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THE WEEKLY SUN.

ST. JOHN, N. B., APRIL 2, 1898.

MR. BLAIR AND THE AUDITOR GENERAL.

While their hungry followers are in full cry after all office holders who were appointed by a tory administration, Mr. Laurier and his ministers would, if the truth were told, much more gladly welcome a hearty party demand for the removal of one J. Lorne McDougall from the position of auditor general. Mr. McDougall is a lion in their path. He has the objectionable habit of refusing to certify to payments that he believes are illegal or made without the authority of parliament. And Mr. Blair is one of the ministers who has been brought up with a round turn by the auditor general. The facts of the case as given in the auditor general's report, section R, pages 333, 34, 35, are of special interest to New Brunswickers.

It appears that the Central Railway Co. of New Brunswick was subsidized to the extent of $142,400 for 44 1-2 miles of railway, and that in January, 1891, the chief engineer of the department of railways and canals reported that the company had earned $75,639 of their subsidy, which amount was promptly paid them under authority of an order in council. Owing to the fact that wooden trestles had been substituted for truss bridges, as the contract with the government required, the engineer deducted $66,761 from the subsidy and only recommended the payment, as already stated, of $75,639.

It was after this date that Mr. Blair got in his fine work on behalf of his particular friends, the Central Railway company. On May 17th, 1897, he secured the passage of an order in council amending the subsidy contract so as to admit of the acceptance of the wooden trestles. The following day he caused the chief engineer to certify that out of the total subsidy the company had earned $137,000, and on June 1st he completed the job so far as lay in his power by securing another order in council advising the immediate payment to the company of the $61,461 previously deducted by the chief engineer.

Here, however, the auditor general stepped on the scene, and on June 9th, in reply to an application from the deputy minister of railways for the $61,461, he sent a very brief note, informing the department that "payment cannot legally be made," and that if so desired he would be pleased to give his reasons for taking this position. Mr. Blair then reported the matter to the treasury board, which called on Mr. McDougall to give his reasons. To this request, the auditor general replied as follows:

AUDIT OFFICE, OTTAWA, June 29, 1897.

Sir—With reference to the appeal from my decision on the application from the railway department to pay $61,461 to the Central Railway company of New Brunswick, I now give shortly the ground of objection to the payment.

The whole of the claim is represented by part of the amount retained from subsidies which would have been payable in full if conditions required by 52 Vic., chap. 3, and 53 Vic., chap. 2, and by the agreement, etc., made between the railway company and the governor in council under those acts had been complied with. The retention is the difference in value between the work which the company agreed to perform, and that which it did perform.

My objection is to payment for that portion of the work which is still unperformed. As I understand the position, the railway company knowing exactly what was required by the agreement with the government, deliberately substituted less expensive and less durable materials and workmanship for more expensive and more durable, and there was therefore properly and legally deducted from their subsidy the amount which will be needed to enable the government to substitute the improved structures required by the contract for those which the railway company with its eyes open supplied.

Now, whatever reason there may be in the public interest to warrant the government in modifying a contract while the operations are in progress, there can be none when the work is done.

A man agrees to build a house and leaves it half finished, or makes wooden walls when he has agreed that they shall be brick. He is laughed at by the other party to the contract if he asks the price agreed upon. He is no more successful if he appeals to the courts. Why should the railway company in this case get different treatment from the government? The government cannot have the power to do what a private individual, if he were sane, would never think of doing under similar circumstances.

I heard Judge Burbidge in the exchequer court say that the government could not pay more than its agreement required, because that would be equivalent to giving money for nothing. That ruling manifestly indicates that the government cannot legalize the additional payment by a new agreement after all the work has been done.

It seems to me that the improvements for which this money is retained ought to be made in the interests of the people whom the Central railway serves. The government might give notice to the railway company to perform the work within a reasonable time, and if the company failed to do it, have it done by others. It would probably be necessary to have the subsidy renewed by parliament.

To me it appears that there is not the shadow of an argument for now paying this money to the railway company.

My objection is under section 32, subsection a, Consolidated Revenue and Audit Act.

I am, sir, your obedient servant,
J. L. McDOUGALL, A. G. J.
The Secretary, Treasury Board.

The treasury board then referred the matter to Mr. Blair's colleague, the minister of justice, who it will be seen sustained Mr. McDougall's position:

JUSTICE DEPT., OTTAWA, July 6, 1897.

