

The Christian Messenger.

Halifax, N. S., February 1, 1882.

We commend the following Circular to the careful attention of our readers. We presume that a copy has been sent to each Church in the Maritime Provinces...

A Missionary Appeal.

TO THE PASTORS AND CHURCHES COMPOSING THE BAPTIST CONVENTION OF THE MARITIME PROVINCES:

Dear Brethren, As a Committee recently appointed by the Foreign Missionary Board, on 'Ways and Means' for the support and reinforcement of our Foreign Mission enterprises...

1. THE LARGE EXPENDITURES IN THE PAST. Excellent and valuable compounds have been provided for our missionaries only by the expense of over 25,000 rupees.

2. THE CALL FOR REINFORCEMENT. This is imperative in order that the present prosperity of the work be no way retarded. Latest intelligence informs us that, on account of failing health, Mrs. Sanford will soon return home...

For these reasons, we most earnestly appeal for the adoption of the Convention plan, which, if realized, will give adequate returns to meet the demands on the Board.

Signed in Behalf of the Board, I. E. BELL, Chairman, G. O. GATES, E. W. KELLY, Committee.

We have given more space than usual to our summary of Parliamentary proceedings, seeing that the subject is one of so much importance to all the people.

MR. ANGUS M. GIDNEY, late Sergeant-at-Arms in the House of Assembly, died at Bridgetown, on Jan. 20th. He was long connected with the press first in connection with the Nova Scotian, and Morning Chronicle...

We had a pleasant acquaintance, more or less, with Mr. G. since 1844, and shall miss him from the ranks of the friends at Bridgetown.

Our efforts in the way of improvement and enlargement of the CHRISTIAN MESSENGER have been recognized and warmly commended by quite a number of our contemporaries.

Our nearer neighbor, the CHRISTIAN MESSENGER, should also have a wide circulation among the Baptists of Nova Scotia.

NOVA SCOTIA LEGISLATURE.

HOUSE OF ASSEMBLY.

On TUESDAY, January 24th, Mr. Blair presented a petition from rate-payers of the counties of Colchester and Pictou, asking that the Act of 1871-1872, disfranchising Dominion officials be repealed.

Hon. Prov. Secretary in reply to a question from Mr. Kinney said the government intended to introduce a bill with reference to the mode of appropriating road monies.

Hon. Prov. Secretary then proceeded to speak on the Railway bill. He referred briefly to the history of our railways before Confederation and since.

On WEDNESDAY after the presenting of petitions, Mr. T. B. Smith asked the Government to lay upon the table the report of the survey of the intended railway from Windsor and Newport to Truro, showing the plan of the line, the distance, grades and estimated cost.

Hon. Prov. Secretary then proceeded to speak on the Railway bill. He referred briefly to the history of our railways before Confederation and since.

Now, the company undertakes to do all these things, to purchase and complete our system of railways, and to build the new ones I have mentioned.

After detailing the facts connected

with the construction of the several railways of the Province, the Prov. Secretary said: Under all these circumstances the Government had deemed it wise to communicate with capitalists in the United States, in Canada, and in England, and a circular was prepared, giving a brief description of the railways, and also an account of their cost, and of the advantage that they seemed to offer if consolidated into one system, and operated by a powerful company.

The resolution passed at the close of last session was referred to, and read. On this resolution had the present action of the Government been based.

The Government of Nova Scotia has been charged with being guilty of a very grave offence in conducting these negotiations in secret, in that they did not tell the country what they were doing, what offers were being received, and that they did not take the people into their confidence and keep their political opponents posted as they went along upon every step that was being taken in the negotiations.

After an explanation of the reasons for not making the negotiations public sooner and replying to certain statements made that the Dominion Government would have undertaken the work of constructing the railways if applied to, Mr. Holmes took up the 'John Smith' pamphlet, and charged it with making statements at variance with the truth.

Now, the company undertakes to do all these things, to purchase and complete our system of railways, and to build the new ones I have mentioned.

equal to \$224,840 yearly. Now, for this liability, the Province secures the completion of all the existing railways, and about 130 miles of new ones; that is, counting the gap between Digby and Annapolis as a new line, otherwise about 110 miles.

equal to \$224,840 yearly. Now, for this liability, the Province secures the completion of all the existing railways, and about 130 miles of new ones; that is, counting the gap between Digby and Annapolis as a new line, otherwise about 110 miles.

On THURSDAY, almost immediately after the opening of the House, the Provincial Secretary proceeded to discuss the financial aspects of the contract, and the mortgage that the government would hold on all the railways.

