \$64,000,000. Sir Charles Tupper had been able to reduce the estimate for the work, which would have cost \$31,500,000 to \$28,000,000, making the whole \$58,000,000 without interest, or \$60,500,000 with interest, so that \$60,000,000 is a fair statement. The former offers were for a much larger acreage, one being for 50,000,000, and the other for 54,000,000 acres. There were, however, reasons why the present land provision was a much larger one. One dollar is about as good as another, but one acre is sometimes as good as a hundred other acres. Acre could not be compared with acre unless the quality and situation were the same. The 25,000,000 of acres were to be chosen in alternate blocks within twenty four miles of the railway, and from anywhere in the fertile belt—anywhere that they choose to run out at a nominal cost a branch here into the prairie to take up the coal lands, the mineral lands, and the wooded lands of the great Northwest, the cases of the land. The principle that the Government laid down was a true one, namely, that the nearer to the railway the more valuable were the lands, and the further away the less valuable. They laid down the values for alternate ranges along the railway as follows: Within five miles of the road they estimated the land to be worth \$5 an acre; then within a range of fifteen miles from that, \$4 an acre; then, within two ranges of twenty miles, each in the first, \$3 an acre, and in the outer \$2 an acre; and for a range of fifty miles further, \$1 an acre. That was their principal of relative and absolute value.

Adopting the Government's own reckoning and we get an average value of \$3.18 an acre, as the price not within 24 miles of the railway, but within 55 miles. They said last year there were 150,000,000 acres. The amount is very expensive—it keeps on growing. This year they place the amount at 250,000,000. Land has gone down in price since 1874. It seems strange that such a depreciation should have taken place in wild lands not affected by a commercial crisis. Only last session Sir Charles Tupper had declared that the land was worth \$5, \$3 and \$2 an acre, and it would be well to ask him the reason why he now only regarded it as worth \$1 per acre. Sir Charles Tupper declines to do that, and says, "No, I will take Mr. Blake's speech in 1874 to show they are only worth \$1 per acre." Did they not think that the whole condition of the country had changed since 1874? A prospectus of the Manitoba and South Western which was issued in London recently showed that \$5 per acre had been refused for land. Land was a commodity which fluctuated in value according to demand, and changed in circumstances. It was said that the interest of the Syndicate in having a good road was a sufficient security. We knew, however, that a great many railways had been built with very big grades. There were other interests to a company secured by a monopoly against competition. It was of very little consequence to them what the cost of transport was so long as they had the right to charge increase from the unfortunate freighter. So the Government was quite right in taking a security from the Syndicate, but quite wrong in taking one so small. Again they argued that there was finality about it. We at last know what we had to pay. Finality was a satisfactory thing provided the bargain was a fair one, but in this matter there were but two considerations for an honest man: 1st, that we have to pay a great deal too much, and 2nd, we do not know how much we have to pay, for the Government is committed by the contract not to pay a certain sum, but to complete the road, so that there is not even finality about it.

The speaker then went on to show the cost of the "ends" of the line to the country already. The nine hundred miles of the prairie section, it was admitted, would pay itself, and the great bonus to be paid was to pay for the running of the "ends." Was it not clear that the subsidy should be apportioned with reference to the cost, not only of the construction, but of the operation of the different sections of the road? Was it right to give to the middle section nine millions of cash subsidy, or within a trifle of the cost of building it. To do it was to take away the amount that belonged to the ends as security for their working. The loss which the Government estimated on the working of the ends, and which the contract provided for, was six millions a year. The only security they take is five million dollars, so that they simply take security for ten months. The sale of Government lands for the next ten years had been estimated at twelve millions, which he did not believe they would realize.

