

Correspondence.

For the Christian Messenger.

THE HOME OF MY CHILDHOOD AND MY MOTHER'S GRAVE.

A young man having lost his mother when he was a child, and residing for many years afterwards in another part of the country, returned for a few days to the land of his birth,—Listen to his words:

"I was glad after a long absence to visit the scenes of my early life, and especially to behold the face of my good old father, whose locks are blossoming for the tomb. Long may he be spared to welcome his children to their native country, and to offer up his morning sacrifice, to him who beareth prayer, on their behalf.

One loved spot I visited—the grave of my mother, truly 'tis the dearest spot, to me at least, of all on earth, in no part of the world have I such treasure as is deposited in this sacred place, the lonely old grave yard. Often may I be permitted to revisit it, and then as on this occasion hold sweet communion with Him who—

Watches o'er departed saints,
Until he bid them rise.

Strange feelings came over me as I neared that hallowed mound beneath which, for many long years, the earthly remains of that much loved form has reposed. Thoughts of the past rushed into my mind. O my childhood's home and earthly associations, thou art gone never to return. Other scenes are mine, my home is far from thee, for age is creeping on and soon I too must lie in dust, and with the silent dead repose. I wept, yes I wept when I thought of my boyish days, when my mother taught me how to pray. O she was a kind mother to me, long may her memory be cherished! From her, when but a few years of age, I received my first religious impressions. So indelibly were her words written upon the tablets of my memory that I can never, never forget them so long as reason retains her seat. Ah! methinks they will be remembered in eternity. Up to the hour of her departure she knew not that her words had affected the heart of her wayward child.

Christian mothers be encouraged, pray for the early conversion of your children. Use the means *piously*, instruct them while their hearts are tender. And then you may have the happiness to know, in the better land, that you have been the instruments of saving their precious souls."

WANDERER.

For the Christian Messenger.

GONE.

LIVERPOOL, FEB. 16TH, 1864.

Dear Messenger,—

To day's mail brought us the melancholy news of the death of CHARLES E. HARRIS, eldest son of my only brother, J. D. Harris of Cornwallis. This pious and promising young man, who graduated at Acadia not long ago, was so generally and so favourably known, as to assure me that an extract from his last letter to me, would be read with interest by hundreds of his former friends and relatives.

This then is my apology for asking a little space in your next issue, for the extract. The particulars of his death, which occurred last Wednesday, at New York, will doubtless be forth-coming from another quarter.

E. N. H.

NEW YORK, OCT. 6TH, 1863.

Dear Uncle,—I was pleased to hear of your removal to Nova Scotia. I should very much like to be situated by you, nevertheless I am very pleasantly situated, and my prospects, as far as this world is concerned, are bright. Though but a first course student in medicine, I passed an examination here last spring, and have been inducted into the U. S. General Hospital, to one of the best positions ever offered to a young medical student. By it, I have supported myself in this city, and shall be able to pay for the ensuing course of lectures, amounting to \$200, without drawing on my father. During the summer, I have had about 80 patients in charge, and as much surgical and medical practice as I could wish for. I expect to graduate next March. Then I shall probably enter the Army or Navy. Dear Uncle, I have been thrown into a world of temptations, since I left my own christian land. When I compare New York with Nova Scotia, I feel that this is not a religious place, but a den of sin and iniquity. There is no Sabbath. Every day is as Monday. I believe this war is an awful judgment upon them.

I know that I have the prayers of those at

home, for God in his tender mercy has kept me from evil in every hour of temptation. I have the same feeling in my heart, the same love for God and his holy word as ever, yet I feel that I have not advanced in the religion of the bible as I should. I see scores of my fellow men dying around me daily, who according to the scriptures are unprepared, and yet they seem to think nothing of it. It afforded me much pleasure to learn of the conversion to God of my dear little brothers and sisters the past summer. I only wish that Stanley and father were christians.

There appears to be only one thing necessary to make our family perfectly happy, and that is to have father commence, and close the day with family worship.

