

quick rattle of the rushing expresses, greet the ear hourly by day and, alas for unused ears! by night likewise. I can scarcely recall more than two or three occasions during the whole winter when the "Morning Globe" has failed to come to hand at the appointed hour.

The mention of the Globe suggests a new phase of the troublesome quarrel between "labour" and "capital" which is just now vexing the souls of Brown & Co. and all the lesser lights in the Master-printers' fraternity in Toronto—all save one, the publisher of the Leader, who determine I suppose to exhibit the "better part of valour," has capitulated at the first summons. I refer to the strike for increase of wages and the "nine hours' system" at the same time, on the part of the employees, in the various printing offices in Toronto. This is but an episode in the great movement which is in progress, for the reduction of the hours of day labour all over the continent, a movement which, if not previously triumphant, is, it is said, to culminate in a universal "strike" on the first of June next. The master-printers of Toronto, all save the one, have formed a defensive "Union," and while granting the increased wage, refuse the reduction of hours of labour. Where to, one cannot but wonder, is this thing to grow? Truly the man, be he political economist, or statesman, or philanthropist, who will find a solution of this difficult labour problem, at once just, satisfactory and permanent, will deserve to be written "Father," not only of his own country but of all nations. May he come soon and live long, and may his great and much needed specific, of whatever nature it may be, whether a system of "Universal combination" firms, or of universal percentages of profits to labour, as well as to capital, or in whatever way he may turn into the same channel the currents of interest which now appear to flow in opposite directions—find speedy acceptance.

There is still considerable activity in the publishing business in Toronto, which seems ambitious to become somewhat of a literary centre. The "Canadian Monthly," published by the strong firm of Adam, Stevenson & Co., and managed, in part at least, by Prof. Goldwin Smith, seems to bid fair for success. It certainly thus far has merited a good share of patronage. It is thoroughly Canadian in tone, and numbers among its contributors some of the best writers and most learned men in the Dominion. One feature we think should highly commend it to those who are careful about the character of the reading matter they procure or furnish. It eschews the sensational, "blood and thunder," style of novels, upon which so many periodicals rely largely for popularity.

Anent literary topics, we have recently had a "wee-bit" sensation, in which the Baptist organ has a share. Our venerable Chief Superintendent of Education, (Rev. Dr. Ryerson), who has been long at his post and done much for the cause of Common School Education, has taken to book writing in his old age. He seems to be a cousin-German to Lord John Russell, in respect to confidence in his own abilities, and would probably be quite as ready to take "command of the Channel fleet," did occasion offer. He has recently published two little books, "First Lessons in Agriculture" and "Christian Ethics." Both have been sanctioned by the "Council of Public Instruction."—Some affair, which seems to serve certain "figure-head" purposes in connection with the Education Office—for use in the public Schools. The penchant of the Rev. Superintendent for issuing upon all critical occasions "political pamphlets," full of vigorous epithets and sonorous adjectives, yet mighty amongst a class of the enfranchised of Ontario, has long fostered a state of deadly hostility between him and the "Managing Director" of the Reform party, alias the Editor of the Globe. The Globe's opportunity came with the appearance of the two little books with the imprimatur of the Education Office. One of its writers comes out with a most crushing review of the Agricultural work, showing it to be utterly unscholarly and unreliable in every respect, in Orthography, Syntax, Science and Logic. This is soon followed by a still more terrible onslaught upon the "second little book" on Morals, which latter has previously been condemned for its distinct pedobaptist teachings, by the Baptist, and on other grounds, by other bodies of Christians, Catholics included. And truly the Superintendent has sadly mistaken his vocation. A more tempting mark for the critics shafts could hardly be set up. To say nothing of the subject matter, the style is frightful. For the subject of a sentence to be fairly in-

troduced, and then after long and devious wanderings in a labyrinth of words, to become utterly and forever lost to view, is nothing unusual. And then just fancy what must be the happy temperament of the gentleman who, at seventy, complacently and confidently undertakes to draw up a set of questions and answers in which the doctrines of Christian-Baptism, for instance, are to be explained and enforced in a manner satisfactory to all denominations.

The upshot of the state of affairs at present existing, and of which these books are after all rather the occasion than the cause, is hard to predict. Not improbably we may ere long have a new hand in control of our educational machinery.

