## 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, and shall be glad to hear of responses being received, and a general co-operation of brethren in this work. Our brother Warren has been at work in the city of St. John, and as far as we learned last week the prospects were good. A series of meetings was being held one in each of the churches beginning with the youngest at Fairville. After the meetings at Fairville, Portland and Musquash, meetings were held last week in St. John, at Brussels St. Church on Tuesday evening, at Leinster Street on Wednesday evening, on Thursday evening at the church in Carleton, and on Friday evening at Germain Street. Bro. Warren will be encouraged by liberal responses in St. John, to proceed to the other parts of New Brunswick, and seek to arouse the interest of the brethren generally in the benevolent work of the denomination. Each of the several objects embraced in the Convention are sufficient to form the subject of a strong appeal from the agent and the ministering brethren who may lay themselves out to co-operate with him, but when the whole is embraced in the Scheme adopted for their support, the vast importance of the work of the Agency can hardly be over-rated. Let there be a hearty concurrence and a fair presentation of the case and success must follow with the members of our churches in each of the Provinces.

## A Missionary Appeal.

TO THE PASTORS AND CHURCHES COM POSING 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 enterprise, permit us to call your attention to the pressing necessity for enlarged contributions to the Convention Scheme. The Foreign Mission Treasury demands this on two grounds, viz:-

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 To this, must be added the cost of bringing home, recently, one missionary family and sending forth another, which, combined with the regular support of the several stations, leaves the Treasury com paratively empty. The Mission is well established and is being blessed of God. Increased contributions are need. ed to sustain the work begun. The Board is depending on the quarterly contributions to pay the salaries of our Missionaries.

2. THE CALL FOR REINFORCEMENT. This is imperative in order that the present prosperity of the work be no way retarded. Latest intelligence inhealth, Mrs. Sanford will soon return home, while the long stay of Bro. and Sister Churchill, and Bro. Sanford, in that trying climate, will render their return, at no distant day, an absolute necessity. To defray the expenses of Missionaries returning, and of sending forth others, involves an outlay above the regular support of the Mission for which the Board has no funds. Men ready to go are at hand, and this work so glorious and Christ-like, must suffer serious damage, if not ruin, unless the largely increased liberality of the churches furnishes the means to send some of these brethren forth to reinforce the Mission.

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. In view of the situation as now presented, we feel assured that both pastors and churches, will not only do all in their power to make the work of our asteemed Financial Agent, Rev. W. H. Warren, a great success, but will begin organization at once, that there may be as little delay as possible, in sending in the contributions, so much

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

Please submit this to your Church.

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. Many of our readers do not see the official reports, and are entitled. therefore, to all the information we can give them on this, as on all other subjects. Although the speech of the Hon. Provincial Secretary is much abbreviated, yet we think all the essential points are given. Likewise that of Mr. T. B. Smith, who, on this question, appears as the leader of the Opposition.

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, then for several years he was the proprietor of the Yarmouth Herald. Subsequently the Register at Digby, and then the Free Press, at Bridgetown.

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. We hope our friends will not suppose that we are indifferent to, or ungrateful for, these kindly words of appreciation, because we have not copied them into our columns, as is frequently done in such cases. We are, indeed, sensible of favors, and sincerely grateful for every mark of kind recognition. The following, one of the many such notices that have appeared, we give a permanent place in our paper. It is from the Wesleyan. After speaking of improvements in several other of its Provincial exchanges, the editor says:

"Our nearer neighbor, the CHRISTIAN MESSENGER, should also have a wide circulation among the Baptists of Nova Scotia. Its enlarged form and improved make-up are befitting its position as the oldest religious weekly in the Lower

## NOVA SCOTIA LEGISLATURE. HOUSE OF ASSEMBLY.

On TUESDAY, January 24th, Mr.

Blair presented a petition from ratepayers of the counties of Colches ter 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. After some other local and miscellaneous busine-s the Prov. Secretary introduced a bill entitled an Act for the Consolidation of the Nova Scotia Railways, and announced that he would, on the following day, move the second reading of the bill. upon which occasion he would enter into a detailed explanation of the various features and provisions of the bill. He then moved the first reading of the bill, and it was read by the clerk.