Sir—Referring to your letter of 30th ult., inclosing treasury board file upon a reference from the department of railways and canals, with regard to the payment to the Central Railway company of New Brunswick of the sum of $61,461, balance of subsidy claimed for that company, to the payment of which the auditor general objects on the ground that there is no parliamentary authority therefor, and requesting advice upon the objection so raised, I am directed to state that the minister of justice considers that the objection of the auditor general should be sustained. It appears that the only parliamentary authority for the payment of this subsidy is contained in the Railway Subsidy Acts of 1889 and 1890 (52 Vic., chap. 3 and 53 Vic., chap. 2.) These statutes provides that the company, in order to earn the subsidy, must construct the railway according to specifications approved by the governor in council, and embodied in a contract between the government and the company, and also that the construction shall be completed within a period of four years, to be fixed by the governor in council. It appears that an agreement with specifications was entered into between the government and the company in accordance with the statute. The company did not, however, construct the road in accordance with the specifications, and thereby failed to earn the portion of the subsidy in question. The four years allowed by the statute for the construction of the road in accordance with specifications having lapsed before the order in council amending the contract was passed, the minister is of opinion that there was at the time of the making of that order in council no parliamentary authority for making any further subsidy contract, nor for authorizing the payment of the subsidy then unearned.

I return the papers herewith.

I am, sir, your obedient servant,
E. L. NEWCOMBE, D. M. J.
The Secretary, Treasury Board.

With this opinion before it, the treasury board, as will be seen by the following extract from the minutes of a meeting held July 7th, turned Mr. Blair down in short order:

"The board had under consideration the objection made by the auditor general to the payment to the Central Railway company of New Brunswick, of the sum of $61,451 (the balance of subsidy for which payment authority was given by order in council of 1st June, 1897) on the ground that payment cannot legally be made. The board, on the opinion of the honorable the minister of justice as set forth in a letter from the deputy minister of justice under date of the 6th July, 1897, are of opinion that the objection of the auditor general should be sustained."

It will be observed that only for the action of the auditor general in burking Mr. Blair's little game the treasury of Canada would be over $60,000 poorer and some of his political friends in Queens that much richer.

The Canadian History quarterly supplements to the Educational Review should win in their merits a hearty recognition and support not only in New Brunswick, but all over the dominion. The first number fully justifies the promise made by Mr. G. U. Hay, that he would endeavor to present the leading events and persons in our history in such a graphic way as to secure interest and at the same time give instruction. Its contents embrace the Physical Growth of Canada, by G. F. Matthew; the Legend of Glooscap, by James Vroom; Cartier's First Voyage, by W. F. Ganong; the Story of Lady La Tour, by James Hannay, and the Story of the Loyalists, by Dr. J. G. Bourinot.

We presume that Mr. McLellan, the liberal candidate in West Prince, will point out to the electors that the oil duty has been removed, the exodus stopped, reciprocity with the United States secured, the debt reduced, the expenditure lessened and other reforms of which Sir Louis Davies was the ardent advocate a few years ago carried out successfully. Unless Mr. McLellan can establish the correctness of these statements he must stand before the people as the champion of a set of political humbugs. Possibly when he speaks of the promised steamship cold storage service he will also endeavor to explain that an export bounty on butter would be a bad thing for the island farmers. He will doubtless show them it is much better to bonus Yukon contractors than island farmers.

The electors of West Prince should do justice to Mr. Hackett. Any insinuating threats that if he is not defeated the government will not be bound to keep its pledges to the recent Island delegation should be repelled by an indignant and independent electorate. This government is sadly in need of a lesson. The voters of West Prince have an excellent opportunity to do the country good service by returning Mr. Hackett to parliament.

The electors of West Prince will have an opportunity to tell Sir Wilfrid Laurier and Sir Louis Davies that that constituency is not for sale. It is well for the government that they are not facing a general election. Even the most pronounced opponent of gritism would not have predicted two years ago that any government could be so thoroughly discredited in the country in so short a time.

MARINE MATTERS.

Ship Marathon was at Shanghai Feb. 25th, ready to sail the next day for Royal Roads, B. C., for orders.

A Boston despatch of the 27th says: Bark Culdoon, from Cape Town for Boston, before reported ashore at Nantucket, was hauled off and towed to Vineyard Haven today by tug Right Arm. She is leaking but little. Only eighty bales of wool remain in the vessel, nearly the entire cargo having been lightered and landed at Nantucket, and will be shipped here.

