

## THE WEEKLY SUN

ST. JOHN, N. B., JULY 25, 1894.

## ST. JOHN MINISTERS AND CHURCH UNION.

We hear more and more as the years go by of the possible union of different religious bodies. There are now so many organizations in which several denominations work together that the subject of organic union continually forces itself on the attention. At last ecumenical gatherings, such as the Freebys, an assembly recently held here, it has become customary to receive fraternal visits from representatives of other churches and to exchange greetings in a way that usually leads up to some kindly talk of a general religious reunion. In Ontario the subject reached the point of a conference at Toronto among representatives of the principal Protestant bodies. The latest ecumenical from Rome shows that not Protestant bodies alone cherish the dream of union of Christianity. Among the religious papers which are giving attention to the subject is the Presbyterian Review of Toronto, which has invited an expression of opinion from certain clergymen of various bodies. The opening article of the symposium appears in the last issue of the Review, and is from the pen of Rev. Dr. Macrae, of this city. An interesting feature of Dr. Macrae's paper is that it is not confined to abstract discussion, but gives the actual results of a series of five conferences held four years ago in this city, where ministers of five denominations sought to ascertain the extent of their common ground. This is Dr. Macrae's account of the origin of the conferences:

In that year a beloved and most highly respected, broad-minded clergyman of the Episcopal church proposed that we should come together, inviting ministers of the five denominations represented in St. John, to discuss this very question. Accordingly three representatives from each of the following bodies were invited: Baptist, Episcopal, Methodist and Presbyterian, excepting the only Congregational minister residing in this city. Twelve responded; although, after the first meeting, the Baptist ceased to attend, and the Congregational minister (who was most thoroughly and intelligently in sympathy with our movement) had immediately after our third conference gone to Europe.

It is stated that five meetings took place with different chairmen, the first president being an Episcopal canon, the senior minister present. The account goes on to tell that the conference agreed on a statement of the Christian faith involving the authority of the scriptures, the doctrine of the Trinity, the incarnation and atonement, the resurrection, and including a definition of saving faith. The ministers also adopted the "Langham Street conference" statement on Christian morality and discipline. They framed a statement of their own on Christian worship which all present accepted, including the Presbyterians, Methodists and Anglicans, of whom Rev. Mr. Davenport who is not named, but is, perhaps, sufficiently designated as "a very extreme ritualist," was one. The Baptists had ceased to attend before this time. The agreement as to worship was on the following basis:

(1) That rigid uniformity in public worship is impracticable.  
(2) That, on one hand, the treasures of devotion in hymns, collects, liturgies, etc., may be the Christian church, any with due regard to doctrinal purity, be freely used by all Christians.  
(3) That, on the other hand, the use of extreme prayer in public worship is illegitimate, and indeed commendable, where custom or special circumstances render it more edification.

On the subject of the sacrament the St. John ministers agreed that:

While it is the duty of everyone to seek to know the true doctrine of the sacraments, yet their efficiency does not depend upon such knowledge, but lies, on the one hand, in the due administration of the sacraments in all those things that of necessity are requisite to the same, and on the other in the faith of those with a true desire to fulfil the ordinance of Christ.

So far, as Dr. Macrae says, all "got on swimmingly"—and Mr. de Soyres, who is evidently the minister mentioned as the originator of the conference, had reason to be gratified with the unanimity of sentiment. The split took place on the subject of the Christian church and ministry, or rather of the ministry, for a definition of the church was accepted. In the Langham conference the following statement was made as to the ministry:

We agree—1. That Christ has established a perpetual ministry in the Catholic church.  
2. That no one but a duly ordained minister is authorized to administer the sacraments.  
3. That there is a divinely appointed threefold distinction of orders in this ministry.  
4. That the Nonconformist members of the conference are unable to admit—  
One of these two views of the ministry, the threefold distinction of orders in this ministry.  
2. That external ordination by the laying on of Episcopal hands is necessary for the right exercise.