Dear Uncle, I need not ask you to pray for me, for I know you do. Please give my love to aunt, and all the family, and write soon.

I remain your affectionate nephew.

CHARLES E. HARRIS.

U. S. Army, General Hospital,
Lexington Avenue.

For the Christian Messenger.

BAZAAR AT SYDNEY.

MR. EDITOR,—

The little Baptist Church in this place, after having worshipped for a number of years in an unfinished, uncomfortable and inconvenient building, last winter determined, in humble reliance upon the Divine blessing, to alter and finish their Chapel, and all of us being very poor, proposed to pay for the projected improvements by means of a Bazaar, which the ladies zealously took in hand. Meanwhile the work was commenced. In June the old building was stripped, completely remodelled and rebuilt, and neatly and comfortably finished by the first day of October, at an expense of \$800. The ladies worked indefatigably, and were kindly and liberally aided by friends in Halifax, Newfoundland, and Boston, as well as Sydney, and last Tuesday, all things being ready, their Bazaar came off. Providence smiled upon them, the weather was beautiful, (the only really fine day the whole week), the attendance was good, and the assortment of articles larger than at any previous Bazaar held here.

From the very first it had been decided that none of the objectionable features, common, we are sorry to say, to most Bazaars, should be allowed, such as lotteries, scramble bags, post offices, &c. &c., and that so far as we could prevent it, there should be nothing to bring a reproach upon the good cause we were endeavoring to advance, or which could wound the most tender conscience. Consequently a good many articles remained unsold, which are usually disposed of in such ways, to the value of \$80 or \$100. Still, the result showed that nothing is ever lost by a strict regard to the Glory of God, and a conscientious observance of His will, for it was acknowledged to have been the best and most successful Bazaar ever held in Sydney, and the net amount (\$440.) was the largest ever realized here.

We still require about \$300 to make all square, which we can only hope to raise by the kindness of friends, or by a second exertion like that which has just terminated so successfully. Elder George Richardson is residing in town for the winter, and though not enjoying good health, is generally able to supply the pulpit. Since our little chapel has been made fit for a congregation, we hope we may be enabled to sustain regular preaching, and we crave the prayers of our Brethren in other places, that the Lord would accept our offering, and show his approval, by an outpouring of His Holy Spirit, causing the little one to increase, and adding unto her many of His saved people. We feel that what we most need, (notwithstanding our temporal poverty) is spiritual blessings, and if these are only granted us, we know there shall be no lack of earthly good, for "the silver and the gold are His," and His people shall want no good thing.

C. H. H.

Sydney, C. B., Feb. 20th, 1864.

Provincial Parliament.

HOUSE OF ASSEMBLY.

FRIDAY, Feb. 19th, (Morning).

Mr. Pryor introduced a bill to amend the act to incorporate the Nova Scotia Marine Insurance company. Also a bill relative to the new county jail at Halifax.

The House then went into committee and took up the Revised Statutes.

The chap. relative to Coroners was taken up, and some conversation took place as to the propriety of paying medical men for giving testimony at Coroner's inquests.

Afternoon.

Mr. Killam presented a petition from Yarmouth, on education.

At three o'clock, the Committee to enquire into the petition of J. J. Marshall against the return of Mr. S. Campbell, one of the members for Guysboro, was drawn.

The Committee was struck, as follows: Hon. Mr. McKinnon, Hon. Mr. Shannon, Messrs. Killam, Slocumb, More, Caldwell, and Donkin.

Mr. Tobin introduced a bill to incorporate the "People's Bank of Halifax."

The House in committee took up the Revised Statutes, relating to Sessions of the Peace.

A number of chapters were passed without any discussion or amendment, and the Committee adjourned and reported.

Hon. Prov. Secy. stated that he would be prepared to lay on the table to-morrow the papers asked for relating to the dismissals from office.

Mr. Tobin said the question in the country was more as to those the present government had not dismissed than those they had dismissed.