J. E. W.

For the Christian Messenger.

ACKNOWLEDGMENTS.

DONATION TO REV. Z. MORTON.

Dear Editor,—As the gathering of clouds in the time of drought, produces an agreeable sensation in the rational mind, so the darkening of one's door by a friendly company gives pleasure.

I had such gratification at my boarding-house on Friday evening March 29th, where a good company—supper was served up, many good speeches made, praise, and prayer offered, money, and other good things tendered, good-will expressed, and good feeling manifested. My salary had been promptly paid. My favours amount to \$117.00, I feel grateful for all, and earnestly pray that the favor of God may attend the donors, that showers of grace may fall upon all, and fruit appear, and remain unto life eternal.

Lunenburg.

Z. MORTON.

Dear Editor,—

Please allow me space in your valuable paper to chronicle the kind acts of my affectionate people toward their pastor and his family. In the different sections of my field of labour, viz.: at Cambridge, Berwick, and Black Rock, we have been within the past few weeks, the happy recipients of donations to the amount of \$200 cash, \$158.84, the balance in wood and useful articles for family use.

To all the kind donors we tender our warmest thanks, and above all acknowledge the goodness of our Heavenly Father, who has induced the people to manifest such whole hearted interest in our welfare. Such acts of sympathy, prompted by the highest motives, tend to humble and encourage the minister of the Cross in his arduous work.

E. O. READ.

Berwick, April 5, 1872.

Religious Intelligence.

For the Christian Messenger.

SHELburne, April 1st, 1872.

Dear Brother,—

I am now performing a three months mission at Shelburne and vicinity, and we are having a very gracious revival at Sand Point and Jordan Bay, many wanderers have been reclaimed, and some sinners have been hopelessly converted. I baptized five on the 24th March. We are about holding some extra meetings here in town this week. Pray for us that divine help may be afforded. Our Wesleyan friends have been holding extra services here with some good results. May it please our gracious Lord to crown all our efforts with success.

Ever yours,

P. F. MURRAY.

MISSIONARY TOUR.—Mr. John Plumb writes from Freeport, March 9, 1872.—Having returned from a missionary tour after the primitive mode, I here report. I left my residence at Freeport, January 27th, arrived at Berwick, February 1st, spent the Sabbath with Brother Reed and his kind people. After leaving I arrived at East Dalkousie where the people are destitute of preaching. They received me kindly. I remained two Sabbaths, visiting their families with words of exhortation. I delivered to them six sermons, and met with them at a Conference meeting. It was good to be there. They are much in need of ministerial labour at this time I received above five dollars for my poor labours. After leaving I called at Springfield, remained there the Sabbath and preached to an interesting congregation. They are also without a pastor. May God send them a man of his own choice I received as remuneration four dollars or more. May the Lord bless the givers.

A GOOD RECORD.—The First Presbyterian Church of Elizabeth, N. J., has not missed a service for two hundred consecutive years.

SUGGESTIVE.—A well-known preacher being seen in the Streets of New York in a Shaker garb, was asked by a friend, "What in the world sent you into that community?" The answer was, "Three good meals a day and plenty of warm clothing are not to be sneered at."

SWEDEN.—Much evangelical labor is performed at Gottenburg, and with good results. Several have lately joined the church. Baptisms at the public baths are allowed without opposition. The Sabbath schools are regularly attended and large. The need of a chapel is felt more and more. Mr. Truue says of native laborers,—"God knows that we need young men, and he sends us one after another."

ARRIVED OUT.—We are glad to learn that Mr. Van Meter has arrived safe in Rome, where he hopes to repeat his great work among the "Little Wanderers." He carries light to the children in song, in words of love, and in deeds of kindness. We hope and pray that he may repeat in Rome what he has done for wandering and poor children in New York. May the Lord be with him!

NEWTON THEOLOGICAL INSTITUTION.—The annual catalogue of this institution indicates a decree of prosperity never realized. The number of students in attendance is 60.

Provincial Parliament.

HALIFAX, N. S., APRIL 10, 1872.

HOUSE OF ASSEMBLY.

