

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, JULY 6, 1904.

PRESBYTERIAN CHURCH IN NEW BRUNSWICK



The First, New Brunswick Synod.

NOTE—The names in this list are arranged to identify the proper persons by beginning at the side of the picture opposite the reader's left hand, and going in regular order to the right, first with those standing, and then, in the same order, with those sitting.

STANDING—Rev. James Baird, A. M., Carleton, St. John (N. B.); Edward Charters, Elder, Prince William, York Co.; Rev. James Fowler, Bass River, Kent Co.; Rev. Alex. Smith, Prince William, York Co.; Rev. James Law, A. M., Richmond, Kent Co.; Rev. Andrew Donald, Campbell Settlement, Kings Co.; Rev. Wm. Milten, Hecoboe and Waweg, Charlotte Co.; James Savage, Elder, Richmond, Carleton Co.; Rev. James Salmon, Chipman, Queens Co.; Rev. Wm. Alves, A. M., Carleton Church, St. John; Rev. James Gray, A. M., Sussex (N. B.); Rev. Robert Moody, Missionary; Rev. Thos. Nicholson, River Charles, Restigouche Co.; Rev. George Brown, Missionary, St. John; Rev. Lewis Jack, Springfield, Kings Co.

SITTING—Rev. Wm. Elder, A. M., St. John; Rev. Charles Gordon Glass, Woodstock; Rev. John Irvine Dunlop, Missionary, Shediac; Rev. Neil McKay, St. David's Church, St. John; Rev. Angus McMaster, Moderator, New Mills, Restigouche Co.; Rev. John Turnbull, St. James, Charlotte Co.; Rev. Thos. G. Johnston, Blackville (N. B.); Rev. Alex. Stirling, Fredericton (N. B.); Rev. James Bennett, St. John's Presbyterian Church, St. John (N. B.)

(By Frank Baird in Presbyterian Witness) The Presbyterianism of New Brunswick began with the coming of the Loyalists, in 1783, when St. Andrew's church, St. John, was organized. But it began again in 1845. It is with this second beginning with the early days of the Free Church of Scotland—that this sketch deals.

Early in the year 1845 the Colonial Committee of the Free Church of Scotland turned its attention to New Brunswick. It resolved to send out two exponents of Free Church principles. The choice of the committee fell upon Rev. John McMillan, of Ireland, and Rev. Patrick L. Miller, of Dundee.

These two brethren reached St. John in March, 1845, and on the 13th of that month they held their first meeting in the city. The eloquent and thrilling address delivered that night produced in many the conviction that the Free Church had been right in the great controversy carried on so long in Scotland. Accordingly congregation in the city—St. John Presbyterian church which had been organized in 1844—and many individuals declared at once for Free Church principles and practices.

The movement thus begun in St. John in March was advanced a step at Fredericton when on the 10th of July, 1845, Revs. John Turnbull, Andrew Donald, Andrew Stevens and Robert Irvine resolved to sever their connection with the New Brunswick Synod of the Church of England. These four brethren then formed themselves into the Presbytery of New Brunswick.

The sympathies of the Irish church for the infant cause was soon practically manifested in the sending out of Revs. Westey, Law and Milten; indeed much of the Presbyterianism of rural New Brunswick today is due to the church in Ireland which for many years commenced its missionary work after her self-called children.

The years following 1845 were years of rapid growth. By 1852 the Presbytery of New Brunswick had become the synod of New Brunswick with four Presbyteries, namely, St. John, St. Stephen, York and Miramichi. As far as can be learned the picture of the synod here reproduced was taken in 1853 or 1854. A few observations may be made regarding some of those composing this interesting group.

Mr. Baird was the first minister of Carleton, or St. West. He came from the church in Ireland and settled in Carleton in 1845 and returned to his native land where he was granted a doctor's degree.

Mr. E. Charters, elder, was one of the original office-bearers of St. David's church, St. John, and a citizen of much worth.

Mr. Fowler is at present professor of Botany in Queen's University, Kingston.

Mr. Law came also from the Irish church. He labored many years in Kent county, Mr. Bonar Law, of the British cabinet is his son.

Mr. Donald was undoubtedly one of the leading spirits in the planting of Presbyterianism in New Brunswick. He and Mr. Turnbull were the founders of the synod. On the synod roll of 1852 Mr. Donald's name is first. Mr. Donald was a breaker of new paths, a veritable hero, a man of God—Witness readers are soon to hear more of him.