SATURDAY, Feb. 20th, (Morning.)

Petitions were presented by James McDonald and by Hon. Financial Secretary.

The House in committee on Bills passed several clauses of a bill relating to the laying out of certain roads.

Mr. Colin Campbell, Chairman of the committee to try the petition against the sitting member for South Colchester, requested leave to adjourn until Wednesday next.

Mr. Kaulback presented a petition from the inhabitants of New Ross.

Mr. Campbell presented a petition from the inhabitants of Liverpool, and another from inhabitants of Milton, on the subject of Dalhousie college.

Afternoon.

The Prov. Secy. laid upon the table the railway accounts for the year 1863, from the Receiver General's office.

The House in committee on Revised Statutes, took up the duties of Commissioners of highways.

The clause passed without amendment.

There was some conversation upon the clause fixing the amount per day to be allowed for a team in working out stipulated Statute labor on roads.

Mr. Blanchard said that it would be judicious to fix a time in which road money should be expended in each year. He would say not later than the 21st of August, unless circumstances rendered operations necessary later than that period, and he moved that a clause to this effect be incorporated in the Act which was agreed to.

The Prov. Secretary laid upon the table a list of the officers dismissed and appointed from 1859 to 1863, together with a list of the same since the formation of the present government. Also a petition in favor of the principle of compulsory taxation for the support of Schools.

MONDAY, Feb. 22nd, (Morning)

The Prov. Secretary laid on the table an order of the Imperial Council amending the passengers act.

Also the report of the Chairman of the Board of Works for the year 1863, and upon doing so stated that during the past year a large saving had been effected in the expenditure of the Board compared with previous years. It would be seen by the report that a saving had been effected with respect to the expenses of Government House.

Railway Saloons.—Mr. Longley asked what had been the action of the Government and the Chief Commissioner of Railways with reference to preventing the illegal sale of spirits along the line. He believed that there were saloons along the line in which liquors were retailed, and he would like to have furnished a list of the number of such places on the road, and would also ask the Chief Commissioner to state his intentions respecting the mode of dealing with persons who retailed intoxicating drinks along the route.

Chief Commissioner of Railways replied that he could furnish a list of the saloons on the line, but he was not prepared to say how many of them sold liquors. He had taken steps to prevent the sale, but he was of opinion that in some cases the law was yet violated, and in fact it would be while saloons were permitted on the line, but as soon as he could obtain sufficient evidence of a violation of the regulation in any case, he would strictly enforce the law relating thereto.

Mr. Parker said he believed it was a fact that rum was sold in every saloon on the Railway between Truro and Halifax.—If the Chief Commissioner visited some of those places on certain occasions, he would find the employees of the road drinking there.

Chief Commissioner asked, is the state of affairs in this respect any worse than it was before I assumed the duties of my present office?

Mr. Parker was not prepared to say whether it was or not, but that mattered little, because two wrongs did not make a right. He believed that the Saloon keeper at Elmsdale was once fined for violating the law, and yet at the present time that establishment was in full blast.

Chief Commissioner said that when he took office he found a number of Saloons, the occupants of which were tenants of the department, but there had been no addition to their number since. In his opinion saloons of no description were required along the Railway—he could not conceive that they were at all requisite. While Saloons of any nature were tolerated along the road it would be impossible to prevent illicit traffic in liquor, and the only way to stop it was to shut up such places entirely. And even were

these saloons closed it might not remove the evil complained of, because it was very probable that in such cases the former occupants of the Saloons, or others would erect shanties on land contiguous to the line, and over which the Railway department had no legal jurisdiction.

Mr. Archibald had frequently observed unseemly brawls on the railway stations which were occasioned by the use of rum. Amongst the saloons along the lines heretofore there was one kept by Mr. McMullan where liquors were never vended, but the keeper was recently driven away from there by the railway authorities, and thus the only really good saloon on the road was broken up. He was sorry to see employees on the road visit these saloons, and such a practice ought to be prohibited by the Chief Commissioner, and none of those engaged on the trains allowed to frequent them.