TUESDAY, April 2, 1872.—This being the last day for receiving bills, quite a number were introduced by various members:—The Attorney General, one to provide for the construction of a tramway at Falmouth; Mr. Woodworth, one to amend the Agricultural Act; Mr. White, one to supply the town of Sydney, C. B., with gas; Hon. James McDonald, one to incorporate the Eastern Counties Railway Co., and one to incorporate the Acadia Mutual Life Insurance and Provident Society; Mr. McDougall, one to amend the County Assessment Act so as to provide for taxing vessels on the stocks at half their value, like vessels afloat; Mr. Blanchard, one to repeal the Act of 1869 exempting persons over sixty years of age from school tax; Mr. Pineo, one to incorporate the Pugwash and Spring Hill Railway Company; Mr. J. Flinn, one to incorporate the Carbone Gas Company; Mr. Blanchard, one to repeal the Act incorporating the Masonic Building Company; Attorney General, one to incorporate the Nova Scotia Steamship Company; Mr. Townsend, one to amend the law to regulate the sale of intoxicating liquors.

Mr. Kirk laid on the table a number of documents, relating to the proposed Inebriate Asylum.

Mr. Blanchard presented a petition from Hugh McMillan, and others, ferry-men at Cape Canso.

Hon. James McDonald asked the Government whether any negotiations were in progress in regard to a proposed Legislative Union of the Maritime Provinces. The Provincial Secretary stated that the Commissioner of Mines and Works had received a telegram from a member of the New Brunswick Government inquiring if the Nova Scotia Government intended moving in the matter; and to this no official reply had been sent.

The House in Committee on Bills, passed one respecting the Supreme Court. The bill to establish a Board of Works for the City of Halifax was laid aside, pending the reception of petitions. A bill to regulate the practice of Medicine and surgery.

WEDNESDAY, April 3rd.—Mr. Johnston submitted the report of the Committee on Public Accounts which was adopted.

The bills passed in Committee on the previous day were read a third time and sent to the Legislative Council.

A bill to provide an annuity of \$1200 for S. P. Fairbanks, Esq., late Commissioner of Crown Lands, was read a second time and referred to a committee of the whole house.

Hon. Prov. Secretary introduced the following resolutions, setting forth the Railway Policy of the government:—

Whereas the time has arrived when it has become expedient and necessary that an effort, alike creditable to the public spirit of the Legislature and people of this Province, should be made to extend our Railway system—west from Annapolis to Yarmouth, eastward from New Glasgow to Louisburg in the Island of Cape Breton—and to encourage the construction of additional lines of Railway required to develop the mineral traffic and other resources of the country.

1st, Resolved.—That, with the view of aiding in the construction of a railway from Annapolis to Digby, Weymouth and Yarmouth, an allotment of Crown Lands, not exceeding 160,000 acres and an annual subsidy of \$30,000 a year for twenty years be granted to the "Western Railway Company," or to any other Company that may hereafter be incorporated that will engage to construct said road, under such conditions as may be necessary to ensure the completion thereof within three years from this date.

2nd, Resolved.—That 250,000 acres of Crown Land to be granted to the "New Glasgow and Louisburg Railway Company," or to any other Company that may hereafter be incorporated, that will construct within five years from this date, a Railway from New Glasgow to Louisburg in the Island of Cape Breton, together with an annual subsidy equal to one half the

royalty yearly payable, under the existing law, into the Treasury of Nova Scotia, for all coal raised in the Island of Cape Breton,—the said annual subsidy to be paid to such Company for forty years, commencing from the time of the completion of said Railway. Provided always that the subsidy shall cease and determine whenever it shall appear that the said Railway pays six per cent on the capital employed in its construction over and above working expenses.

3rd, Resolved.—That with the view of attracting capital to develop the valuable and apparently exhaustless Coal Measures of Spring Hill District, in the County of Cumberland a grant of Crown Lands, not exceeding 10,000 acres, be given to the "Parrsboro, and Spring Hill Coal and Railway Company," or to any other Company that may hereafter be incorporated, that will engage to construct a Railway from Spring Hill to Parrsboro, with suitable appliances at that port adapted to a large Mineral traffic, together with a subsidy to such Company equal to one-half of royalty chargeable under the existing law, on all the Coal carried over said Railway for 10 years from the time of the passing of this resolution.

