

The Christian Messenger.

Halifax, N. S., October 22, 1884.

WINTER has sent on some advance indications of his approach. Two nights last week gave us ice of an eighth and a quarter of an inch in thickness. Snow has made its appearance at Shelburne, at Wolfville and places further north, but none at Halifax yet. There remains much fruit yet to be gathered. It is hoped that the frost will not injure it.

REV. S. B. KEMPTON and Mrs. Kempton have been spending a few days in the city. They visited each of the Baptist churches on Sunday. In the afternoon at the Granville Street Sabbath School, Mr. Kempton responded to an invitation to address the special meeting for prayer which was being held there, and gave a few earnest affectionate words of Christian counsel.

NEXT Sunday is Dispensary Sunday. It is hoped there will be a generous response and a large collection taken up in each of the churches of the city towards this invaluable institution. Read the parable of the Good Samaritan and then "Go thou and do likewise."

DR. BILL writes to the Religious Intelligencer in advocacy of the "union of Baptists and Free Christian Baptists into one Denomination." He thinks that the Methodists and Presbyterians have "greatly augmented their capabilities" by their successful efforts at Union, and closes by saying, "Instead of this divisive and enfeebling policy hitherto pursued by Baptists and Free Baptists, why not have one strong Baptist denomination of churches in Canada, concentrating all their forces in the prosecution of the sacred and distinctive mission committed to their care? We pause for the answer."

Will our brother please try his hand at reconciling the matter of communion as held by these bodies respectively—the great obstacle at present to full and hearty union.

PRESBYTERIAN.—The Synod of the Maritime Provinces met in Knox Church, Pictou, on Tuesday of last week. Rev. Dr. Burns the retiring Moderator preached on the Sustentation of the Ministry. An effort is being made to place the minimum salary of ministers at \$750 and Manse. Rev. James Maclean was elected Moderator. The Synod assembled each day following, taking the various funds of the body and giving them full and free discussion. The Report of the Committee on Augmentation stated that of 180 congregations 111 paid their minister less than \$750.

The College Board met on Wednesday morning, and unanimously resolved to recommend that the Synod notify the Governors of Dalhousie that the church would cease to pay the salary of Principal Ross after May 1st, 1885. (And yet some contend that Dalhousie is not a Presbyterian institution!) At a subsequent meeting of the College Board the report recommended the retirement of Principal Ross from the chair of ethics and Hebrew in Dalhousie College on the first of May next, and that he be given as a retiring allowance the sum of \$800 per annum. The report was received and its recommendations adopted. There were about 230 members present.

The Synod adjourned on Friday to meet in St. Andrew's Church, St. John, on the Tuesday after the first Sabbath in October, 1885.

The Jamaica Question appears to be coming to something practical. The Hon. Michael Solomon a member of the Jamaica Legislative Council gave notice of motion on the 1st Inst. as follows:

"Hon. M. Solomon.—That I will at the next meeting of the Legislative Council, to be held this day four weeks, or if no Council sit on that day, at the first sitting hereafter, move the following resolution: That in the opinion of this Council it will be for the general interests of this island that steps should be taken for negotiating and concluding arrangements for its political and commercial confederation with the Dominion of Canada."

THE HUDSON'S BAY EXPLORATION story is given in our morning papers. We have taken some of the more interesting facts thus made public.

The steamer Neptune, which sailed from Halifax on the 22nd July last under command of Lieut. Gordon, returned on Saturday, the 11th inst., to St. John's, Newfoundland. Four of the party returned to Halifax on Tuesday of last week in the steamer City of Mexico. Accounts more or less full have before reached us from time to time, but they come now with more detail and have deeper interest, seeing that their mission has thus far been accomplished:

Cape Chidley was reached on the 3rd August, and, owing to the thick fog which prevailed at the time the Neptune was within half mile of the high rocky shore, in a tidal current running at the rate of eight miles an hour, before the situation was discovered. No time was lost in putting out into the Atlantic, when the vessel laid in a dense fog until the morning of the 5th when, with clear weather, the entrance to Hudson Strait was made without difficulty. The expedition steamed in between Button Islands and Cape Chidley,—Grey Strait—and by five o'clock in the evening anchored in