Mr. Milten was another Irishman. He labored long and faithfully in Charlotte county where others today build on the foundations he laid.

Mr. Salmon was of English extraction and education. He labored at Richmond and later for several years at Chipman.

Mr. Gray's name will ever be identified with the beginning of our cause in the Kennebec valley, where for 31 years he labored with zeal and success.

Mr. Nicholson was still an honored and respected member of our synod. He lived at River Charles. His valuable services were given to the church for a long time in that vicinity.

Mr. Jack like Mr. Donald is another of our pioneers whose story is charming to the old—and it must be so day.

Mr. Elder, brilliant and gifted alike with tongue and pen, scholar, preacher, journalist, orator, statesman and gentleman, was another gift from the Irish church. Mr. Elder was for some years

Courtesy of the Presbyterian Witness.

minister at St. Stephen. At the time of his death he was editor of the St. John Telegraph and provincial secretary.

Mr. McKay and Mr. Bennet—yet another Irishman—were honored by the church in being made Doctors of Divinity. Mr. McMaster was a Highlander who labored on the North Shore for many years.

The work of Messrs. Johnston and Stirling, both recently deceased, is so well known that comment is unnecessary.

Speaking of our New Brunswick pioneers as a whole, it is doubtful if any band of men anywhere in the church, deserve a higher place. In Nova Scotia conditions were different. There Presbyterianism existed from the beginning; in New Brunswick it had to be made. None of the original settlers were Scotch; the Loyalists who secured all the valuable lands in the river valleys, were overwhelmingly of another persuasion; the Presbyterians who came in later from Ireland and Scotland, both from instinct and necessity,

sought the rough "hill country." It was here on the mountains of the counties of Kings, Charlotte, York and other places, widely scattered, that shepherds like Andrew Donald, William Milten, Lewis Jack and Alexander Stirling found their flock and slowly gathered them into flocks.

The hills, as usual, proved to be the strategic positions, and with these fortified, the valleys were soon captured.

And their labor even here were not in vain. Today not a few Elders in our city and valley churches of New Brunswick—for the tendency of the hill people has been downward, toward the rich lands originally held by Loyalists—are the product of seed scattered on the hillsides by the pioneer sowers. And these did not drive; they did not ride; they walked.

The real explanation of the vigorous and prosperous Presbyterianism of New Brunswick today lies in the fact that its pioneers were all Asherites; at any rate, their shades were iron and brass.

particularly in the vicinity of Greenville and Moosehead, furnish a delightful picture from the car window, perhaps the most pleasing being the Wilson Valley. A view of miles of low country is had from the train as it runs along an elevated plateau. You are above the valley 100 feet, and look down upon the tree tops spreading for miles around, while a range of high hills makes a grand background. Just near here is a mountain whose summit pierces the clouds.

There's a chain of lakes along the Maine section of the line and about them a thickly wooded country reported to be really a sportsman's paradise. Quite a number of American parties have already gone in for the summer sport and camping.

Three hundred laborers are at the work and are also ballasting the road. At the rate of progress now being made they will be done track laying in five or six weeks, and meantime the ballasting is going on wherever needed. When all is completed there is no doubt the C. P. R. between this city and Montreal will possess a road-bed unexcelled by any railway.

The work being done is not confined wholly to track-laying and ballasting, however, for the company has under way several important pieces of bridge renewal and masonry work.

At Brownville there has recently been a good deal done in the way of improvements. An electric lighting plant has been installed and the lights for the yard, station house and round house, supplies power for the coal plant and just now is being connected with a new pumping house built on the bank of the Pleasant River. Water for the locomotives and for the company's works will then be sent along by electric power.

A new bank house for the engineers and firemen is also being built at Brownville. The building has been erected and is now being finished. It will contain dining room, kitchen, bath room and lavatory, reading room, and sleeping rooms with accommodation for thirty-two men. The floors are to be of hard wood and the plumbing and other fixtures to be of the best. The building will be lighted by electricity. The C. P. R. Company is putting up this building for the accommodation of its employees, who will have its use free of charge. The contractor is Fred. R. Whipple, of Carleton, and he is making a good job of it.