This report formed the basis of discussion in the St. John meeting. Dr. Macrae in his account of the proceedings says: "A very full and frank discussion followed, after which section I was agreed to. The consideration of the remaining clauses was postponed to a future meeting, which had not yet been held, nor is it likely to be, for reasons which will presently appear."  
From the foregoing it will be observed that our little conference was of one mind with regard to what most of us mean most. Presbyterians would deem "the Fundamentals." Doctrine, discipline, worship—the word sacraments and prayer—as to our views of one and all in principle, we were a unit. Our absolute irreconcilable differences arose when we reached the points bearing chiefly upon human authority, upon man's official place in the administration of the Church of Christ.

What is the ministry? We are entitled to ordain, dispense sacraments, preach, etc. Here, two of our Episcopalian brethren, if they will tolerate the word, simply refused to admit of any possibility of compromise.  
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The historical part of Dr. Macrae's interesting paper ends here, and he proceeds to

give his conclusions, which are that the distinctions separating churches are concerned with what seems to him to be "false issues" rather than "underlying verities." Nevertheless, these issues he considers to be sufficient to cause the Baptists to "continue to treat all overtures toward union as an invitation to our little conference was treated by our Baptist brethren at St. John." Equally he thinks that while the Episcopalian insist upon their belief about the Episcopate "they will naturally decline fellowship with those 'democrats,' the Presbyterians." Dr. Macrae believes that there is no great bar to the union of Presbyterians, Methodists and Congregationalists. He is not sure, however, that such union is desirable, as he finds great advantage and stimulus in the healthy rivalry and competition of different religious organizations. Whether he is right or wrong in his theories, the story he tells of the St. John conferences is interesting and instructive, in view of what they accomplished and what they failed to accomplish.

## BLAST FURNACES AND THE TARIFF.

There are many things in favor of the establishment of smelting works in Carleton Place. The natural advantages of the locality seem to be greater than those of any other place in Canada, except perhaps New Glasgow, and even compared with that coal and iron centre there are circumstances in favor of St. John. If the freight on some materials, as coal and iron ore, is a little greater here, the cost of other materials, as lime, would be very much less. The reduced cost of transporting the finished product to market, and the privilege of a sea port, open all the year round, give St. John a distinct advantage over the situation of any iron works now existing in Canada. There is, however, no possibility of comparing Carleton with Ferrona or New Glasgow without knowing the relative merits of the ore deposits. St. John is by far the best port for working up the ore produced at Niagara. The only other place which has attempted this business is London, which is obviously handicapped in comparison with St. John, being less convenient to iron, coal and lime, and farther from all markets.

If blast furnaces are established at Carleton, capable of producing 50,000 or more tons of iron yearly, and if existing works elsewhere are extended, as is now contemplated, that fact will afford an answer to much that has been said here and elsewhere against the iron tariff and bounty. It requires a large amount of capital to start such an industry, and even with the protection afforded it will be a matter of some difficulty to get capital, even with all the local advantages considered. Everybody knows that not a dollar would be invested without the assurance of tariff encouragement. Time brings its revenges in most cases, and in this one especially, for from the same source whence proceeded all manner of abuse of the policy of protection to iron smelting as a "Nova Scotia industry" over the prospect of an industry here. If the iron industry were a thing of no importance to the public, and of no value to the country, and if those who invested in it were robbing the country and deserving of all reprobation, we ought not to rejoice over the extension of the industry and the further development of the breed of tariff robbers. But in sober truth there is no industry from which Canada has more to hope than this same iron industry, and nothing in the economic history of the country is likely to be more gratifying in the future than the substitution of the Canadian iron product for the foreign supply in the markets and workshops of the country. At present only one-tenth of the iron and its products required in Canada are produced from Canadian ore. If works at St. John should produce 60,000 tons, or 200 tons a day, this would be only another tenth. Then there are many reasons why the product of these works should be advanced to a stage beyond pig iron. In spite of certain statements made here and elsewhere it is not reasonable to believe that the ore supplied is not fit to make puddled bar suitable for rolling mills. The experiments have so far been carried on under great disadvantages, and yet have been sufficiently successful to afford great encouragement to the belief that Canadian-made puddled bar will for the most part eventually take the place of imported scrap in our rolling mills to the advantage of both the smelting and rolling industries. It is, of course, not yet certain that blast furnaces will be established here by Mr. Leckie and his associates. This is a kind of thing that one had better not prophesy about unless he knows. But there is a fine chance for Mr. Leckie or some other captain of industry, and if there is no change of government, or of policy, it can only be a question of a short time until some capitalist will take advantage of the opportunity.