The following charters are reported: Barks Giovanni, St. John, N. B., to Marseilles, deals, 58 francs; Industria, St. John, N. B., to Tunis, deals, 58 francs; Ajax, St. John, N. B., to London, deals, 45s.; Osterburg, St. John, N. B., to a Dutch port, 42s. 6d.; brigts. Iona, New York to Rio Grande do Sul, general cargo, 85 cents per bbl.; Ora, Wilmington, N. C., to Arecibo, lumber, $7 and p. c.; schs. Hazelwoode, New York to St. John, N. B., part cargo wire, 95c.; Thistle, New York to St. John, N. B., scrap iron, $1.25; Howard, New York, to Yarmouth, N. S., corn, 2½c. per bushel; Elwood Burton, Louisburg, C. B., to Calais, coal, $1.25 and discharged; La Plata, Santa Cruz, Cuba, to New York, cedar, $9; Erie, Porto Rico to Delaware Breakwater, f. o., sugar in hhds. and bags, 19c.; Utopia, Barbados to Richmond, Va., molasses, $2.75; Mercedes, Porto Rico to North of Hatteras, molasses, $2.12½c.; I. V. Dexter, Barbados to Vineyard Haven, molasses, $2.65; A. S. Snare, Perth Amboy to Mt. Desert Ferry, Me., coal, 60c.; Wm. Jones, Perth Amboy to Portsmouth, coal, 55c.; M. J. Chadwick, same; Ruth Robinson, same.

Disease. Suffering.

APRIL AND MAY.

Health. Happiness.

How to Banish Disease and Secure Good Health.

Paine's Celery Compound the Great Spring Cleanser and Life Giver.

IT MAKES FRESH, PURE RED BLOOD FOR PALE AND SALLOW PEOPLE.

April is now with us. The feathered songsters are here again, warbling their sweetest notes in paeans of praise for a new season. Nature is throwing off her old garb. The trees are budding, the grass is showing new life and soon the wild flowers will put on their dazzling dress of beauty and richness. All nature seems to be calling out to man, saying, "Be happy and rejoice; give thanks to Him who makes such glorious provision for the children of earth."

Many a thankful prayer will ascend from truly grateful and healthy men and women for the beauties and bounties of the new season. On the other hand, a vast multitude of half-dead, broken down, weak, debilitated and suffering men and women will not have the capacity to appreciate the mercies so bountifully bestowed. Their thoughts are centred on their afflictions and sufferings; they are moody, despondent, morose, and some are hopeless and in despair.

It is to this suffering class that we would speak words of hope and comfort. Warning would be unnecessary if you fully realized the fact that Paine's Celery Compound cures the disease that is now making such progress and havoc in your body.

It matters not whether the trouble be rheumatism, neuralgia, kidney disease, liver complaint, nervous prostration, agonizing dyspepsia or blood diseases, Paine's Celery Compound is able to make you whole and well.

Paine's Celery Compound, unlike other medicines, is a true and rapid banisher of disease; it makes the blood pure, so that life and energy flow quickly to every muscle, nerve and tissue. Nature's medicine promptly restores strength, vigor, appetite and digestion; it gives sweet sleep and repose to the wearied and restless.

Will these honest and strong assurances induce you to give earth's best medicine a fair trial in this your time of danger? The experience of physicians and their kindly words in favor of Paine's Celery Compound should be a guarantee of success to you.

The marvellous results given to weak, sickly and broken down clergymen, judges, members of parliament, and to worthy and honorable citizens of every city in the Dominion, speak volumes in favor of Paine's Celery Compound.

One bottle experimented with at this season is always enough to make the most critical and skeptical continue with the medicine until they are cured.

It has been truly said by an eminent Canadian press correspondent that "No physician is ever needed in homes where Paine's Celery Compound is used."

A NARROW ESCAPE.

The Schooner Olivette Came Very Near Going Down in Lunenburg Harbor.

General Montgomery Moore Returns from Washington and is Interviewed.

The Mail Steamer Lake Winnipeg Had a Rough Experience and Sustained Some Damaged.

HALIFAX, March 30.—General Montgomery Moore, commander of the British land forces in Canada, who has spent the last ten or twelve days in the United States, is back in the city.

A Sun reporter called on General Moore, who has been a close observer of the stirring events which crowded thick upon one another in the American republic during the week preceding the arrival of the Maine court of inquiry.