Travel over the C. P. R. is good this year. The suburban service out of St. John is being taken advantage of by many residents and the attractive spots farther along the line are drawing their quota of pleasure seekers and sportsmen. At many points in New Brunswick and Maine the woods have been invaded and the streams and lakes which abound in the country traversed by the C. P. R. are the temporary home of many on pleasure bent. A wonderful sportsman's country it is. Along the line in New Brunswick the places where good luck with rod or gun can be expected are well known to Telegraph readers, but Maine offers some magnificent ground perhaps not so well known.

The woods along the line in Maine, par-

THE I. C. R. DEFICIT EXPLAINED.

(Continued from page 1.)

the same period a year ago. In this connection he said that he could not give a very glowing picture on this account. The expenditure was very largely in excess of the receipts. The receipts for the first ten months of 1903 were \$5,292,630, and for 1904, \$5,287,521, a decrease of \$5,118. The expenses were in 1903, \$5,288,765, and in 1904, \$5,835,294, an increase of \$546,530. For the ten months in 1903 there was a surplus of \$3,876 and in 1904 a deficit of \$547,372.

Mr. Clarke (Toronto)—The deficit is large.

Mr. Emmerson—It is the growing time. The increase since 1903 of higher wages paid. So that as we are the friends of the laboring men my honorable friend will not cry over the results.

The earnings for the month of April, 1903, were \$47,845, and the working expenses \$48,860, leaving a profit of \$83,945. The earnings for April, 1904, were \$57,733, and the working expenses \$48,653, leaving a profit of \$9,080.

For the ten months ending April 30, the earnings were \$5,287,521 and the working expenses \$5,835,294, leaving a profit of \$546,530. For the ten months of 1903 the earnings were \$5,292,630, and the working expenses \$5,835,294, leaving a profit of \$457,336. The deficit was \$408,801, and in 1903 was \$702,864 greater.

There was an increase in the cost for water, in repairs to locomotives, etc.

For the ten months of 1904 there was paid out for fuel and wages, \$1,878,900 more than for the whole year of 1903, notwithstanding that the railway had only increased some 15 per cent. in mileage in that time.

Hon. Mr. Emmerson said he wanted to place in concentrated form this increased expense and the items which occasioned the increased expenditure.

For ten months of 1904 wages were \$344,365; fuel, \$128,937; repairs to engines, \$25,427; repairs to postal, express and baggage cars, \$13,025; repairs to bridges, \$22,000; repairs to wharves, \$13,541; head of fees, \$1,440; district agencies, \$8,020; snow clearing, \$40,083. Total, \$613,381.

Big Increase in Wages.

Mr. Emmerson pointed out that there were \$240,000 more paid out in wages in 1902 than there was in 1896. The same number and the same classes of employees.

In 1903 there were \$234,000 more wages paid out than in 1902, and for the ten months ending April 30 there was an increase of \$344,365 in wages more than was paid out in the same ten months in 1902.

By these figures the minister said that there had been an increase of \$608,031 more for salaries for practically the same number and same class of employees as was paid in 1896.

There was \$58,631 more paid out now than in 1902. The items for this amount were as follows: Engineers and firemen, \$126,640; conductors and brakemen, \$144,504; trackmen, \$143,082; station agents and operators, \$151,805.

Mr. Clarke said he had not the details for the eleven months, but he had the totals. He showed that the receipts for the end of May, 1901, were \$5,706,491, and for the end of May, 1902, were \$5,706,491, the same eleven months in the previous year.

The working expenses were for the eleven months of 1903, \$5,720,550, and for the eleven months of 1904, \$6,338,976, for the same eleven months ending with May, 1904, or an increase of \$618,426.

No Apology to Make.

In presenting these figures, which as the minister stated were not of a glowing character, Mr. Emmerson said that he had not corrected to say, as some did that it was not built as a commercial undertaking.

It was constructed as a part of the work of confederation for the purpose of relieving the provinces together. It was not built in the interest of the railway, but in the interest of the eastern provinces. It was built to allow the province of Ontario to reach the marine provinces and to unite all the eastern provinces together. He did not believe it to be in the interests of the railway to increase the freight rates. If any protest heard against it.

But there were other ways of making the Intercolonial a success. A good deal could be done in modernizing the road. That was something that he would address himself to. The straightening out of the curves and the improvement of the grades and bridges to bear the heavy engine would have to be secured would assist to the dominion that has yet been, and in his opinion it was a most valuable asset.

