

Correspondence.

SONGS OF THE CHURCH.

No. 62.

BOUNTIFUL HARVEST.

"He reserveth unto us the appointed weeks of harvest."

JEREM. v. 21.

O Lord! Thy promises prevail,
Seed time and harvest never fail,
Our labours to repay:
The ripen'd fruits our fields adorn,
And valleys standing thick with corn,
Thy bounteous love display.

The clouds drop fatness on the fields,
Enrich'd, the soil abundance yields,
The earth is stored with food:
At Thy command the teeming ground,
Its plenty pours on all around,
And all is fill'd with good.

To Thee, O Lord, our God and King,
The tribute of our love we bring,
Our grateful notes we raise:
And while the valleys laugh and sing,
Our tongues shall make the temple ring,
With anthems of our praise.

W. H.

UNPRODUCTIVE HARVEST.

"Your iniquities have turned away these things from you, and your sins have withholden good things from you."

JEREM. v. 25.

"Thy will be done," O King,
Whate'er that will ordain,
Whatever ill it bring,
Although the barren land and dearth,
With famine overspread the earth,
Our tongues shall not complain.

"Thy will be done," O God,
Though stern Thy judgments be,
Our lips shall kiss the rod:
Altho' the fruits should fail, and all
The cattle perish in the stall,
Our hearts shall trust in Thee.

"Thy will be done," Most High,
That will is good and just;
On Thee our hopes rely;
All we desire and all we want,
We know 'tis in Thy pow'r to grant,
And in that pow'r we trust.

"Thy will be done," once more
Beneath the genial Sun,
The earth shall yield its store,
And we will lift our grateful voice,
In Thy salvation to rejoice.
Amen! Thy will be done!

W. B.

PUBLIC IMPROVEMENT.

THERE is much that might be done in this way that is left undone among us. Only occasionally a start is made in the right direction. The evidence of profit must either be palpable, or some necessity must arise to force us upon the track, or occasionally in a fit of desperation an individual whose means are too limited will enter upon a strange occupation alone, in the vain hope that merit will be appreciated, and industry rewarded. Yet the natural facilities which Halifax possesses, not only to manufacture for itself and the Province, but for the adjoining Colonies, makes it a matter of profound astonishment that no pains are taken to encourage the exercise among us of the mechanical improvements and dexterity of other countries, and to make them available as sources of wealth.

Sometimes however, occasions arise, which if properly taken advantage of, may tend to push us onward in spite of ourselves. For one of these we are indebted to the care of the Government for the proper lodgement of its soldiers, in the construction of the new Barracks at Fort Needham, the cornerstones of which, it is generally understood, will be laid in a few days hence with military honours.

Halifax is a wooden town, a circumstance of itself sufficiently indicative to strangers of its being at least a century behind the age. At a distance of 48 hours' steaming from this collection of wooden houses, there is a City called Boston, built chiefly of brick, containing 150,000 inhabitants, with a climate like our own, and less natural advantages, and which seems to be placed just there, as an example to us of all improvement worthy our imitation. Now we venture to affirm, that an intelligent Bostonian visiting Halifax, however much he might appreciate, for a week or so, the contrast between the din and bustle of business he has just experienced, and the quiet repose of animated nature which is presented by our streets, would not fail to commiserate the lot of the people, to whom Providence had denied enough of clay to build their houses. But it is not difficult to imagine

what he must think of us, knowing as he does the comprehensive readiness of his countrymen to avail themselves of their natural resources, and to improve them also, when he discovers, that along nearly the whole eastern shore of the harbour there is a superstratum of excellent clay, sufficient to make brick to build a hundred cities of the size of Halifax. The comparison in his mind, alike of the place and the people, with his own home, may be odious; but in the way in which it is presented we may learn to profit by its justice.

Something is doing at present, as we have before stated, to enable the City to take away its reproach. The extensive saw barracks are to be constructed chiefly of brick, and the Contractors, at considerable outlay for steam machinery, and competent persons to superintend the work, have commenced a brick-making establishment at the Eastern Passage, not only to supply their own consumption, but any other demand.—This is not the only brick yard in that direction, but it is the first attempt in this community to introduce all the various improvements in the manufacture of the article. Their machinery is fitted with a crushing apparatus, which pulverises the small stones that mingle with the clay, which in its passage downward is kneaded by another process, made of proper consistency, and pressed into the moulds, which are capable of turning out 30,000 bricks per day. The establishment has also machinery for making pressed brick, which performs its work in a satisfactory manner, and turns out a beautiful and superior article. A part of the crushing apparatus was at work when the writer was present on Saturday last, and appeared quite equal to its duty; and it is calculated that an increased power, and some additional machinery, will enable the proprietors to make brick of surpassing fineness and quality, in quantity to meet any demand. The machinery has been fitted up by Messrs. Adams and Ward, Englishmen, who kindly explained its operation.

This brick yard is a few miles from the Dartmouth Ferry, by an excellent carriage road, and about the same distance by water from the City, and will be well worthy the visit of persons desirous of witnessing the application of mechanical improvement.

It is to be hoped that this enterprise will succeed, and that the Proprietors, leaving nothing to be desired in the sufficiency of the article, will reap an abundant profit from its adaptation to our circumstances, and to quicken our progress in the path of public improvement—that in this instance, at least, Halifax may not be amenable to the charge of being a laggard therein.

W. G.

The Church Times.

HALIFAX, SATURDAY, SEPT. 10, 1853.

RACES.