The following are the names of the

corporators :--Sir Henry W. Tyler, K. C. B., M. P. The Hon. Anthony Ashley-Cooper, commonly called Lord Ashley; Lord Colin Campbell, M. P.; John Winterbottom Batten Esq.; the Hon. Norman de l'Aigle Grosvenor, commonly called Lord Grosvenor; the Hon, Loren E. Baker; Thomas E. Kenny, Esqe; James B. Duffus, Esq.; William D. Lovitt, Esq.

forms us that, on account of failing ing of petitions, Mr. T. B Smith asked repair. They also engage to construct the Government to lay upon the table a railway from Pictou to some point on the report of the survey of the intended | the Intercolonial Railway, hereafter to railway from Windsor and Newport to be determined upon, as the result of Truro, shewing the plan of the line, the surveys, some of which have been made distance, grades and estimated cost.

to speak on the Railway bill. He re- Windsor Junction to the town of Dartterred briefly to the history of our rail. mouth, and a railway from the Strait ways before Confederation and since. of Canso to Louisburg or some other when the British North America Act of Cape Breton. They also engage, cial subsidies, and as Provincial works. and Atlantic Railway and complete it. Before the time of the passage of the Act of Union another railway—that of all these things, to purchase and comwas in process of construction. When On the other hand it receives, first, the the Provinces were united all the rail- only subsidy to be given by the Provways belonged to the Government ince, 2,000 acres of crown land per passed over to the Dominion Govern- mile, and leases of twenty-five square ment; therefore there remained in miles of mineral lands, all in the Island this contract, Mr. Holmes read an ex-Nova Scotia only a railway which did of Cape Breton, for the Louisburg not pass under the control of the Do- railway. It is true that one part of the minion. Since the Union of the Pro- contract provides that if that road is vinces the history of railroads in Nova | not built the guarantee of the Gov-

proceeding. After detailing the facts connected company to the amount of £46,200,

railways of the Province, the Prov. Secretary said: Under all these circumstances the Government haddeemed 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 circular was also addressed to the owners of all the railways in the Province, and to parties in New York, whose names I cannot recall, but will furnish to the House at a future time. All the companies owning railways in Nova Scotia were invited to examine into the possibility of consolidating them into one system, and the Government informed them that they were prepared to receive offers for such a scheme.

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. He proceeded further to say:

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. Now, any person who knows anything at a of the nature of such negotiations is well aware that this is pure nonsense; that it would be impossible to obtain a single railway capitalist or moneyed man in the world who would deal with us in such negotiations, if he supposed that his private business was to be exposed to the criticism of his rivals; that his capital and means were to be questioned; that people were to be invited to pry into the question where he deposited his funds, whether they were in the banks or in what securities they might be invested; and it is perfectly absurd to suppose that any person possessing any common sense could be deceived by such criticisms.

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 fruth. He then explained the Act before the House and in answer to the question, "What does the contract propose to do?" he said: I think I may say generally, first, that the company proposes to acquire, at its own cost, all the railroads mentioned in the schedule, that is, the Eastern Extension, the Windsor and Annapolis and the Western Counties Railways. They undertake to complete these railways, that is, complete the line from Yarmouth to Annapolis, in which there exists at present a large gap of about twenty miles of a very expensive character, without the completion of which scarcely any advantage can be obtained from the part already built to the public or the company. They engage not only to complete these lines; but to thoroughly On WEDNESDAY after the present- equip them and put them in thorough and some are still to be made. They Hon, Prov. Secretary then proceeded also engage to construct a railway from

Now, the company undertakes to do Scotia is one of more interest, and I erhment is to be reduced \$50,000, or, may say is more disastrous. The rev- in other words, the interest on \$900, enues that were left to the Province of | 000 at/five per cent. The province, Nova Scotia were, from their nature, therefore, is giving something to Cape limited, and it is very doubtful whether | Breton, and, I think, fairly and justly, it was proper for the Province to have | inasmuch as the Island has contributed engaged in the building of railways at to the resources of the Province and is all, because the sum placed at the dis- entitled to railway facilities, and the posal of the people for local purposes | Louisburg road will be in reality a part was not put there for the purpose of of the trunk line of the Province, building railroads, but for the purpose For the Pictou Branch we give nothing of providing for other local works which | For Dartmouth line we give nothing. were enumerated in the Act of Union. for the reasons which I have already It is true that the Province received stated. I think that the Province power to subsidize what was called local would not be justified in aiding the railroads, but unless there were very building of two railroads in any county strong reasons for building them and a while so many sections are still without certainty that they would prove remu- railway accommodations. We give the nerative and would not draw so exten- right of way in all these cases free, sively upon the revenues of the Prov- that is, we propose to apply the generince, it is evident that the voting of al Provincial Act providing a right of such subsidies must be a very unwise way free. The Province also guaran-

with the construction of the several equal to \$224,840 yearly. Now, for carried on in the Province of Nova 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 Appapolis as a new line, otherwise about 110 miles. This, therefore, is the sub-tance of the contract, except that, as security for the liability of the a first mortgage on all the property of the company, including not only the railways now constructed, but those which are to be built hereaffer.