Mr. Richard Cartwright took occasion to say the other day that in the event of a change of government, which he looks for soon, he would not be bound by resolutions providing for five years of iron duties and bounties. But there is as yet no sign of a change of government, nor are Mr. Richard Cartwright's threats, which he will certainly carry out, likely to assist in destroying the present government or the present policy. There is a reasonable certainty that the present conditions will prevail during the first five years of the history of any industry established in the near future, and this is as good a guarantee as is possible to give in this country to any investor.

## THE RAILWAY DEPARTMENT AND THE CURRAN BRIDGE.

Mr. Haggart has no reason to complain of Mr. Richard Cartwright for putting him on the defence of the railway department in the matter of the Curran bridge. The affair is one which needs explanation as well as

investigation, and needs explanation the more since inquiry has elicited damaging information. It is due to the minister of railways to say that it was he and not his opponents who started the investigation. No doubt the minister is only too glad that Mr. Richard Cartwright has given him the opportunity to state the position as far as it concerns the department and its management of it. One or two features of the Curran bridge affair are apt to be overlooked. Careless readers of the despatches may fail to notice that whatever blunders and frauds in the actual operations occurred took place within a few weeks. The expansion of the pay list seems to have begun, or at least become serious, in March. It was at the beginning of this month that the work of masonry began. Some preparations were made in December, January and February and part of the materials were procured in those months. But the pay roll for all these months was only a little more than half the bill for March, which later came to \$132,000. The rolls for March reached the deputy minister about the middle of April, and at once it was seen that something was wrong. Immediately afterward Engineer Douglas from the department was at Montreal inquiring into the whole matter and putting things to rights as fast as this could be done. Mr. Douglas was told by the deputy minister, "Keep your eyes open and see everything for yourself and have the force out down to what is absolutely necessary." The deputy minister hurried to the spot and so did the minister. From April 20 the correspondence shows that the department was continually refusing payment of bills apparently excessive, sending back accounts for correction, questioning returns, and generally keeping a suspicious watch on proceedings. Under Mr. Douglas the work was pushed to completion. The department then demanded an investigation and a commission was appointed, whose report was submitted to parliament this session. The public accounts committee has not added much to the information so obtained, except that it has brought out more clearly the frauds in connection with the time keeping. Any man carrying on a heavy work of construction is liable to be cheated, and many are so wronged. Especially is there such a liability where the work must be done in a rush, by a force working day and night. The head of the department of railways is not a technical officer. He should be able to trust the engineers and other officials of his department to see that the general plans and policy decided upon are carried out. Mr. Haggart, while the bridge work was going on, was attending to his parliamentary duties and other matters under his charge. Mr. Schreiber, the deputy minister and chief engineer, explains that he himself went to Montreal in January when preparations were in progress, and that during the eventual March he was not there. At the beginning of April he visited the works and told the engineers in charge to reduce the force as there were too many men engaged. He was there again when he had sent Mr. Douglas, and cannot be charged with neglect after the middle of April. But it seems singular that during March and the first half of April he did not know that 1,300 men were on the pay roll, and that he was content to receive information from Engineer Parent by telephone which gives the department no record. Whatever may be said about Mr. Schreiber there is no doubt that Mr. Parent did not faithfully and honestly perform his duties as resident engineer and superintendent. He and Mr. Kennedy, who was associated with him, had charge of the work on the ground, and could not, if sane and sober, fail to know that the government was cheating and left. The department certainly has no further need of them, and they appear to be sufficient grounds for a judicial inquiry into their case. It was on Mr. Parent's recommendation, and as Mr. Schreiber says, with some hesitation on the part of the deputy that the tenders for labor were called for. Mr. Parent gave plausible reasons, but the result of the contract with St. Louis leaves the impression that the real reasons were not given. Mr. St. Louis, as a chief engineer by the side, and as a man who must have known that he was getting more than his due, is in the worst position. He appears in the light of the testimony to have been a consummate rascal, and his suggestions before the committee about party services and contributions only place him in a worse light. He is evidently not to be believed on oath, for he has repudiated his own testimony. It is a melancholy thing for a spending department to come into business relations with such a man, and it is not surprising that Mr. Haggart is ashamed of it, albeit the fault does not appear to be his. The case against the timekeepers who kept false books, and the officials who drew double and treble pay by pretending to be in two places at once, or by drawing pay under fictitious names, is clear enough.