"Yes," he said, "I had an extremely pleasant time the few days I spent in Washington at the hospitable mansion of her Brittanic majesty's ambassador. I received a great deal of friendship from everybody, from the president down."

"Do you still think the Maine was destroyed by an internal explosion?"

"My belief is still that it was an internal explosion, but an opinion is not worth sixpence in a case like this. There is great excitement, but it is the excitement of a young nation that thinks it should go to war."

"Did you meet any of the official heads at Washington?"

"Yes, I had an interview with President McKinley, who was very kind and interesting, with the two secretaries of the navy, with the secretary of war Alger, and with the commander-in-chief of the army, who were very free indeed with their opinions about everything."

"Did you inspect any of the forts?"

"Oh, no," said the general. "One doesn't inspect forts at such a time as that. My visit was more social than anything else, exactly as I have already said."

"Would you care to say if the question of aid from the Canadian side to the United States in the event of an Anglo-American alliance was discussed?"

"No, the subject was not touched upon, but of course such a question would be of a strictly confidential nature and could not be mentioned, although as a matter of fact it was not discussed."

"The United States people think they are quite able to take care of themselves. They have all the English independence and the English confidence, and I have no doubt they will give a good account of themselves if they go to war."

"If they do go into war," General Moore added, "they will probably come out of it a little wiser than when they went into it."

"What do you think of the probability of war?"

"Oh, that is very hard to say. There is an old rule: 'Never prophesy unless you know.' If you know, it is very easy. At present it is very hard to say what will result. The United States people believe that there are two hundred and forty thousand people starving in Cuba, and that it was their duty to help them. President McKinley is a strong man, and I don't think he is a man who will allow his hand to be forced if he can help it."

The Devil's Island live saving crew arrived this morning with Captain Creaser and crew of six men of the Lunenburg schooner Olivette from the West Indies for Halifax, which went ashore on Thrum Cap shoals at the entrance to Lunenburg harbor at an early hour this morning. Olivette was twenty-two days from Porto Rico for Halifax with 225 puns. of molasses for James Eisenhauer & Sons. She has been almost becalmed for the last seven days and drifted to the eastward. Last night the weather was very hazy; the captain reckoned he was in the vicinity of Thrum Cap buoy, but could not hear the sound of the bell. He was further east, however, than he anticipated, and about 2.30 this morning, at high water, struck on Thrum Cap ledges, having got between Thrum Cap and Devil's Island. There was considerable sea at the time, causing the vessel to roll, and as daylight approached, the southerly wind was causing the sea to increase, and the position of the crew became more perilous.

Early this morning the inhabitants of Devil's Island sighted the wreck. The lifeboat was got out and despite the heavy breakers, bravely bore toward the vessels and rescued the captain and crew, but not without great difficulty, each man waiting his chance to step over the side into the lifeboat. Both anchors were put out before the crew left, and the mainsail was still hoisted.

The Olivette was a handsome schooner of 96 tons, built only two years. She is insured for about three-fourths of her value. The cargo is valued at between $4,000 and $5,000.

This afternoon the Olivette was pounding considerably, and the seas washing her decks. Capt. Creaser, her commander, is a cousin of her owner. The $4,000 insurance on the Olivette is in a LaHave company. She was to go on a fishing voyage after she had discharged at Halifax. Tugs this evening abandoned their efforts to pull off the schooner, owing to the roughness of the water, but the salvage efforts will be resumed in the morning.

Two men, James DeYoung and his son, were drowned by the capsizing of a flat in which they were attempting to board the wreck with a small line from one of the tugs. The bodies have not been recovered. The hazard of DeYoung's attempt will be realized when it is stated that the life boat at Devil's Island would not venture near the wreck at the time on account of the treacherous sea. The unfortunate men were observed standing on the crown of the reef for some moments, the son supporting the father, who was somewhat up in years. Soon they became exhausted and were washed away by the breakers. There is only the smallest possible chance of saving the cargo.

The Beaver liner Lake Winnipeg arrived at three o'clock this afternoon from Liverpool, after a passage of exactly eleven days. She brings fifteen cabin passengers, 38 intermediate and 238 steerage. About half the steerage and most of the other passengers left by the mail train for the west. The steamer landed sixty tons of cargo and sailed for St. John shortly after six o'clock. The Lake Winnipeg had tempestuous weather on Friday and Sunday. Two of her boats were stove and one of the smoking rooms on deck was damaged. The first class passengers were: Mr. Ackerman, Miss Hill, Miss Friend, Rev. Mr. Johnson, Mrs. Johnson and child, Mr. Bradburn, Mr. McConnell, Mrs. McConnell and three children, Miss Hall, Mr. Fisher, Mr. Reamer, Mr. Purser, Mrs. Purser.