It was yet destined to be one of the greatest assets that the country had. The reason of the deficit was that the employees had to be better paid. It would not do to starve the employees. They would require to get as good pay as other roads. They were not getting this, and that was the reason why they were increased.

In addition to the case of employees mentioned who had increased, the laborers and others on the road had also their pay increased.

The house then went into committee, Mr. Haggart stating that as he was not in the house when the minister commenced his speech, therefore he would defer his reply.

There was a long discussion in reply on the increase of salary of C. W. Ross, \$150. Mr. Boyd read a couple of resolutions passed by lodges of trackmen of the C. P. R. in the west in favor of increased wages to the Intercolonial trackmen.

The minister explained that since those resolutions were passed, the wages of the trackmen had been increased.

Mr. Norton asked if the minister had got resolutions from the Halifax and Sydney Boards of Trade, asking for a night train between Halifax, Sydney and North Sydney.

Mr. Emmerson replied that he had, but it was not thought advisable to change any of the day trains to run at night, and the present traffic would not accommodate an extra train.

Mr. Kendall suggested that a sleeper be attached to the through freight, and the hour of starting be changed.

Mr. Emmerson said that the question was one which the department was giving due consideration.

Men's Dressy Black Clothing.

It is Possible to Buy Separate Garments.

Table listing various men's clothing items and prices, including suits, jackets, and trousers.



THESE SUNDAY BLACK CLOTHES ARE A SPECIALTY WITH US.

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And as long as these NEW GOODS last you can get them at the OLD PRICES of last year, and yet Cotton today has reached a much higher price than for many years and no prospect of a decline for some time to come.

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COLORS DRESS MUSLINS, COTTON VOILES, ZEPHYRS, GINGHAMS, CHAMBRAYS, FLAKE TWINE CLOTH, etc., in all the new colors at 12c, 14c, 15c, 18c, 20c, 22c, 25c, 28c, 30c, and 35c yard.

White Cottons, Unbleached Cottons, Cambric, Pillow Cotton, White and Unbleached Sheetings, Towels, Toweling Table Linens, Napkins, Shaker Flannels, and Dotted Shirting, Ducks, Drills, Art Muslin, retonne and Steens all at the old prices.

DOWLING BROS., 95 and 101 King Street

Obituary.

William A. Fraser.

After battling for months unsuccessfully against consumption William Alexander Fraser, a native of Westville (N. S.), died Tuesday evening, aged 19 years. He was brought up in Victoria, and attended the South Park school for years, afterwards taking a position in the local office of the Northern Pacific railway, and later at the C. P. R. ticket office. For several years he was a valued member of the Boys' Brigade, and is well known throughout the city, especially in the James Bay district. He leaves a sister, Miss Frances Fraser, and an aunt—Victoria Daily Colonist, June 23.

James Barber.

The death of James Barber, surveyor of shipping, who occurred on Saturday night, at his residence, 253 Gorman street, terminated a long life of activity and usefulness. Mr. Barber was eighty-five years old, and for the last year or two had been in steadily failing health.

James Barber, says the Biographical Review, was born in Old Meldrum, Aberdeenshire (Scot.), May 19, 1819, son of John and Ann (Jennet) Barber. He was educated in Scotland, and at the age of sixteen he came to St. John with his cousin, John Duncan, of the shipbuilding firm of Owens & Duncan, for whom he worked for six years following his arrival. He next engaged in the lumber manufacturing industry, and about the year 1849 he became associated with Alexander Pettie in purchasing and operating saw mills. This firm, which transacted business in St. John and Liverpool, being known in the province as James Barber & Co., and in England as Alexander Pettie, Laughton & Co., operated for many years. After this Mr. Barber served four years as secretary of the Albert Mining Co., and one year as its manager. He later became secretary of the Caledonia Oil Co., which manufactured coal oil, and was forced to suspend operations, partly by the high tariff imposed by the United States government, during the civil war, and partly by the discovery of oil wells in Pennsylvania.

In 1858 he turned his attention to farming, which he followed for twelve years. In 1868 he was appointed chief clerk in the registry of shipping, connected with the department of customs in St. John, and measuring surveyor of shipping in the department of marine and fisheries. He continued in that office until 1885, when he was succeeded by his son, but still held the position of surveyor of shipping.

