

Brief History of Bentinck Baptist Church, Mulock

Organized in 1875 with 14 Members. Later United with Another Baptist Congregation.

A few brethren and sisters in the Township of Bentinck, who had been baptized on the profession of their faith, being desirous of organizing as a church, met for that purpose in Mr. Patrick O'Neill's house, 2nd April 1875, when Elder J. C. Mukish of Mt. Forest preached from Luke 12:32, "Fear not little flock, for it is your Father's good pleasure to give you the Kingdom." After preaching, Elder Mukish made a statement of the Scripture Doctrines believed and held by regular Baptists, also their practice in the observance of the Ordinance of Baptism and the breaking of Bread and church polity, whereupon the brethren and sisters declared those to be the same as held by them.

Moved by Bro. Morris Jones, seconded by Sister Sarah Jones: That Bro. Jonathan O'Neill be the church clerk.—Carried. After which the brethren and sisters fellowshiped in the breaking of bread and then sang

a hymn, and after benediction, departed thence.

A Council was called by the Church to meet on the 2nd day of June, 1875 for the purpose of considering the propriety of organizing the church in Bentinck as Regular Baptist Church. The following churches were represented by their two respective delegates, viz: Clesley, Jno. Sluggert, Robt. Atkinson, Donald McGregor; Piceville, Elder R. McIntyre, Angus Beaton, Archibald Beaton, Donald Beaton; Hanover, Deacon Whiteford, Robt. Whiteford and R. Clement; Palsley, Elder McNeill, together with Elder J. Coutts, evangelist; and Mr. Forest, Elder G. F. Robertson, Deacon Poole and H. H. Stovel and Rev. D. Wright, pastor of the church.

These all being assembled within church, it was moved by P. O'Neill, seconded by H. O'Neill, that the delegates from the various churches and the other brethren assembled with them be accepted by the church as a council.—Carried. Bro. J. Coutts being appointed chairman and Bro. D. Wright, clerk.

Bro. Coutts having made a full and clear statement of the doctrines and practices of the Regular Baptist Churches, and the same being assented to and accepted by the church, it was moved by Elder D. McNeill, seconded by J. Sluggert, that the Church be recognized as a Regular Baptist Church and be known as the Second Bentinck Baptist Church.—Carried.

First Members and Officers

The Council arranged that Deacon Poole read a portion of Scripture and lead in prayer, that Elder D. McNeill should preach, that Elder J. Coutts give charge to the church, Elder G. Robertson the right hand of fellowship and Elder W. Wright read hymn and pronounce benediction. The Council then adjourned to meet in the schoolhouse at 6 p.m.

The hour of 6 p.m. having arrived the council, church and people met, when the above arrangement was carried out in due order.

The names of the members constituting the church are as follows: Henry O'Neill, Patrick O'Neill, Jonathan O'Neill, Ann McLean, Elizabeth McLean, Catherine McEcherine, Mary Jones, Sarah O'Neill, Martha O'Neill, Margaret McLean, Mary McEcherine, Morris Jones, Alex. McGillivray.

Two Churches Unite

In January, 1876, a meeting was convened in the schoolhouse on the 7th con., consisting of four members of the First and Second Baptist Churches in Bentinck, for the purpose of considering the propriety of uniting the two churches, also the

propriety of building a chapel.

The First Bentinck or Gallic Baptist Church was in existence for some time before this, but so far as we know, no record of the organization of that church has been kept.

The following members of the 1st Baptist Church were present: Archibald McLean, Hector McDonald, Jno. McGillivray, Rachael McKinnon, Flora McLean, Flora McDonald, Flora McGillivray, Mary McGillivray.

Of the 2nd Bentinck Church members, the following were present: P. O'Neill, Henry O'Neill, Martha O'Neill, Elizabeth McLean, Catherine McEcherine, Margaret McLean, Alexander McGillivray, Jane Makelam, Anne McLean, Mary McEcherine, Mary Jones and John McEachern.

Elder A. Warren, pastor of the 2nd church, was elected chairman and after some remarks, showing the benefits that would arise from the two churches being united, it was moved by Henry O'Neill of the 2nd Church, and seconded by Archibald McLean of the 1st church, that the 1st and 2nd Bentinck Churches unite and be one church.—Carried unanimously.

Moved by Henry O'Neill, seconded by Hector McDonald, that the united church be known as the Regular Baptist Church of Bentinck.—Carried

Moved by Henry O'Neill, seconded by Patrick O'Neill, that Hector McDonald be deacon.—Carried.