A MAGNIFICENT HARBOR

on the north east entrance to Ungava Bay or on the north-west side of the Cape. At this place the first observing station was established in charge of H. W. Burwell, of London, Ont., and for that reason, it was called Port Burwell. Exquimaux was met with on the cape, and a side expedition under Dr. Bell, Mr. Tuttle and others, discovered a channel running from Ungava Bay to the Labrador coast, about ten miles south of the north extremity of the cape. It was called McLennan Strait. On the borders of it were found the remains of an ancient Exquimaux town, that one or two centuries ago, was the abode of probably 300 or 400 huskies. In some of the narrowest parts of this channel the tide race takes the form of rapids, and with a contrary wind is exceedingly dangerous to boats. The shores are high, bold, barren and cliffy, and small rivulets here and there come pouring their foam

DASHED WATERS OVER THE PRECIPICES

two and three hundred feet to the swift current. Cod were found at Port Burwell in vast quantities, and several quintals were taken. Game of all kinds, such as geese, ducks, ptarmigan, curlew, sea pigeon, etc., were met with in great numbers. Having completed the work of the Cape Chidley station, the expedition crossed the strait to Resolution Island, where nearly two days were spent in a fruitless attempt to find an anchorage. The weather was so thick that the effort had to be given up for the time being, and the Neptune was pushed forward towards North Bluff, about half way through the strait. Here, after steaming through several ice floes, an anchorage was found at the entrance to North Bay, where a station was erected. The place was called Ashie's Inlet. It is a barren, bleak, inhospitable place, but there, too, the Esquimaux were found dwelling in their tents of skin, and living on the raw flesh and fat of seals, and other animals. From the North Bluff the Neptune steamed across the Prince of Wales Sound, on the south side of the strait, where good anchorage was met with, and where more than fifty surprised Esquimaux lined the rugged shores, gathering in answer to the steamer's whistle before the anchor had touched bottom. At this place, which Lieut. Gordon called Stupert's Bay,

THE MOST IMPORTANT STATION.

VERY HEAVY FIELD ICE.

was met both approaching Stupert's Bay and leaving it for eighteen or twenty miles, but the Neptune managed to plough through it, smashing and tearing and forcing her way with great havoc. From this place the expedition steamed to Nottingham Island, near the entrance to Hudson's Bay, where for more than twenty miles before the anchorage was reached the heaviest island-pan, or arctic ice was met with. In forcing a passage through the Neptune lost one of the blades of her propeller, but being provided with an extra fan, it required but the work of three days to replace it. No Esquimaux were met with on Nottingham, but there were evidences of their former habitation that there was really no sport in killing it. The establishment on Nottingham was called Port DeBoucher ville, in honor of C. B. DeBoucher ville, the observer there, a custom adopted with all the stations.

UNAPPROACHABLE ISLANDS.

From Nottingham the voyage was continued to Mansfield Island, where it was intended to establish a station, but when, owing to the fact that no anchorage could be found, the attempt was abandoned, the shores of Mansfield were coasted for some sixty or seventy miles, but its low flat rocks and shallow

water were at length left behind, and the course was taken towards Southampton in the north-eastern portion of Hudson's Bay. Here, in a similarly formed region the expedition was doomed to like disappointment. No harbor could be found, and Lieut. Gordon decided to push on towards Churchill, on the next shores of the bay, visiting Marble Island, the wintering quarters of the American whalers in the course. After coasting to the mouth of Rowe's Welcome, and Chesterfield Inlet the Neptune anchored in a secure little harbor on the south-west coast of

MARBLE ISLAND,

on the 2nd Sept. Here a gloomy prospect awaited the expeditionists. There were some twenty graves on the shore of this harbor, all marked by wooden monuments, containing inscriptions, giving to some extent the histories of the dead. Four had died of consumption, six had gone down in a whale boat belonging to the Abbie Bradford, in an attempt to harpoon one of these monsters; fourteen had died of scurvy in one winter, etc. There were many more monuments than graves, as not a few had gone down in those northern waters to rise no more. There were no inhabitants on the island. The bark George and Mary had wintered there, and her captain, Fisher, had left a letter in a bottle, tied to a castaway anchor on the beach, intended for one of the outgoing whalers, saying that he and his crew had put in a hard winter, suffering greatly from scurvy, but that they had pulled through all right, and that they would fish until Sept. 1st, and return home "if nothing happens." The "If" was well put in, considering the number of graves met with on the island. The expeditionists also found on the rocks writing, giving an account of the

WRECK OF THE ANSEL GIBBS

on the 17th of October, 1872, and the horrible death of most of her crew the following winter from starvation, cold, and scurvy. The beach of the harbor was strewn with the remains of cast away vessels and generally the place wore a gloomy and foreboding appearance. After spending the day, the party proceeded towards Churchill. Here on the sixth of September after being held out by heavy weather nearly three days the Neptune anchored in one of the