Mr. Holmes then named several objections that had been urged, first, the increased responsibility assumed by the Province; next, the want of security; third, monopoly, and said he would reply to them, but it being late the House adjourned to the following day.

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 railroads.

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. In regard to the security Mr. Holmes said:-

I think you will all acknowledge, and that every person able to reason fairly will see that we have the best security ever received, either by the province of Nova Scotia or any other place on the

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

of that in the actual working of railways in Nova Scotia already. All have heard of the late Brydges' tariff, called commercial principles. They raised the toils-not very high, but to what they considered commercial rates, and the consequence was that the public actually abandoned the roads and took to the highways, so that during that period the railroads actually lost more money than during any other period in their history, ontil they were actually compelled by their own interest to reduce the rates. That principle of reducing the rates has since been carried out from time to time, and under the management of the present Minister of Railways has been carried even to a greater length than under his predecessors, and the result is that the Intercolonial to-day is earning more money than even before, with lower rates than ever before, so that instead of an annual loss of half a million dollars, it actually balanced accounts last year, and during the present year it will turn the balance the other way, thus showing the advantage of reducing rates instead of imposing heavy rates on the travelling public, and killing

their own custom. the power to see that the tolls shall be in this House give a hearty and cordial not be oppressive to the public. Not Government introduce which they was passed had been built by Provin- conditionally, to take up the Nictaux only has the Government the power of believe to be for the benefit of the fixing the tolls to be demanded, but it | Province, and for that I thank them. can compel the Company to make traffic | With regard to this measure, if it is arrangements with any other Company | their sincere conviction that it will be the Windsor and Annapolis Railway plete our system of railways, and to which may connect with its lines, or, if disastrous for them, let them vote Long Island Sound and adjacent parts, Company-had been subsidized, and build the new ones I have mentioned. they refuse, can make such arrange- against it. I do not anticipate such a with scattered snow-falls in northern ments themselves, which is an effectual guarantee against monopoly.

In reference to the standing of the personnel of the Company entering into tract of a letter received from Messrs. Baring Brothers, as follows:

"Sir Henry Tylor, as you are no doubt aware, is the Chairman of the Grand Trunk Railway of Canada, and we think will be a very useful addition to the Board; Mr. J. W. Batten is a gentleman of experience and is on the Board of said the present question was one which several companies in London; Lord Ashley is the eldest son of the Earl of Shaft. esbury K. G., and is a man of high character and influential position; Lord Colin Campbell M. P., is a brother of the Governor General of Canada; the Hon. Norman Grosvenor, late M. P. for Chester, is the son of Lord Bury, and both the latter gentlemen are of high character and social position."

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, in whose hands will be placed the practical management of the enterprise, because the Act provides that the business of the company—that is, the business of mantees the interest on the debentures of the aging all these railways and seeing that Government to have given the House eral parties for selling intoxicating they are effectually worked, is to be some information as regarded these liquors. her cost on Christian thin this leason, it is necessary to refer to a line the spire of Kull-Sana

Scotia, and not in England.

be worked to much greater advantage | Works and Mines. with the same officers, but with no rivalries and no divided interests to show that the parties contracting were hands, which, I believe, it can manage could. They have agreed to assume its management, and the Minister of Railways has agreed to furnish the rails. which will connect the town of Pictou with the Intercolonial, and obviate the present inconveniences.

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 Prov- in general, and to Halifax in particular. ince of Nova Scotia ought not to be He referred to the gigantic monopolies 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 Govern-

With regard to the Nictaux and Atlantic road, there was some question as fortunate in its water privileges, sur- the right of way. We were therefore rounded by the sea, full of excellent imposing obligations upon them without harbors, that it is impossible that any knowing very well whether it would be railway can exact larger tolls than are satisfactory to the people or not, and reasonable. The effect of doing so is to although the option is reserved, it was water routes. We have had an instance tory to themselves, and if they could agree upon it, and would offer no obstruction in furnishing the Crowu Lands and the right of way, -it is intended by when the late Government undertook | the Government that the road shall be to work our railways on what were built. It forms a part of the scheme, and we have power to make the company construct 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. These are the benefits that we derive from the contract in respect to our railway.

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 The Government reserves to itself that, as a general rule, the Opposition result because I think it must present itself to them in such a manner as to enable them to feel that in supporting such a measure they are only pursuing a course which, as a general thing, they have adopted from the time of the of the first meeting of the House in mildness. 1879 to the present hour in strengthening the hands of the Government in their endeavor to restore the financial condition of the Province. (Cheers.)

