

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 kneeling.

**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. Milne, Hecobee and Waverly, Charlotte Co.; James Savage, Elder, Richmond, Carleton Co.; Rev. James Salmon, Chipman, Queens Co.; Rev. Wm. Almes, A. M., Olvin 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.

**KNEELING**—Rev. Wm. Elder, A. M., St. John; Rev. Charles Gordon Glas, 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 Bennet, 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 Ireland and Scotland. These four brethren then formed a 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 a 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.

(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 \$5,292,639, and for 1904, \$5,287,321, a decrease of \$5,318. The expenses were in 1903, \$5,288,705, and in 1904, \$5,835,294, an increase of \$546,589. 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 expenses were due to 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 \$48,360, leaving a profit of \$515. The earnings for April, 1904, were \$57,772, and the working expenses \$48,253, leaving a profit of \$9,519.

For the ten months ending April 30, the earnings were \$5,287,321 and the working expenses \$5,835,294, leaving a profit of \$451,927. The earnings for the ten months ending April 30, last were \$5,287,321, or \$547,772 less than the working expenses, so that the working expenses cost \$500,000 more than on the previous year.

Cost of Fuel Doubled

The cost of fuel had more than doubled since 1896. The cost for wages and fuel together was \$1,432,000. In 1896 the wages were \$75,705, and in 1902 this was increased by \$729,402. The fuel was \$408,801, and in 1903 was \$702,854 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 1896, 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 \$344,385; 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, \$13,054; head of fees, \$12,440; district agencies, \$8,020; snow clearing, \$40,083. Total, \$613,981.

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 to 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 \$344,385 in wages more than was paid out in the same ten months in 1902.

By these figures the minister said that the increase was not due to the same number and same class of employees as was paid in 1896. There was \$388,631 more paid out now than in 1902. The items for this amount were made up as follows: Engineers and firemen, \$126,640; conductors and brakemen, \$144,504; trackmen, \$143,082; station agents and operators, \$151,805.

The minister said he had not the details for the eleven months, but he had the totals. They showed that the receipts to the end of May, 1901, were \$5,706,491, and in 1902 there was an increase of \$5,287,321 for the same eleven months in the previous year.

The working expenses for the eleven months of 1903, \$5,720,550, as against \$5,287,321 for the same eleven months ending with May, 1904, or an increase of \$433,229.

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 no apology to make. The intercolonial had not been built as a commercial undertaking. It was constructed as part of the work of confederation for the purpose of uniting the provinces together. It was not built in the interest of the railway companies. It was built to allow the produce of Ontario to reach the maritime provinces, and to unite all the eastern provinces together. He did not believe it was in the interests of the country to increase the freight rates. If any attempt was made to do so there would be a 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 engines that would have to be secured would all go to make the road a more profitable asset to the dominion than it 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 these resolutions were passed, the wages of the trackmen had been increased.

Mr. Boyd 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.

GO DOWN 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, Hillsdale, 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 years' 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, 1859, 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, and a short distance of Boston. Eight are married, and 23 grandchildren have been born.

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

THE I. C. R. DEFICIT EXPLAINED.

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It is Possible to Buy Separate Garments.

DRESSY BLACK SILK SUITS.

Single Breasted Black Serge Sack Suits.....\$ 6.00  
Single Breasted Black Worsted Sack Suits..... 7.50  
Single Breasted Fine Twill Worsted Suits..... 8.50  
Single Breasted Fine Twill Worsted Suits..... 10.00  
Single Breasted Black Cheviot Sack Suits..... 11.00  
Single Breasted Fine Twill Worsted Suits..... 12.00  
Single Breasted Black Cheviot Sack Suits..... 13.50  
Single Breasted Black Cheviot Sack Suits..... 16.00

BLACK SACK COATS AND VESTS.

Single Breasted Sack Coats with Vest in Fine Twill Black Worsted.....\$ 7.25  
Single Breasted Sack Coats with Vest in Fine Twill Black Worsted..... 9.00  
Single Breasted Sack Coats with Vest in Black Cheviot..... 9.50

PRINCE ALBERTS, OR FROCKS.

Prince Albert or Frock Coat with Vest in Fine Twill Black Diagonal.....\$16.00  
Prince Albert or Frock Coat with Vest in Black Cheviot..... 16.00



OUTAWAY COATS WITH VEST.

Morning or Outaway Coat, with Vest in a Fine Twill Black Cheviot.....\$10.00  
Morning or Outaway Coat, with Vest, in Black Cheviot..... 10.00  
Morning or Outaway Coat in Fine Twill Black Worsted..... 12.00

SEPARATE SACK COATS.

Single Breasted Sack Coats in Fine Twill Black Worsted.....\$ 6.00  
Single Breasted Sack Coats in Fine Twill Black Worsted..... 7.00

SEPARATE OUTAWAY COATS.

Morning Coats in Fine Twill Black Worsted.....\$ 8.00  
Morning Coats in Fine Twill Black Worsted..... 10.00

SEPARATE BLACK VESTS.

Vests in Fine Twill Black Worsted.....\$ 2.00

SEPARATE BLACK TROUSERS.

Trousers in Fine Twill Black Worsted.....\$2.75, \$3.50, \$3.95 and \$4.50.

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MANCHESTER ROBERTSON ALLISON, LIMITED, - - ST. JOHN, N. B.

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PRINTED CAMBRIC at 7c, 10c, 12c, and 14c. yard 20 in., 29 in., 31 in. and 32 in. wide, pretty patterns and good fast colors.

COLORED 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 Flannel, and all other goods 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 gaining 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 died on Saturday night, at his residence, 255 Gormain 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 Christiana (Allan) 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 1846 he became associated with Alexander Pettibone 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 Pettibone, Laughton & Co., operated two 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, 1893, 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, Jeannie McClintock, and Mary Alice. Keith A. Barber is now chief clerk in the registry of shipping. Jeannie 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 home of the deceased on Sunday afternoon, June 27, at 2 o'clock. The interment took place in Boston on the 18th.

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Mrs. Norton was a native of Grand Manan (N. B.). The family had only returned two years ago, after spending twenty-six years in Europe.

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 David 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

Dr. Franklin Oulton.

Moncton, 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 late James W. Oulton. He was born in Maine, 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 died.

Weddings.

Stags-Powers.

A quiet wedding was solemnized at noon, Wednesday, June 29, at St. P. church, Brocton (Mass.), when Miss B. Barnes, formerly of this city, the bride, of George Stagg, of New York, formerly of Melton Mowbray, Leicester (Eng.).