The Sections providing for the completion and the subsequent continuous working of the railways were explained, and the mode of proceeding in case of failure was shown.

The Provincial Secretary then went into the objection offered, that it would give a monopoly which would be dangerous to the province.

The Government reserves to itself the power to see that the tolls shall be fair and reasonable, and such as will not be oppressive to the public.

Mr. Holmes here stated that the directors of the company have been appointed in the Province of Nova Scotia, four Nova Scotian gentlemen having been chosen as directors.

Mr. T. B. Smith, spoke in reply and said the present question was one which affected every person in the Province from Cape North to Cape Sable, and from East to West, and not only for the present time but also for future generations.

It would have been proper for the Government to have given the House some information as regarded these

carried on in the Province of Nova Scotia, and not in England.

Mr. Holmes then proceeded to show that by combining the railways they may be worked to much greater advantage with the same officers, but with no rivalries and no divided interests to serve, and no obstructive arrangements as to traffic.

The same remarks apply to the Dartmouth railway, because the town of Dartmouth agreed to give a certain sum of money, but inasmuch as the Province of Nova Scotia ought not to be asked to assume the responsibility of the \$4,000 a year to build a second railway in the County of Halifax, we left this road optional with the Government also.

With regard to the Nictaux and Atlantic road, there was some question as to the power of the Government to acquire that road. The matter was in a very complicated condition, and if we found it was impossible to acquire the road, we did not wish to be bound to do so, and therefore it was left optional with us, so that if we should succeed in overcoming the difficulties that were in the way, we might go on with it.

We have now placed before you a measure by which we not only secure the completion of these railways but the assurance and security that they shall for all time to come be satisfactorily and efficiently worked, and we have obtained in addition to that the construction of a large extent of new railways, which if we were to devote to them the large subsidies that were paid to the railways before 1878 would cost an additional sum of at least \$2,800,000 and we get them constructed without their costing the Province of Nova Scotia one dollar.

The proposed arrangement also improves our financial condition. It returns to us \$1,350,000 of the money we have expended. This is a vast improvement of our financial condition, and it arises by reason of this railway measure and by this alone.

In closing the Hon. Provincial Secretary said, I feel that it is due to say that, as a general rule, the Opposition in this House give a hearty and cordial support to every measure which the Government introduce which they believe to be for the benefit of the Province, and for that I thank them.

Mr. T. B. Smith, spoke in reply and said the present question was one which affected every person in the Province from Cape North to Cape Sable, and from East to West, and not only for the present time but also for future generations.

It would have been proper for the Government to have given the House some information as regarded these

offers, for now there was only one presented, and that was an agreement signed by Mr. Plunkett, on behalf of a company, and by the Commissioner of Works and Mines.

It was the duty of the government to show that the parties contracting were a bona fide company representing sufficient capital to perform the work required of them.

Mr. Smith called in question the guarantees, and believed the monopoly would be highly injurious to the country in general, and to Halifax in particular.

It was the duty of legislators to protect the interests of the province, that immigration might flow in, that people might settle our lands, that our lands might become more valuable, and our taxation become less, that Halifax might increase its population every decade by ten or fifteen thousand people, and the province increase its population every decade by fifty or a hundred thousand.

Vennor's Prognostications for February.

1st. Week.—Generally very mild weather, with heavy rains West and South. Frosty in northern sections about 3rd and 4th days.

2nd. Week.—Changeable but generally mild weather, with occasional days of sharp frost and copious rains in western and southern sections.

Light snow-falls in Canada and Northern and Middle States. Snow disappearing in many localities.

3rd. Week.—Probably snow-storms West, and colder weather generally; moderating again to snows and rains, according to locality; altogether, a more wintry week.

4th. Week.—Cold and stormy weather due in most sections. Mild weather generally for this week, with alternations of snow and rain in northern and western sections.

Rains, sleet, and gales probably at New York about the 26th, and through Long Island Sound and adjacent parts, with scattered snow-falls in northern sections.

The month of February will this year be a somewhat exceptional one, with some very sudden transitions from frost to mildness.

The February of the year 1877 was one of the most remarkable for mildness and scarcity of snow in northern sections on record for a long period of years; while that of the year 1881 was as remarkable for its unusual snowfalls and severity over the whole North American continent.

PERSONAL.—J. Albert Black, Esq., editor of the Anherst Gazette has been very ill for the past three or four weeks. We are glad to learn that there is now some hope of his recovery.

Mr. S. H. Murray, Clerk of License, Economy, has entered suits against several parties for selling intoxicating liquors.