WORLD'S FINEST HARBORS

opposite to old Fort Prince of Wales which, built in the days of George I and in the days of the Hudson Bay company's greatest opulence, still stands, its walls well preserved, as a mark of the evidence of Chief Factor Herne who abandoned it in 1782, at the bidding of Laprouse, who had but a half dozen sick soldiers in as many leaky ships, outside of the harbor. The new

FORT CHURCHILL,

as it is called, established five miles further up the river, has an age of one hundred and two years. It is a quiet little palisaded hamlet, with a large and profitable oil refinery that turns out \$100,000 annually to the Hudson Bay. Its population consists of about fifty Chipewyan half-breeds, of whom old deaf uncle Sammy, an Englishman, and his big fat wife—a Chipewyan squaw—are the boasted ancestors. Here Lieut. Gordon arranged with chief trader Spencer to take charge of a meteorological station on behalf of the Canadian government, and the expedition proceeded to

YORK FACTORY

at the mouth of the Nelson and the Hayes rivers, further to the south. There is no harbour at mis-called Port Nelson, and the Neptune anchored on a vast sand flat in five fathoms of water more than fifteen miles from land and waited for the outgoing York boat. It came, and the expedition officers went in and visited the odd and ancient fur trading metropolis of the far north, and were kindly treated to the best of everything that country affords, by the very hospitable Hudson Bay company's officers. One could write a whole volume about York. Its magnificent two and three story buildings, now partly empty; its wide and well built sidewalk streets, now mostly deserted; its great belfry that rings out the hours for meals or the hours for labor of the Hudson's Bay Co.'s servants; its

LONE INDIAN CHURCH

standing away outside the high palisades by itself; its rows of cannon pointing towards the water, that is never deep enough to float more than a good sized sloop; its pretty Cree Indian village hard by; and its, hundred interesting features of history, romance, etc. Here the quiet of everyday life was turned into great commotion last year by the murder of an Indian by an Indian woman, who, being duly tried by the medical officer before a chief factor justice was sentenced to have her beautiful long black hair shaven off and to one month's imprisonment. The penalty was to the Indians worse than hanging, and there will never be an Indian murder again at York. Lieut. Gordon arranged with Mr. Wood for the continuation of meteorological observations at York, and we left the proud fur-

trading capital behind, the cannon celebrating our departure as they had done our arrival. We had shaken hands with its kindly officers, and queenly officers' wives,—kingly and queenly because of the great number of servants, stores, with which every household is filled and because of the dignity and high social standing which attaches to their positions, and possibly because of the importance of their incomes. From York the expedition commenced the home journey. After a quick and pleasant voyage across the bay, the anchor was cast at one of the Digges islands, off Cape Walstenholme, where a station was established on the 16th September, in charge of Mr. Laperriere. Here the expeditionists had a fierce

COMBAT WITH WHITE BEARS,

killing three out of five. From Digges the homeward voyage was continued, visiting the stations at Nottingham, North Bluff, Prince of Wales Sound and Cape Chidly, and finding all there well and contented. Another attempt was made to make a landing on Resolution Island but it was the second time a failure, but with worse results than at the first effort. On the 26th Sept., while trying to make an anchorage the Neptune swung on the rocks and got fast. For ten minutes the wildest excitement prevailed. The tide rises over thirty five feet at the place, and the expeditionists thought that ebb tide had set in. Had this been the case the Neptune would have been

A COMPLETE WRECK

in two hours. There was a fresh breeze and the seas were breaking in considerable force. In this frightful position the greatest efforts were made to get loose. The powerful engines were reversed, and the helm was turned hard to starboard. The good ship careened and groaned and trembled. Pieces of her keel and planks came to the surface of the water, but after ten minutes struggle she was gotten off, much to the relief of all on board. Another attempt was made in the afternoon of the same day to find an anchorage, and at first it was thought that success was the result, but in the midst of expectation the vessel ran at half speed against a submerged rock, knocking nearly all on board from their feet, and tearing away part of her breastplate, causing her to leak a little though not dangerously. Resolution was then abandoned and the station intended for that place was located on Noctvah Bay, on the Labrador coast, about ninety miles south of Cape Chidley. There was great alarm at both York and Churchill when the expedition was there because of the non-arrival of the outgoing Hudson's Bay ships. While at Nottingham Island the party saw four

SHIPS FAST IN THE ICE

between that island and Cape Wolstenholme. Two of these were undoubtedly Hudson Bay Co.'s ships, the other two probably American whalers, and as they were not observed on the homeward voyage the supposition is that they got through all right, although they had not arrived up to the 12th Sept.