Resolved.—That, in view of the great importance of extending branch and other lines of Railway, as soon as the means at the disposal of the Government and Legislature of this Province are adequate for that purpose, this House will grant subsidies to such branch and other lines of Railway as may recommend themselves to their judgment and approval.

These resolutions were made the order of the day for Friday.

The House in Committee on Bills passed the following:—To further amend the Act relating to Common lands in Lunenburg; to provide for the making of a road from Salmon River to New Harbor, in the County of Guysboro; to amend the Act relating to the power of trustees; to incorporate the Wellington Wooden Ware Company; to incorporate the Wellington Foundry Company; to amend the Act respecting the management of the property of Lunatics.

The bill to amend Chapter 19 of the Revised Statutes, to regulate the sale of intoxicating liquors, called forth a lengthy discussion. The bill to provide an annuity for S. P. Fairbanks, Esq., was passed, and one to incorporate the Minas Steamboat Company.

At 6 o'clock the House resumed, when the Provincial Secretary submitted a letter from Mr. R. L. Weatherbee, Solicitor for the Intercolonial Contract Company, containing grounds of a suit against the Government of Nova Scotia for an alleged violation of a contract between the years 1864 and 1867. It was referred to a special committee consisting of Messrs. D. McDonald, Kirk and S. MacDonnell.

THURSDAY, April 4th.—A number of bills were read a third time and passed.

Mr. J. Flinn presented a petition, signed by a considerable number of citizens of Halifax against the passage, in its present shape, of the Board of Works Bill sent up from the City Council.

Mr. DesBrisay presented a petition from Professor Sumichrast, of Kings College, relating to some matters in connection with the management of that institution.

Mr. Woodworth presented a petition from a school district, praying for a grant in aid of a school.

The House then went into Committee on the General State of the Province.

Mr. Blanchard spoke at some length on the act of the Provincial Secretary on a former day in calling for "the previous question," for the purpose of preventing discussion on the payment of \$6710.94 to Mr. Robert Boak. He characterized the doing so as an act of tyranny.

Mr. E. P. Flynn replied contending that the government deserved credit for the firm attitude taken, and defended the management of the Crown Lands Office in particular.

The Speaker asked for some explanation of remarks made by Mr. Blanchard. Mr. B. said he had no intention of reflecting on the Speaker.

FRIDAY, April 6th.—After some routine business the House went into Committee of the whole on Bills and passed several minor bills.

The Government Railway Policy was then taken up and the Provincial Secretary addressed the House, and contended that the Dominion Government having had the Provincial Railways transferred, were bound to extend them east and west. But as five years had now elapsed without their doing so, the Local Government had felt called upon to take up the matter and offer such encouragement as the finances would warrant, and submitted the scheme contained in the resolutions laid on the table on Wednesday.

Mr. James McDonald spoke in opposition to the resolutions. He believed they were wrong in principle. The land grants proposed to be given were of immense value, and ought not to be so disposed of. He believed the royalty on coal which now yielded \$15,000 a year would before the time named in the resolutions, amount to \$300,000 a year. He was fully assured that the line of railway proposed might be constructed for a very much smaller amount of subsidy than that proposed, without placing such a burden on the province for so many years. At the conclusion of his speech he moved the following by way of amendment:

Resolved, That in the opinion of this House it is expedient to encourage the extension of the Railways referred to in the preamble, by granting from the public revenues a subsidy of five thousand dollars per mile, to any company building said roads. Such roads shall be constructed on

a gauge of not less than two feet six inches, with curves and gradients not less favorable than those on the present Provincial Railways.

Mr. Blanchard spoke in condemnation of the resolutions and in favor of the amendment.

Mr. Holmes and Mr. McDonnell also spoke in favor of the amendment.

Mr. E. P. Flynn spoke in defence of the government policy which he thought the whole province should vote for. The large subsidy proposed would only be continued until the company were able to pay working expenses and 6 per cent on the capital invested.

SATURDAY, April 6th.—The debate on the Railway resolutions was resumed. Mr. Townsend presented the claims of the Western countries, particularly of Yarmouth, and replied to some remarks of the previous day made by Mr. McDonnell, who thought Cape Breton should have the first consideration given to it on account of its coal products. Mr. T. thought the wealth and industry of Yarmouth presented stronger claims than the coal of Cape Breton.