Mr. T. B. Smith, spoke in reply and 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-a question that should have the serious deliberation of every hon. gentleman in the House, whether he be a supporter of the Government or a member of the Opposition. Party considerations should be entirely disregarded. He thought it would have been better it the Government had laid upon the table of the House the offers they had received for the buying out the construction, the maintenance and extension of the railroads of Nova

It would have been proper for the

offers, for now there was only one presented, and that was an agreement Mr. Holmes then proceeded to shew | signed by Mr. Plunkett, on behalf of a that by combining the railways they may | company, and by the Commissioner of

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It was the duty of the government to serve, and no obstructive arrangements | a bona fide company representing sufas to traffic. He proceeded to shew that ficient capital to perform the work Province by reason of its guarantee, the the to vn of Pictou has undertaken to required of them. He believed that Province receives from the company, relieve the company of the expense of the Government should own all the running a ferry and has agreed to take railroads of the Province. He was the working of that ferry into its own doubtful if the large sum of money to be paid into the N. S. treasury would with more efficiency and better results | not be used for electioneering purposes. to local business than the company Mr. Smith continued his speech on Friday and examined the proposals with regard to each of the roads to be built. He believed that each and every one I think the people of Pictou have every of them might be done by the Provinceor reason to feel gratified that a railway by the Dominion at a much smaller cost has been included in the agreement, to the province. The time named for the construction of these roads was far beyond what a wealthy company should

Mr. Smith called in question the guarantees, and believed the monopoly would be highly injurious to the country in the railways of the United States, and hoped no such injurious combinations would be seen here. He believed it to be the duty of legislators to protect the interests of the Province.

It was the duty of legislators to protect the interests of the province, that to the power of the Government to ac- immigration might flow in, that people quire that road. The matter was in a might settle our lands, that our lands very complicated condition, and if we might become more valuable, and our found it was impossible to acquire the taxation become less, that Halifax road, we did not wish to be bound to do might increase its population every so, and therefore it was left optional decade by ten or fifteen thousand with us, so that if we should succeed in people, and the province increase its evercoming the difficulties that were in | population every decade by fifty or a the way, we might go on with it. The hundred thousand. If the legislature consolidation of the various lines of the railway from the Strait of Canso to did its duty legislating in the interests Province under one management does | Louisburg, or some other convenient | of the people, we would have a country not create a monopoly any more than Atlantic port, is also included among which would be rich, and a treasury with the line from Windsor to Annapolis is a the optional lines. With regard to that finances in it. It had been said that the monopoly, or the railway from Digby railroad, we were giving a grant of late government spent all the money. to Yarmouth. Fortunately for the 2,000 acres of Crown Lands per mile, He had nothing to with that. The Province of Nova Scotia nature has and twenty-five square miles of mineral people had decided against the late provided that there can be no monopoly lands; and were also asking the coun- government, and the present governwithin its borders. It is so supremely ties, as we asked all others, to provide ment would soon have to go before the bar of public opinion. It the people should decide against them, they would have to submit. Let the government and the house take the questions that came up, debate them on their merits, come into direct competition with the intended that, if the line was satisfac- and settle them finally; and then the people would settle with their representatives for good or bad.

## 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, The January mildness will extend well into February.

2nd. Week,-Changeable but generally mild weather, with occasional days of sharp frost and copious rains in west-

ern and southern sections. Light snow-falls in Canada and Northern and Middle States. Snow disappearing in many locali-

Colder weather generally towards close of week.

3rd. Week.—Probably snow-storms West, and colder weather generally; moderating again to snows and rains, according to locality; altogether, a more wintry week. Windy and colder weather between 17th and 20th days and snowfalls and drifts probable in Far West and in Martime provinces of Canada.

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 west-All the railroads that were in existence convenient Atlantic port in the island fair and such as will support to every measure which the sections. Rains in Middle and Southern States and Gulf ports. Stormy weather toward close of week, with

general rains and high winds. Rains, sleet, and gales probably at New York about the 26th, and through sections. Stormy weather on lakes and the St. Lawrence. Probably colder in proximity to last day of month. The monthof February will this year be a somewhat exceptional one, with some very sudden transitions from frost to

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. In Canada this month is, in general, rather dry and cold than remarkable for its snowfalls; but of late years there has been much irregularity in our February weather. The month this year is likely to give a good deal of mild and open weather.

PERSONAL .- J. Albert Black, Esq., editor of the Amherst 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 sev-