Having shown that the money and land grants were extremely exorbitant, Mr. Blake proceeded to consider the question of exemptions. The road was exempted for ever and the lands for twenty years. That Canada was a large country no one would deny, and that the fertile lands of the North West dwarfed those of the older provinces. Had not all an interest in seeing that a foundation was laid broad and deep, square and true, so that the superstructure of a noble future should be able to rest upon it to the credit of their wisdom and patriotism, instead of crumbling into decay from the errors and vices of this generation? Then there was the exemption of the railway itself. It was for a very long time—not for ten years or twenty years, but a perpetual exemption, pay no taxes for ever. They tell you that there are 250 millions of good cultivable land. In Ontario there were some seven or eight millions of cultivated land, and it was called a pretty fair farming province. (Laughter.) Well, in that district would rise up large cities, and was it for them to lend themselves to anything that would thwart the progress of that country? This exemption was a most valuable franchise of itself to a railway corporation. In the United States they had, as fruits of the great Union Pacific Railway, some 37,000 miles of railway, pouring the population in and sending their produce through the country. Judging the North West relatively, it would require 43,000 miles to settle it. Was the Government trying to settle this country in that way? If so, why did they restrict the competition that would arise in the years to come? For twenty years no railway could be built that would come in competition with them in any way. Every citizen who goes there would be subject to taxation. He pointed out the special clause to be inserted in charters of new provinces to protect the Syndicate railway from competition for twenty years, alluded to the Pembina and Thunder Bay branches which were also to be given to the Syndicate, pointed out that the Syndicate would become partners in every man's business to the extent of taxing him to remove his wheat and produce. He charged the Government with importing into the North West a system which has been a curse to Ire-

land. He wanted a new Ireland in the North-West in so far as the emigration to and prosperity of his fellow-countrymen in that country would give it to them, but did not want to import the land laws of Ireland. The speaker proceeded to point out the advantages of the Sault route over that proposed by Sir Charles over the north shore of Lake Superior, contending that the road could be built in three years, instead of waiting for ten years, and traced the course of the different roads running toward the Sault. Sir Charles Tupper only nine months ago had given a solemn pledge that a subsidy would be given to build the few miles of road necessary to make the connection with the splendid water route of Lake Superior. Sir Charles had called him (Mr. B.) a traitor for upholding the Sault branch. He called upon the people to rise to the duty of the hour—said every man had an interest in the question, should make it his own, and should endeavor to induce one or more of his friends to do likewise. There was not one man but who could do something. They could rest assured that all would be done by himself and colleagues to show every phase of the question.

It was then moved by Ald. Proctor, seconded by Ald. Grenier: "That in the opinion of this meeting the terms of the Pacific Railway contract now before Parliament are too onerous, and its privileges and exemptions contrary to the public interest, inasmuch as so many of its provisions are so unreasonable in their character and unprecedented, and that the people should have an opportunity of expressing their opinions at the polls before ratification in Parliament." Mr. Wm. Clendinning moved, seconded by Ald. Kennedy: "That inasmuch as Sir Charles Tupper and Hon. H. L. Langevin are to speak in this Hall on Saturday evening next on the Pacific Railway contract, it is advisable to hear both sides of the question, and no judgment ought now to be passed on the merits of the contract." Mr. Lyman put the amendment first, which was lost. He then put the main motion, which was carried amid spontaneous cheering.

The House of Commons has been engaged principally in the discussion of Railway affairs, and receiving of petitions. Up to Saturday there had been 127 against the government plan of building the Railway petitions presented, containing 6812 signatures. On Friday a motion was made for the first reading of the railway resolution when Mr. Robertson moved "That in view of the fact that another offer for the construction and working of the Canada Pacific Railway had been received by the Government, and in order that the Government may lay the said offer on the table, the debate be adjourned." The discussion has proceeded each evening till after midnight, and continues.

The Chaudiere Bridge was to be opened for passenger and freight traffic on Monday 17th inst. The cut of logs on the Gatineau this year will be 100 per cent in excess of last year's operations. The boiler of a threshing engine, belonging to Mr. Bolton, London township, exploded while threshing at Alex. Ironsides, killing Alexander Bolton instantly and injuring three other men, who had a narrow escape with their lives. The threshing machine was driven completely through the barn. The accident appears to have happened through the carelessness or want of ability on the part of those in charge of the engine, they having discharged their engineer about two months ago.

At Ste Scholastique, Que., Jean Baptiste Narbonne, convicted of having murdered his brother Dan. Narbonne, and Francis Narbonne, father, and Genevieve Lafleur, step-mother of the victim, accessories before the fact, are condemned, all three to be hanged on the 25 of February next. UNITED STATES.—A delegation of representative colored men were at Cleveland to call upon Gen. Garfield on Friday to represent to him the condition of their race in the South. They are very reticent as to the other purposes of their visit. James D. Knight, the man whose neglect to close a switch caused the accident at La Makin station Pa., on Thursday last, was to-day held in \$2,000 to answer to a charge of manslaughter. Mr. Bain, of El Paso, Texas, states that the west bound stage on Jan. 8th, was captured by Indians in Guilmann Canon, one hundred miles west. The driver and team were killed, and everything, including the mail, cut to pieces and carried away.