Moved by Hector McDonald, seconded by Jno. McGillivray, that Hy. O'Neill be a deacon.—Carried. Jonathan O'Neill who had been clerk of the Second Church, was continued in office as clerk of the new church.

We are pleased to be able to state that five of the charter members are still living, four of the ladies belonging to the present church, two of these are the wives of the first deacons, namely, our beloved sisters, Mrs Hector McDonald and Mrs Henry O'Neill. We regret that owing to ill health, neither are able to be present with us in this jubilee celebration. (Misses Margaret and Anne McLean of Bentinck and Sandy McGillivray of Chatsworth are the others.)

List of Pastors

During the past 50 years, the following pastors have served the church faithfully: Rev. D. Wright, Elder A. Warren, Rev. Wm Grant, Rev. J. C. McDonald, Pastor Puttenham, Rev. A. McFayden, Rev. J. B. McKinnon, Rev. H. J. Roberts, Rev. J. C. Dunlop, Rev. Jas. McDermid, Pastor P. C. McGregor, Rev. D. McNeill, Rev. G. I. Burns, Rev. M. P. Campbell, Rev. C. E. Pineo, Rev. D. McLennan, Pastor J. N. Start, Rev.

A. R. McDonald, Pastor A. Hall, Pastor R. Barclay, Rev. Fred Ashton, Rev. Wm. Aird, Rev. Henry Crickington, present pastor.

In this, our year of jubilee, we thank our Heavenly Father for His manifold blessing to us as a church, for the souls that have been redeemed within these walls, and the pure gospel we have heard from the sacred desk. We press forward with greater desire to win yet greater trophies for our Master, We long to glorify His name and crown Him Lord of All in the coming years, and pray that we may so love and serve Him that we may not be ashamed to meet Him face to face.—Dan McLean, clerk: Rev. Henry Crickington, pastor.

DORNOCH

Pleased to hear Rev. Mr Sillars is improving. We hope he will be able to be around in a few weeks. Sorry to hear Mrs Christy Robertson is not improving as quickly as her many friends would like to see. We hope through time she will gain strength.

Mrs E. B. Dargavel and children, are spending a few days with her father and brother at Crawford.

Mr and Mrs J. O. Dargavel and family of Rock Mills, Sundayed with his mother and brother.

Mr. A. A. Parks of Owen Sound, gave us a friendly call Friday.

Mr and Mrs J. Dobney of Durham, spent Thursday with friends in our burg.

The Women's Institute was held at the home of Mrs C. McIntyre, Oct. 14th, 18 members being present. The meeting was opened by singing the Institute ode, followed by the Lord's prayer. The minutes of last meeting were read and adopted, and splendid papers were read by Mrs Sullivan on "What kind of Books we should read." All the ladies had a joke or a reading—if not a fine was imposed upon them. It was decided to send \$5 to the Children's Shelter and also a pound shower. Also decided that 2 quilts be pieced and quilted next meeting day, one for the Dornoch cot in the Durham Hospital and one for Mrs R. McClyment who so recently lost everything by fire.

The next meeting will be held at the home of Mrs. Jas Robertson. A dainty lunch was served by the hostess, and closed by singing 'God Save the King.'

Rev. J. Fraser Smith, who has just returned home from China, is visiting with his brother, Wm. Smith at present.

Mr A. McIntosh attended the Teachers' Convention in Dundalk last week.

THOS. L. MERCER, MARKDALE HOLDS SALE OF SHORTHORNS

On Oct. 16th, the entire herd of pure bred Scotch shorthorns, the property of Thos. L. Mercer, Markdale, was disposed of by public auction at his exceptionally fine farm, two miles from Markdale. The crowd was not large, undoubtedly due to the backward weather which has prevailed, leaving many farmers far behind with their work.

25 animals passed through the auctioneer's hands. Bidding was not brisk, the highest price paid by Mr Frank Taylor was \$185 for a Stamford cow.

Mr. Mercer started with a Stamford cow about 30 years ago and has persistently and consistently bred the one family. He still retains one of the same family for old times' sake.

The sale average exceeded \$110.00, which was high considering the few buyers present. The greater number of the animals were sold to local people.