The friends of good morals and decency were startled by an application last week to the City Council, for permission to use a part of the Common as a race course. We regret to say that the first consideration of the subject resulted in favour of the application. A motion, however, to rescind was entered, and in the meantime petitions against thus re-opening the floodgates of all abomination, were numerous signed, and we are happy to say that they prevailed. How any one who looks with half an eye at the idleness, gambling, drunkenness, blasphemies, cruelties and other violations of order, decency and religion, which are invariably and in every country the concomitants of the race course, can yet advocate such things, or what is much the same, refuse to exercise his influence against them, is what we cannot understand.

But the matter has been so well treated in one of the secular papers, (not to be suspected of over strictness,) that we transfer the remarks to our columns.

Extract from the Colonist of Tuesday:—

"We regret to hear that there is a movement afoot to revive the old Halifax races. We had hoped that Halifax had done with these things forever. Nothing brings together more vice and rascality, nothing tends more to deprave the mind than horse-racing. In England the race meetings are always scenes of profligacy and vice. There however it is considered that the breed of fine horses is kept up by the sports of the turf. Here we have the gambling and the iniquity without the smallest corresponding benefit. Even in those times when the races were held annually, nothing in the shape of good horse-flesh came of them. The New Brunswickers or the Yankees sent over a horse that cleared off all the prizes. No one can point to a single benefit derived from them. We do not want

race-horses. We want good cart and coach-horses. The young men of the town will be much better attending to their business than gambling, and for recreation they will find cricket, rowing, and sailing much more wholesome, both for body and mind, than watching two or three scrub horse persecuted round a mile of ground, with more money depending on the event than they can afford, and more liquor in their heads than they can steadily carry. Halifax is made for regattas, not for horse-races. The former always do us credit. The latter are contemptible."

NEW BRUNSWICK RAILROADS.—Active preparations have been going on in St. John for some time past for the great celebration of the 14th, which is likely to be in every way suitable to the importance of the occasion.

It is said that leading men of all parties in this city have been invited to be present, and we hope they will go, and be led to bury all their petty hostilities under the sods of New Brunswick, returning here animated with one spirit—that of love for their country, and with a disposition to unite in all good works for its advancement. We have long enough exhibited the unseemly spectacle to our neighbours of party and personal warfare, which has done too much to retard the progress of the Province in Railroad enterprise, and every thing else.

We hope henceforth, and especially when Mr. Jackson comes on, as they say he will immediately after the 14th, to decide whether we are a people among whom it is possible for him to work; that both sides will bury their hatchets and take up the pickaxe and the spade, and agree on the time and place for turning the first Railroad Sod in Nova Scotia. A St. John paper has the following in reference to this subject:

"Our various 'Trades' and public bodies in general, are actively employed in preparation for the ceremonies of the 14th of September; which we believe will be carried out in such a style as has never yet been equalled by any public 'Demonstration' in this Province. A superb procession will be formed, and the ceremony of 'turning the first sod' on the intended line of Railway between St. John, Shediac, and the American border, will be performed with all due observance and eclat.—As the day will of course be observed as a public holiday, the general turning out of our citizens, with the hosts of visitors expected from other places, will form an exciting and lively display.

The various surveying parties are zealously prosecuting their labours on different sections of the route, and in various directions, so as to determine accurately the most favourable line for adoption; and it is expected that by the 14th of September the route from St. John to the Bend will be positively located. A party of surveyors commenced operations last Monday, on the Marsh near the City, and will proceed eastwardly to meet the party working westwardly from the Bend."

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LETTERS RECEIVED.

From Rev. J. M. Campbell, two subscribers who have paid in advance. From Mr. Smith, Amherst. Rev. J. Robertson, one subscriber—directions will be attended to. From the Rev. J. T. T. Moody, with £1 5s. From Isaac Wyld, Guysborough, with remittance £1.

Mr. Avery, St. John, will oblige by remitting any money that may have been paid to him on account of this paper.

Birth.

In this City, on Thursday Sept. 1st., the Lady of the Rev. E. Maturin, of a daughter.

Married.

On Saturday evening, by the Rev. Dr. Willis, Mr P BEARAWAY, to CAROLINE F., daughter of the late Captain Parker, both of Newfoundland.

At Bridgetown, on the 5th inst., by the Rev J Robertson, DAVID M. DICKIN, Esq., of Boston, Mass., to Miss KATE HOWE, daughter of Mr. James Fellows.

At Trinity Church, Liverpool, on the 9th inst., by the Rev J. Ambrose, A. B., Mr FREDERICK A. DEWOLFE, of New Orleans, to Miss JOSEPHINE FERNETTE, daughter of the late Capt. Henry Fernette, of Lunenburg.

On Thursday last, at Christ Church, Dartmouth, by the Rev. J. Stewart, JOHN B. FAY, Esq., Merchant of this city, to EMILY L., eldest daughter of James R. Smith, Esq., Barrister-at-Law.

At Lunenburg, on the 25th August, by the Rev. H. L. Owen, Mr. JOHN LOY, to CHRISTIANA SMITH. Also, Sept. 3, Mr. EDWARD MULLOCH, to Mrs. MARY ANNE SILVER, of Upper La Have.

Died.

On Friday evening, 2nd September, Col. JOSEPH CHIBLON-TON, formerly of the 5th Regt.

At Melbourne, Australia, on the 1st day of March last, Mrs. JANE CAMPBELL, consort of Mr. Angus Campbell, and daughter of the late Mr. John McKay, of West River, Pictou, aged 23 years. The deceased was passenger in the Barque Aurora, from Pictou to Melbourne.

Also at the same place on the 11th of March, JOHN, son of Mr. Angus Mackay, formerly of West River, Pictou likewise passenger in the Aurora, aged ten and a half months.

At the same place on the 16th of March, JONATHAN EDWARD McLEOD, son of the Rev N McLeod, formerly of St. Ann's, Cape Breton.