THE RESULTS OF THE EXPEDITION

are not yet fully known, but one thing is certain—it will greatly extend our knowledge of the navigability of those waters and the vast resources of that region. There seems to be a general opinion that the whale, porpoise and walrus fisheries can be developed with immense profits to almost any extent, and it may probably be said that most of those who have returned do so with better hopes for the possibilities of the proposed Hudson Bay route than they went away with. Sailing vessels can do nothing in the ice, but steamships get through it without much difficulty.

SUBSCRIBERS in arrears will greatly oblige by forwarding immediately the amounts due.

PROFESSOR F. H. EATON, of the Normal School at Truro, has just returned from a visit to the Upper Provinces and the United States. After visiting and closely inspecting all the arrangements of a large number of Normal Schools and other educational institutions, he found none in advance of our own provincial schools, in their equipments or arrangements for effective service.

Professor Eaton spent some days also at Wolfville, where he formerly taught, and gave us as his careful and deliberately formed opinion that the Horton Collegiate Academy was never in so good condition to furnish a superior course of academic training as it is at this day. The class that is preparing for matriculation is quite large, numbering about twenty, with the probability of the number being increased before entering college. The teachers he said were all men of superior ability, and the students seemed all intelligent young men, of good habits, and having an earnest purpose of making some-

thing of themselves. After conversing with Mr. Eaton on these matters we might say much more than this, but could not in justice say less.

THE Sunday School meeting under the auspices of the Halifax S. S. Association on Monday evening, at the Grafton Street Vestry, was specially interesting. Mayor Mackintosh, the President of the Association, occupied the chair.

E. D. King gave a verbal report of the late Convention at Yarmouth, and other addresses of much interest were given by Mrs. Whiston, Miss Waddell, Rev. Dr. Burns and Mr. John Grierson.

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WE are constantly hearing of the need of greater participation by our congregations in the exercises of public worship. How it is to be effected does not so readily appear. The N. Y. Examiner says on the subject and on the opinion expressed and adopted by some Pedobaptist churches, of having a liturgy:

Of course the cry will be raised by some that the reform of public worship means a "liturgy." But a "liturgy," as the etymology of the word indicates, is nothing more than an order of public worship. Every church must have a liturgy, and the only question is whether it is good or bad. In a church where the order of service like the one above described obtains there is a bad liturgy—cold, bald, narrow, unedifying. The people do not join in the worship of God, they listen to a performance by pastor and choir. Such a service is a mere caricature of what the public worship of God ought to be, and we do not wonder that in so many Baptist churches it is giving place to something better and more Scriptural. For the Scriptural idea of public worship is, as any one may learn from either the Old or New Testament, one in which all the people unite.

BILLTOWN.—We are glad to hear that the church at Billtown is prospering well. The congregations are large and the interest in the services good. There are four out-stations and two Sunday Schools in connection with the church, and three union schools in which the Baptists unite with other denominations. Rev. W. B. Bradshaw has been pastor of the church the last year and a half. He is highly esteemed by the people and doing a good work. Fifty-nine have been added by baptism during his ministry. The meeting house has just been repaired and furnished at considerable expense. The work is well done and the audience room is now an excellent one. The platform, the pulpit suite and the communion table were the special gifts of deacons H. Forsyth, W. S. Sweet and W. C. Bill. The house was reopened for worship on Sunday morning, Oct. 19. Rev. Mr. Lane (Methodist) preached in the afternoon and Rev. Mr. McDonald (Presbyterian) took part in the service. The congregations at both services were very large and the exercises especially interesting. May great blessing attend the cause of our Lord in this community.

Literary.

HARPER'S MAGAZINE for November is a number of great excellence, both in its letter-press and illustrations. The opening article on Columbia College is an important contribution to current educational literature. It traces the steps by which one of our oldest colleges has at length reached a position which indicates her future importance as one of the great universities of the world.

MARY GAY HUMPHREY'S "Norman Fisher-Folk" is illustrated by eight drawings.