HERBERT SPENCER is enduring much misery in the contemplation of future trouble. His letter to the general secretary of the World's Congress of Evolutionists gives a blue outlook for the United States. "We have had hard times before us," says Herbert Spencer, (referring to England) "and you (in the United States) have still more. A few years before you—well—immense bloodshed and eventually military despotism of the severest type." This is a darker view of the future of the United States than that given by Macaulay in a well known letter written nearly half a century ago.

THE esteemed Telegraph proves by reliable statistics that it costs more to run the dominion than it did in 1878. There is no doubt about it. It also costs more to run Mr. Gibson's saw mills than it did when the owner first settled on the Nashwaak. What an extravagant man Mr. Gibson must be.

Otto married out of sympathy for a poor girl, and found her a domestic tyrant.

## THE SESSION.

The fourth session of the seventh parliament has at length closed. There have been a few longer sessions and many shorter ones. An average session is a little over three months, and this has continued a week more than four months. The business done could have been transacted in a shorter time, but under a system of responsible government it is not easy to limit the number or the length of opposition speeches. On the whole, though the excess of talk made the session rather tedious, it might have been worse. For one thing, a thorough revision of the tariff has been made. The United States congress began the same business last autumn, and has been working at it ever since. At this moment it is not certain whether any measure will result from this month's talk. All we know is that no measure has yet been agreed upon. The new Canadian tariff meets many of the objections which have been made to the customs laws, while adhering to the general principles on which the tariff of 1879 was framed. The important amount of other business was done. The insolvency bill occupied the time of the senate during a large part of the term, and in the hands of the experienced business men of that body was thoroughly discussed. It now stands over for consideration by the house of commons. The French treaty has been accepted by parliament, which also endorsed the Atlantic steamship appropriation after the terms had been modified to meet the just claims of this port. This province has also an interest in some important modifications made in the laws respecting fisheries, and in legislation concerning land lines on ships, and in regard to certificated officers in vessels. The North-west, as usual, came in for attention, and some changes were made in the laws applying to that region. Changes in the general laws of the country were perhaps fewer than usual, and public legislation introduced by private members did not make great progress. From a political point of view the session has not been a sensational one. A sort of party fight was kept up, but never in the history of the dominion did an opposition attack a government with less effect, friendliness and success. Mr. Laurier and his friends came to the session fresh from a convention of their party, but they never worked less harmoniously or with less appearance of conviction than this year. The government majority has not diminished on any want of confidence motion, and in some divisions of that character the administration gained marked support from the opposition ranks. At the beginning of the session, as at the beginning of other ones, some beating was heard of proposed attacks on the government. Especially was it understood that the ministry was to be pushed hard on the Manitoba school matter. But nothing has come of it all. The only serious reflection on the administration was connected with the Curran bridge, and this matter the government itself brought to the front and kept there. On matters of policy the opposition was the most feeble that a dominion parliament has ever seen. If Sir John Thompson is not satisfied with the way he has come out of the session, from a party point of view, he must be hard to please.

For the second quarter of the current year the tonnage of shipping turned out of British yards was 718,204, which is 103,000 tons in excess of the product of the same period of last year. The total tonnage ordered but not commenced is 166,000, which is 126,000 tons less than this time last year. The shipping now under construction is more than last year. On the Clyde there is an increase from 215,000 to 239,000; on the Tyne, from 113,000 to 131,000; on the Wear, from 79,000 to 112,000; at Middlesbrough and Stockton, from 45,000 to 60,000; at Hartlepool and neighboring points, from 33,000 to 54,000; at Barrow and neighborhood, from 19,000 to 24,000. Belfast shows a decrease from 75,000 to 55,000.