Mr. McKee opposed the government scheme. He thought they did not give enough encouragement to the Eastern line.

Mr. Blanchard spoke in opposition to the government plan, and in favor of the amendment as the most feasible, and reliable mode of getting railways constructed. Several other members addressed the House.

Mr. Rennie spoke in opposition to the government resolutions, but offered several suggestions which he thought would render it more practical: 1st. He would reduce the length of the Yarmouth road by commencing it at Digby, (making connection between that place and Annapolis by the Bay steamers) and subsidize it with \$5,000 per mile as suggested by Mr. McDonald; 2nd. He would be prepared to accept the offer of the company alluded to by Mr. McDonald to build the road from New Glasgow to the Strait of Canso for a subsidy of \$5,000 per mile; 3rd. He thought the royalty subsidy to the Spring Hill and Parrsboro company should be extended to 15 years.

Mr. Gayton referred to what had already been done by the Yarmouth people, but did not think they would accept any proposal for the extension to start from Digby. Their having subscribed \$150,000 stock, and resolving to assess themselves \$150,000 more for a bonus, showed that they were in earnest and deserved to be met with a liberal response. Some members talked of an evening debate but it was not agreed to.

MONDAY, April 8th.—The Railway debate continued through the day and evening. A vote was taken on the amendment at about 4 past 11 o'clock, when it was negatived by 23 to 12. Other amendments were then made and the discussion continued till 2 or 3 o'clock yesterday morning.

MISCELLANEOUS.

From the published official reports of last year's "Peter's Pence," which every one knows, is a perpetual subscription in all countries in aid of the Holy See, it appears that North America gave about three millions of francs, or \$600,000.

Veterinary Surgeons all over the country are recommending Sheridan's Cavalry Condition Powders to the following trouble in the horse:—Loss of appetite, roughness of the hair, stoppage of bowels or water, thick water, coughs and colds, swelling of the glands, worms, horse ail, thick wind, and heaves.

A friend of ours who is chief clerk in the Government Dispensary, says that no medicine chest is now complete without Johnson's Anodyne Liniment. We always supposed it was prescribed by law; it is not, it ought to be, for certainly there is nothing in the whole materia medica of so much importance to the soldier, and the sailor as "Johnson's Anodyne Liniment."

Mrs. H. Johnson, Welsford, Queen's County, N. B., had suffered with Asthma, from infancy, until she used Graham's Pain Eradicator, nine years ago, and has since remained entirely free from it.

Marriages.

At Ingham River, on the 2nd inst., by the Rev. J. J. Skinner, Mr. Joseph Shankie, of Hubbert's Cove, to Miss Bessie Dimock, daughter of Mr. Joseph Dimock, of Ingham River.

At Grandville Ferry, on the 26th of March, by the Rev. Henry D. DeBlais, A. M., Rector, Mr. Samuel Hall, to Rebecca, widow of the late William Willett.

April 4th, 1872, by the Rev. Thos. Burditt, at Wilmot S. rings, Captain James Gilbert Reagh, of Margareville, to Matilda Harriet, only daughter of William Woodbury, Esq., of the Spa, Wilmot, N. S.

At the Baptist Meeting House, Berwick, on the 3rd inst., by the Rev. E. O. Read, Mr. John O. West, of Belle Plain, Kansas, to Miss Abbie L. youngest daughter of Sydney Shaw, Esq., of Waterville, Cornwallis.

On the 15th Feb., by the Rev. W. H. Porter, Mr. Joseph W. McKinnon, to Miss Maria B. Eldridge, both of Chebogue.

At Chebogue, on the 30th ult., by the Rev. W. L. Parker, Mr. Augustus Sullivan, to Miss Zilpha Fretry, both of Sandford.

On the 30th ult., by the Rev. D. A. Steele, Mr. Joseph Wetherby, of River Philip, to Miss Sarah Stuts, of Sackville, N. B.

On the 27th Feb., by the Rev. E. B. Corey, Mr. Cyrian Skerry, of Hillsboro, Cumberland, to Miss Hannah Williams.

Deaths.

On the 3rd day of Feb., 1872, Hannah, aged 21 years. Also, Edward, aged 15 years, children of Mr. Isaac Butler, of Oak Island.