ALBERT CO.

HOPEWELL HILL, Albert Co., March 30.—The funeral of the late Rufus Tingley took place yesterday afternoon at Albert and was largely attended. After a short service at the house, the remains were conveyed to the Baptist church, where a sermon was preached by the pastor, Rev. I. B. Colwell. Rev. Mr. Davidson, Rev. Mr. Comben, Rev. A. H. Foster and Rev. T. Bishop took part in the services. Appropriate music was rendered by the Albert choir. Mrs. A. O. Copp organist. The pall bearers were Charles W. Newcombe, Gideon Bray, Gilbert M. Peck, Milledge West, Wm. M. Calhoun and Joseph Wood, all except the latter being deacons of the Baptist church.

Golden Rule Division, S. of T., has elected the following officers: Annie E. Newcomb, W. P.; M. M. Tingley, W. A.; Herbert L. Brewster, R. S.; Maisie Jamieson, A. R. S.; H. A. Peck, F. S.; Fred G. Moore, Treas.; Mrs. Jamieson, Chaplain; Julia Brewster, Con.; Warren Peck, A. C.; Aurelia Tingley, I. S.; John M. Tingley, O. S.; George W. Newcomb, P. W. P.

The barkentine Enterprise is loading deals at Apple River. Ship New City is chartered to load deals at Hopewell Cape. Bark Alert is also expected to load at the Cape.

Times are duller hereabout than they have been for many years. A great number of men are idle, there being very little work of any kind going on. The exodus from Hopewell has been larger than usual this spring, and unless some work starts up many more will be leaving.

John Barnhouse, engine driver in W. J. Carnwath's steam mill, was badly injured on Saturday in consequence of the breaking of the driving belt, the end of which struck the young man with great force, knocking him down and rendering him unconscious for a time.

MONCTON.

The Grit Management of the Intercolonial Not Making Trainmen Rich.

Don't Go to the Coast—A. E. Holstead Secures the Lease of the Opera House.

MONCTON, March 31.—Grit management of the Intercolonial railway is not making the trainmen rich. The reduction in the number of brakemen on express trains and the dullness in local freight traffic consequent on the disarrangement of business caused by the increase in rates has thrown a lot of men out of regular employment, and set others back in the line of promotion for many years. As a consequence a great many of the men are looking for positions elsewhere, and two brakemen, Percy Chapman and George Fryers, who have been in the service for many years, left tonight for the Crow's Nest Pass.

Another letter has been received from one of the Monctonians who recently went to Vancouver. It repeats the previous warnings about going to the coast, says many men are working for their grub, and there are hundreds of idle men, while every day there are seven or eight hundreds of new arrivals. Only one of the dozen of so of Monctonians who went to the coast this spring has been able to obtain employment. Herbert Humphrey, who sold his property here and took away with him considerable money, was held up the first night after his arrival in Vancouver and robbed of $100.

The millinery openings have been more than usually attractive this year and the shop windows present a very gay appearance.

Judge Wedderburn and other prominent Foresters will address a public meeting in Moncton April 11th.

A. E. Holstead, whose management of the Opera house was so successful some years ago, has again secured the lease at $540 a year. The building will be put in first class shape, and as Mr. Holstead is in touch with the musical and dramatic organizations he will no doubt be successful in bringing good companies here.

Police court collections last month amounted to $350, of which $300 was in Scott act fines.

It is reported that a man answering the description of Outlen, who is charged with embezzling $14,000 of the funds of the Adams Express company at Boston, was seen in Moncton a few days ago. The railway police are looking out for him.

SUDDEN DEATHS.

(From Friday's Daily Sun.)