Gen. Grant was on Wednesday last, elected President of the World's Fair Commission. On Wednesday the House Military Committee reported adversely upon the bill to place Grant upon the retired list with the rank of General. Reports from Paris, Va., states that there are heavy drifts of snow there, but no suffering and no destitution. There is a scarcity of fuel, but no one has been frozen to death. The boiler of the Union Flouring Mills in Detroit exploded on Wednesday morning, tearing out the side of the building completely, and wrecking the

structure. The engineer, a young man named Whittier, the firemen and oiler were instantly killed and buried under the debris. Three horses were killed. The large boiler in the dry goods store of McCreery & Co., at the corner of Broadway and Eleventh Streets, New York, exploded on Sunday evening with a terrific report. The buildings in the immediate vicinity were shaken as by an earthquake. Fortunately no person was hurt.

By the incendiary burning of a barn on the Elizabeth Stock Farms on Sunday night, fifty-two head of thoroughbred Jersey cattle, seventy-five game chickens and five thoroughbred hunting dogs were destroyed.

The stage from Mesilla to Fort Cummings was attacked by Indians on Friday evening, fourteen miles from Fort Cummings. The bodies of the driver and three men and one woman, passengers, were found mutilated and burned. Troops are in pursuit.

ENGLAND.—Mr. Gladstone, in reply to a delegation of members of the House, declared that to give specific form to existing evils was the first step in dealing with the land question. Remedial measures must come after. It was explained by the deputation that 56 Liberals declared their views, and many English and Scotch members expressed sympathy therewith. The deputation of members of Parliament waited on Mr. Gladstone on the Irish land question and presented a memorandum, recommending that the land bill shall include a comprehensive scheme of peasant proprietary, accompanied by the "three F's," also recommending consideration of the subject of reclamation of waste land. Mr. Gladstone said he was glad to have the opportunity of hearing their views, and hoped they would not introduce any bill which will be ineffectual. The Marquis of Hartington, in a speech during the debate on the address denied that there were exaggerations in the press on the state of Ireland. He said that the propositions for coercion, however, would not be based on reports in the press, but on official reports. Terrorism, he declared, existed. It was created by a small band of miscreants and fanatics. He denied that the land bill would be a feeble measure. It was necessary above all, he said, that the bill should be just. He denounced the Land League and its atrocities, declared it was necessary temporarily to suspend the form of liberty in order to re-establish its substance. Mr. Healey declared the existing laws of Ireland barbarous.

Lord Beaconsfield visited the House of Commons on Thursday night and listened to the debate for the first time since he was elevated to the peerage. The new Parliamentary party formed under William Shaw with a view to independent action will only oppose the coercion Bill within the strict forms of the House, and if they consider the Irish Land Bill just and equitable, they will not only support it in the House, but they will endeavour to obtain its acceptance in Ireland. In the Court Mr. MacDonough, of the counsel for the traversers, in his opening speech, said in regard to some points of the indictment, he was obliged to admit that some of the traversers had exceeded the bounds of moderation. It is understood that the Duke of Richmond's (Conservative) commission on the agricultural depression in the part of their report dealing with Ireland, will recommend a government scheme of emigration. Rumours, which are well grounded, prevail that the Government contemplates many more arrests in connection with Land League courts in various counties.

Walpole, the witness who on the 11th inst., testified that Murphy, the Crown prosecutor, was one of the persons who had coerced him to join the Land League and who was thereupon summoned by Murphy for perjury, has retracted his statement. RUSSIA.—It seems to be generally felt that the beginning of 1881 finds the country with much brighter prospects than last year. In spite of Nihilism a certain measure of progress towards real liberal reforms has been made.

DENMARK.—The theatre at Cronstadt was destroyed by fire and the director of the theatre and seven others perished.

SOUTH AFRICA.—A telegram from Cape Town states that the Pondos have joined the Basuto rebellion and are threatening Keekstad. On Wednesday a despatch said the Boers hold possession of Christiansa.

Miscellaneous.

Character is mosaic which takes a lifetime for its completion, and trifles, the little things of life, are the instruments most used in preparing each precious stone for its place. The long talked of railroad to connect Jaffa and Jerusalem, a distance of about 30 geographical miles, is now bidding fair to become an accomplished fact, as Baron Albert Rothschild has pledged his support to the enterprise. The completion of this enterprise will doubtless have the effect of inaugurating and furthering the construction of railroads in Syria and other eastern countries.

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