Chief Commissioner said he had established a rule to the effect that any employee who takes liquor in the hours he is on duty shall be at once dismissed from the service, and had on more than one occasion carried that rule into effect.

Mr. Archibald said he was glad to hear that such a rule existed and would be strictly enforced.

Hon. Prov. Secy. said that it was the duty of the Government and the Railway authorities, to stop the sale of liquor along the line, if it were possible so to do. The trouble was that the property along the line belonging to the Government was narrow, and if saloons of all descriptions were prohibited within these limits, they had no guarantee that persons would not open shanties outside, but near the railway, on ground over which the Department had no control.

Chief Commissioner observed that there were several difficulties in the way of enforcing the law. It was not easy to prove the fact in all cases—that liquor was really disposed of. Perhaps it would be the wisest and most discreet mode to prohibit the keeping of saloons at the intermediate stations.

Mr. Parker thought there ought to be a few good saloons along the route, where a traveller might obtain tea or coffee, or substantial food but did not approve of allowing them to sell liquor.

Mr. McKay was in favor of sweeping off all the saloons that were along the line between Halifax and Truro.

Mr. Longley said all that was requisite was to vigorously apply the provisions of the law.

The House in Committee on the Revised Statutes passed chapters 74 "of bridges and public highways," 75 "of Ferries," 76 "of Sewers," 77 "of Commons," 78 "of Common Fields," 79 "of Shipping and Seamen," and 83 "of Partnerships," without discussion or amendment.

Afternoon.

Mr. Bill presented a petition from inhabitants of Canning, Cornwallis, relating to Dalhousie College.

Dalhousie College Property, &c.—Mr. Longley asked for a return of all property held by the Governors of Dalhousie College, with a statement of the annual income. Also, a statement of the terms of matriculation, with the names and ages of the students who have already matriculated, and the denomination to which they belonged. He would also like to be informed what guarantee the Governors had as to the payment of the Professors' salaries.

Pilotage.—The House in Committee on Bills took up the chapter on Pilotage.

Mr. Blanchard called attention to the fact that in Halifax and Sydney, Pilots had to pay four dollars for their certificate, being double what was paid in other ports. He did not know what the reason was.

The rate was made the same all over the Province, viz: two dollars.

On the reading of the clause—imposing half pilotage in case of pilots speaking a vessel where their services are not required, discussion ensued.

Mr. Charles Campbell considered it unreasonable that vessels should have to pay half pilotage where their services were not required.

Mr. Tobin spoke in favor of the law as it is. It was all very well to refuse a pilot in fine weather, but some encouragement should be given to these men who went out in all weathers to tender their services.

Hon. Fin. Secy. said a large number of vessels in this Province were commanded by good shipmasters who are good pilots themselves, and yet they are compelled eight or nine times a year to pay these pilots whose services they do not require, a large sum of money just for shewing them their flags. He thought it was a crying evil which ought to be remedied.

Hon. Mr. McFarlane said no doubt the remarks of the Financial Secretary were correct as regards the ability of the shipmasters of Archat to act as their own pilots, but we must look at the Foreign Shipmasters, and remember that they were not in a similar position. If sufficient encouragement was not afforded to these pilots, the better class would be driven out of the trade altogether.

Mr. Miller, after speaking on the subject, moved the following amendment—

The master or mate of any vessel owned in this Province, may at any time go before the Commissioners of Pilots at any port in this Province, except Halifax, for examination as an applicant for the situation of Pilot, and such commissioners shall examine any such person whenever so offering, and if found competent to pilot his vessel into any such Port, shall on payment of the usual fees, grant him a certificate for that purpose, which certificate shall entitle the holder to take any such vessel under his command into and out of the Port therein named free from all charges for Pilotage imposed by this Chapter.

Mr. Bourinot approved of the amendment proposed, as he was convinced that the captains of these coasting vessels were just as competent