William Black passed suddenly away at his residence, Princess street, at 11.30 o'clock yesterday forenoon. Although he had been in poor health for some time it was not considered that his end was near. He arose as usual yesterday morning and moved around the house, and while reading the paper he fell over on the floor, and before anything could be done for him he expired. Mr. Black was born in Ireland, but came to this country with his sister when quite a young lad. He followed the business of a ship chandler, and entered into partnership with Mr. Glasgow under the name of Glasgow & Black. Their place of business was on Ward street. On the retirement of Mr. Glasgow, Mr. Black continued the business personally, and after the big fire his place of business was in the Magee block, Water street. When the ship business commenced to decline Mr. Black found the business unremunerative and retired from it about five years ago. He had been a port warden for many years. Deceased was a very quiet and unassuming man and was 72 years old. He married Miss Killam of Yarmouth, who survives him, with two children, a boy and a girl.

Death came with awful suddenness yesterday morning to Jas. Emery, a well-known citizen, who resided on Exmouth street. Mr. Emery was the city agent for Ganong Brothers of St. Stephen. Yesterday morning he arose in his usual health and went to the barn and attended to his horse. He then went in to breakfast, and was just commencing the meal in company with his daughter. The young lady went for a moment to the kitchen, and while there was startled by the sound of dishes falling. Running into the dining room, she found her father lying on the floor. She raised his head and thought he had merely fainted. Mrs. Emery and the other members of the household formed the same idea. Dr. J. H. Scammell was hastily sent for, and when he arrived it needed only a brief examination to tell that death had claimed Mr. Emery. He had expired instantly, it is presumed, from heart disease. Mr. Emery leaves a widow, four sons and three daughters. The sons are at present all in Boston. Mr. Emery was born in the north of Ireland and came here when a child. He was in the grocery business for many years.

THE LATE D. V. ROBERTS.

A large number of citizens attended the funeral of the late D. V. Roberts, which took place from his residence, Douglas avenue, yesterday afternoon. Many beautiful floral tributes had been sent from friends, and everywhere were evidences of deep mourning at Mr. Roberts' death. Among the flowers was a large wreath of cream and white roses, azaleas, lily of the valley and ferns from the trustees of the Main Street Baptist church, of which body the deceased was a member. Services were conducted at the house by Rev. Dr. Carey and Rev. Mr. Stewart, of Amherst, and were very impressive. The quartette of the Main Street Baptist church was present and sang, "Jesus, lover of my soul," "Asleep in Jesus," and "The sweet bye and bye." Rev. Dr. Carey referred very feelingly to Mr. Roberts, of his long and honorable residence in St. John and the loss to the community by his demise. Interment was in the Rural cemetery.

The deceased was seventy-seven years old on the 17th of March and up to within two weeks of his death was remarkably hale and active. Pneumonia was the immediate cause of his death. Mr. Roberts was a native of St. John, and all his life was spent in this city. When a lad he learned the business of surveyor and afterwards went into partnership with the late Richard Seely in lumbering and shipbuilding. After Mr. Seely's death he and his brother, the late G. W. Roberts of Liverpool entered into partnership and conducted a successful shipping business. Their shipchandlery office was on Water street, where they were succeeded by the late C. Y. Gregory. Mr. Roberts was interested in many ships sailing out of this port. The vessels he was part owner in at the time of his death are managed by E. F. & W. Roberts of Liverpool, and consist chiefly of steel ships. The big four-masted schooner Americana that was in St. John last summer was partly owned by Mr. Roberts. Some of the vessels built by him were the ships S. L. Tilley, Abana, Albula, Anglo-America, Anglo-Indian, and Thomas Hilyard. In his early life Mr. Roberts was an active temperance worker and was a member of one of the first temperance organizations started in this city. In association with the late Sir Leonard Tilley he was instrumental in founding a temperance society which used to meet on Paradise Row near the site of the Mission church. Of late years Mr. Roberts had retired from active business and had lived quietly at his residence on Douglas avenue. His wife, who was a Miss Jordan, died about five years ago. Mr. Roberts had been a very active member of the Baptist church, and it was largely through his efforts that the handsome new Main Street Baptist church was built. He was treasurer of the building committee, and was indefatigable in his efforts to complete the edifice. His services in the early history of the church were very valuable and his counsel and advice was eagerly accepted and relied on. Mr. Roberts was also a trustee of the church. In his private life he was quiet and unostentatious. Of a charitable disposition, he was ever ready to assist the needy, and by his death the city loses an excellent citizen. His sons are Frederick, a dentist in New York; Samuel, a surveyor in Brooklyn, and D. Albert and Arthur, of St. John. His daughters are Mrs. Frank Roberts of England; Mrs. Frank P. Roberts of Gondola Point; Miss Kate Roberts, who is in England, and the Misses Alice and Helen Roberts, who live at home.