E. A. ABBEY contributes a full-page illustration of Robert Burns's poem, "To a Haggis;" also a full-page illustration.

DR. FRANCIS PARKMAN, under the title of "The Acadian Tragedy," gives a pretty full history of the removal of the Acadians from Nova Scotia, dispelling the poetical romance which has been the basis of so much undeserved sympathy for this misguided, unhappy and obstinate people.

Excellent short stories are contributed by HARRIET PRESCOTT SPORROD and W. T. DAVIS, and the Editorial Departments are full of interesting matter in their respective fields.

The great botanical gardens of England are at Kew, a few miles up the Thames from London, and they are under the control of Sir Joseph Hooker, the distinguished naturalist. A paper in the November HARPER'S will give an account of a day spent with him in the midst of his work, and will be illustrated with some fine drawings of plants from the pencil of Alfred Parsons.

Some very noteworthy art work by Mr. C. S. Reinhart is promised in the November HARPER'S in connection with a paper on "Norman Fisher-folk" by Miss M. G. Humphreys. There are few American artists equal to Mr. Reinhart in catching human character in typical aspects, and in this case a new method of technique—a combination of charcoal with pen-and-ink—is reproduced with extraordinary fidelity. Mr. Reinhart is still living abroad.

News of the World.

Sir Charles Tupper, high commissioner of Canada, has obtained the assurance of Earl Granville and Earl Derby, that England will confirm a commercial treaty between the Dominion and Spain.

A telegram from London on Monday last said the private negotiations between Parnell and Gladstone had been broken off. Mr. Trevelyn, the Chief Secretary for Ireland, had secured Gladstone's assent to the renewal of the Crimes Act. It is rumored that Earl Spencer, the Lord Lieutenant of Ireland, desires to resign, and he will be succeeded by the Duke of Connaught.

At a Conservative franchise meeting held on Tuesday, at Mycombe, the Liberals were found to be in the ascendancy, and much disorder ensued, ending in the Liberals putting a motion endorsing Gladstone, which was carried.

There was a serious riot at Birmingham on Monday of last week, at a political meeting at the Ashton grounds and Skating Rink, a free fight occurred. Sir Stafford Northcote and Lord Randolph Churchill endeavored to address the people present, but their efforts were ineffectual, and they were obliged to retire. The mob meanwhile made strenuous efforts to prevent the distinguished speakers from being heard.

At daylight the serious nature of the riot was revealed. There is a gap eight feet wide in the wall where the men rushed toward the town hall, skating rink and aquarium. The platform, which the rioters twice demolished, lies in the centre of the rink and is a confused mass of timber. All the chairs and doors were smashed to atoms. The hall looked as if it had been the site of a dynamite explosion. The refreshment bars were looted and the liquors drank and bottles thrown on the floor, the gas fittings were wrenched from the walls, and the gardens and flower beds were also destroyed.

The papers of the next morning contain columns of descriptions of the scene of the riot. Referring to the affair editorially, the Telegraph says: "The men of Birmingham have disgraced themselves. They have repulsed their opponents by brutality, not by reason. Even the ordinary British spirit of fairness was wanting. The occurrence was simply shameful."

Irish detectives have arrested a Hungarian steamer passenger on the steamer Lord Cline, at Liverpool from Philadelphia, who had in his luggage a pound and a half of dynamite.

Henry M. Stanley is seeking to promote emigration to Central Africa. He admits that the climate on the African coast is fatal, but the African Association has worked out a sanitary plan that would enable Europeans to travel with impunity to the interior, which is as healthy as America. He states, however, that colonists to the Congo should be secured for years against any customs dues in order to procure that prosperity which will attract emigrants. It is affirmed that the United States will discourage any attempt on the part of other European nations to interfere injuriously with England in this direction. Freedom of commerce will be sustained by both countries.

The Paris Memorial Diplomatique states that Queen Victoria has requested Premier Gladstone to submit to the Cabinet for their consideration the question whether special power cannot be conferred upon the Prince of Wales to enable him to participate in the conferences of sovereigns of Europe.

The French Chambers re-opened on Tuesday last. The Minister of Marine introduced a credit of 10,800,000 francs for the expenses of the French operations in Tonquin for the last three months of the present year. It was referred to a special committee. Prime Minister Ferry explained to the members that a further reduction of the naval and military estimates was simply impossible.

The Foo Chow correspondent of the Times telegraphs that another battle has been fought on shore near Tamsai. Three thousand Chinese were killed, but the French loss was trifling.

General DeLisle telegraphs from Chu, under date of Monday, 13th as follows: Colonel Donnier, after a bril-