On March 7, 1886, Mr. Barber was united in marriage with Janet Brown, a native of Glasgow (Scot.), daughter of James and Jane (McClintock) Brown. She became the mother of four children—Keith, Allan, Jennie McClintock, Kilmory Christian and Mary Alice. Keith A. Barber is now chief clerk in the registry of shipping. Jennie McClintock is the wife of Strain Robertson, of the firm of A. Chipman Smith & Co., St. John. Mary Alice died at the age of six years.

Mr. Barber was an honorary member of St. Andrew's Society, and was for many years a trustee of St. Stephen's church. He had been in failing health for some time.

Mrs. W. E. Norton.

After a few days' illness at her home in New York city, May 15, Sarah Dorcas Norton, wife of W. E. Norton, marine artist, passed peacefully to her rest, leaving a sorrowing husband and two daughters to mourn the loss of a most loving and affectionate wife and mother. The funeral services were held at the residence of the deceased on Sunday, June 13th.

William Stewart.

Dalhousie, N. B., July 4.—William Stewart, unmarried, aged 47, died at Campbellton, on the 2nd inst., after a short illness. The deceased was a native of Dalhousie, being a son of the late Dugald Stewart, who for many years held the position of collector of customs for the port of Dalhousie. The late Mr. Stewart moved to Campbellton a few years ago and engaged in business. His popularity in that town was demonstrated by the large number of people who attended his funeral. His body was brought to Dalhousie on Saturday evening and deposited in the Presbyterian church.

The funeral took place on Sunday at 10 a. m. and was very largely attended. A special train brought a large number of Campbellton's leading citizens who attended the funeral.

The service at the church was conducted by Rev. Mr. Leck and as the deceased belonged to the Independent Order of Foresters the members of that society held their usual service at the grave.

The pall-bearers were Daniel O'Keefe, J. Howe Taylor, James Jardine, Thomas Dalhousie, N. B., July 4.—Dr. Frank Oulton, of this city, died this morning 11 o'clock after a lengthy illness of lysis. He was fifty-four years of age, is survived by a widow and two children Frank A., of Fankton, South Dakota at present, and Mrs. Frank Stevens, near here. Deceased was a son of the James W. Oulton. He was born in New Brunswick, and practiced here many years. Some fifteen years since he went to Dakota, where he worked up a good trade and acquired considerable real estate. He returned to Moncton about three years ago, and was practicing up to the time he fell ill.

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Weddings.

Stags Powers. A quiet wedding was solemnized as noon, Wednesday, June 29, at St. I. church, Brocton (Mass.), when Miss B. Barnes, formerly of this city, the bride of George Sage, of New York, formerly of Melton Mowbray, Leicestershire (Eng.).

GO-DEB WEDDING.

Of Couple Who Were Married in St. John 50 Years Ago.

Medford, June 29.—Mr. and Mrs. John Townsend Jardine of 132 Adams street, Hillside, have been receiving congratulations this afternoon and evening on the completion of 50 years of married life.

From 2 until 5 o'clock many friends and neighbors called at their home and passed the afternoon socially. In the evening only the children and grandchildren were present in a family reunion. It was at this time that a purse of gold was presented to Mr. and Mrs. Jardine by their children. The gold wedding circle which Mr. Jardine placed upon the fourth finger of Miss Emily Storey's hand having become worn through in 50 year's time, it had been laid aside because of its fragility. This evening the old ring was again placed upon her finger, but this time it was fitted into a groove of a new ring, which will preserve the old one. A poem written for the occasion by Robert Gibson, of Harvard street, was read by its author. The parlors were arranged with daisies and buttercups.

Mr. Jardine's birth day was on Sept. 25, 1829, in a little village of Prince Edward Island. He attended school there and learned the trade of house carpenter and went to St. John, where he became manager of a door, sash and blind factory, remaining in that position 10 years, or until the great fire of June 29, 1877. He then moved to Medford and has lived in or near here since.

In the meantime he had met Miss Emily Sophia Storey, who was born in New York city. In St. John they were married. Thirteen children have blessed their lives and 10 of them are now living, five sons and five daughters. Their only short distance of 10 years. Eight are married, and 23 grandchildren have been born.

Mr. and Mrs. Jardine reside quietly in their home at the Hillside, where Mr. Jardine, who has given up carpentering is still active and takes pleasure in more leisurely employing himself about the house.