The sale was made necessary by the fact that Mr Mercer has purchased the Markdale Dairy business and will henceforth stock up with dairy cows. Mr Mercer is one of the veteran shorthorn breeders and importers of Canada. Several years ago he engaged in the shorthorn business and has been one of the largest importers and real constructive breeders of the red, white and roans in Ontario. Being an enthusiastic booster and consistent exhibitor won for him the Dominion wide honor, so that both in the far West as well as the distant East, he distributed the ribbons at fairs of national and international renown.

..STORE FIXTURES FOR SALE.

One fourteen foot counter, 18 feet Wall shelving, two flat top counter show cases, two Wall Cases, one Wall Paper rack (16 ft. long), one pair Candy Scales (4 lb.), at present in store formerly occupied by the late Miss E. Gun. Key at Mrs. Gilbert McKechnie's.

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MAKING OUR RAILWAYS PAY

The sure way—the only way—that our perplexing railway problem can ever be solved.

Temporarily our Canadian National Railway system is in a hole. To deny the fact would be rank untruthfulness, to belittle its importance would be sheer folly.

But this huge public ownership enterprise CAN and MUST be pulled out of the hole, and it's up to the men and women voters of Canada to do it!

A Loaf Big Enough for Two

If our foresight had been as good as our hindsight, we would never have built the excessive railway plant we have today. But what is done cannot be undone. There is no use crying over spilt milk. The problem now is to chart for ourselves the course that will most quickly and most surely place the Canadian National Railways on a paying basis.

Thus far the main effort of its management has been to get more business—freight and passenger—for the C.N.R. by taking it away from the C.P.R. By that method, the cost of securing business is greatly increased for both systems, with no real advantage to either. They are merely fighting over the division of a loaf, which isn't large enough to provide sustenance for both.

The only way our railway problem will ever be solved is for the voters of Canada to see to it that our railways are given a bigger loaf to divide—a loaf of freight and passenger traffic that will be large enough for both systems to thrive on.

We Have the Acorn, We Must Grow the Oak

How to increase freight traffic—that is the kernel of our problem! The average Canadian freight train earns \$5.00 per mile travelled; the average passenger train earns only \$2.00. So it's upon the freight end of the business that we must concentrate.

Of course, some kinds of freight are more profitable than others. There is very little margin of profit in carrying grain, first because the rates applicable to it are lower

per ton per mile than the rates on any other commodity, and second because the grain movement is a peakload traffic, calling for an enormous investment in cars that are idle the greater part of the year.

But there is a substantial margin of profit in hauling general merchandise. What can we do to ensure our railways getting more of it?

Higher Tariff the Cure

Increase our population—start a big immigration movement—and the rest will follow as a matter of course! Easier said than done? Not at all! All we have to do to start the tide of immigration flowing through our ports is to hold out to the prospective immigrant the assurance of a steady job at good wages, or the chance to engage profitably in farming or some other form of production or service.

A higher tariff, that will be a real Protective Tariff, will give him a guarantee covering every point. And nothing else under Providence will!

A Lower Tariff is Poison

A Tariff policy that allows the Canadian market to be supplied more and more by outside workers, automatically operates to reduce the freight traffic available for our railways. When for instance, due to insufficient tariff protection, the Libbey-Owens glass factory in Hamilton was forced to surrender the Canadian field to its sister plant in Belgium, Canadian railways lost the hauling of 2,000 carloads of raw material per year!

If Canadian cotton and woolen mills only had the making of the textiles that

we import every year, our railways would have the hauling of another 50,000 carloads per year of raw material freight.

Picture to yourself the scores of other things that under a low tariff policy we import, when under a higher tariff policy we would be making them in our own workshops, and you can hardly fail to realize that the sane—the sure—solution of our railway problem is all ready-made for us, and awaits only our order via the polls to put it into operation. The necessary traffic is there. All we have to do is reach out and get it!

Increasing Imports Mean Bigger Railway Deficits

Every time that low duties take away a portion of the domestic market from a Canadian industry and give it to a foreign industry, our railways suffer in four ways.

1. They lose the hauling of the raw material that such industry would have used.
2. On the finished product, instead of the full local rate, they get only their proportion of the through import rate—a much lower net.
3. When it results in the Western Canadian market being supplied from a U.S. factory, they lose the long East and West haul, and get only the short haul from the international boundary.
4. They lose the hauling of all the merchandise that would have been consumed by the workers who, due to the resultant unemployment, emigrate to the United States.

Lower duties throw people out of work. They just as surely throw railways out of work. We can never save our railways by giving them less work. We must use our brains and our courage to secure them more work—better paid work! Higher tariffs will do it.

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