LONDON Transporters say that arrangements have been completed by which funds have been provided to finish the Chicago and Marine Transport railway, work on which was suspended in August, 1891. Messrs. S. Pearson & Son, of Westminster, have been entrusted with the contract.

## Boston and New York Lumber Markets.

A Boston letter of last week says: "Eastern spruce market is best described as demoralized. Mills refuse to run at the quotations recently made, and the list of those that have decided to shut down increases weekly. The Connecticut Lumber Co., for instance, which is reported to have a drive of 40,000,000 feet passing through the falls at Belvidere Falls, Vt., and bound for Holyoke, Mass., has decided this week to close down three of its five mills. Other concerns follow suit. It takes a good cargo of random to bring \$12. Pine and spruce boards are quiet and hemlock has relaxed. Clapboards are easier and lathe and shingles quiet."

A New York letter says: "The change for the better in the position of West Virginia spruce already has an influence to bring something like a smile of hope to countenances of receivers of the eastern product. They have been wrestling with a lot of stock during the past week, and selling at a loss; they could, sometimes at \$11, more frequently at \$11.50 to \$12, and rarely at \$12, the better prices not always obtained to meet the market of cargoes as through good luck. With the fleet now pretty well sold out, the mills at St. John and in Maine furnishing practically no addition to supply, some of the receivers of the eastern stuff imagine the market will strengthen enough to stop the evasion of lathe rates at the yards, but the latter has become too pious a practice for prompt suppression, especially in the absence of broad trading. State spruce is selling better to country trade. Spruce piling has had a tumble to 22 1/2 cents for 12-inch butt, 35 to 40 foot sticks this season, but is now up to 4 cents, and steady. Lath did sell last week at \$1.50 as surmised, but receivers are now trying for \$1.60 and upward."

## THE BRITANNIA AGAIN.

The Vigilant Ahead Over Two Thirds of the Course Yesterday.

But the Prices of Wales' Outer Finishes Once More a Cup Winner.

QUEENSTOWN, July 23.—The onp hunters Vigilant and Britannia this morning started after the prize offered by the Royal Munster Yacht club under favorable auspices. The weather was clear with a spanking good north-west breeze. The course was from Roche's Point to Daunt Rock, thence to a mark off Porthead, finally back to the starting point, sailed over three times, the yachts finally finishing at the club-house of the Royal Cork Yacht club at Queenstown. The time was made at 11 o'clock. The boats crossed the line as follows: Vigilant, 11:07:00; Britannia, 11:07:00. The Britannia secured the weather position. The time for the north-west wind shifted to eastward and both boats, cleeseheaded, ran to Porthead. The Vigilant, sailing under the lee of the English boat, drew ahead and gained, rounding Porthead mark at 11:30:02, the Britannia rounded at 11:31:33. It was now a free reach to Daunt's Rock, which the Vigilant passed one minute and twenty-nine seconds ahead. The time taken at Roche's Point being: Vigilant, 12:30:03; Britannia, 12:30:04. This was a clear lead for the Yankee boat of two minutes and fifty-eight seconds.

Bearing away for Porthead the Vigilant sent her balloon jib up, but the Britannia carried only a small jib, as she did in going over this part of the course before. It was a free reach to Porthead, which the Vigilant reached at 1:00:02, and the Britannia at 1:05:03. Five minutes and one second later the Vigilant jibbed and took in her big jib, sent her balloon jib up, and the Britannia carried only a small jib, as she did in going over this part of the course before. It was a free reach to Porthead, which the Vigilant reached at 1:00:02, and the Britannia at 1:05:03. Five minutes and one second later the Vigilant jibbed and took in her big jib, sent her balloon jib up, and the Britannia carried only a small jib, as she did in going over this part of the course before. It was a free reach to Porthead, which the Vigilant reached at 1:00:02, and the Britannia at 1:05:03. 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