

The Weekly Monitor

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NO 6

S. B. BOGART'S SUDDEN DEATH

Heart Disease Overtakes Well-known Hardware Man as He Hurries to Train.—Two Minutes Before is in Apparent Health.

S. B. Bogart, one of the leading hardware merchants of San Francisco, California, dropped dead on Market Street, in front of the Emporium at 7 o'clock Monday morning, May 10th, while on his way to catch a train for San Jose.

He was feeling particularly well when he left the store two minutes before his death. He was hurrying down to catch a train for San Jose, and had turned to cast a glance at one of the show windows in the Emporium when he fell. Bystanders rushed to his assistance, but he was already dead.

Mr. Bogart was the son of Mr. and Mrs. A. W. Bogart, brother of Andrew, Frank, and Adeline Bogart, who now reside in San Francisco. A wife and two small children, a girl of ten and a boy of eight, are left bereaved by the father's sudden death. Mrs. Bogart is a daughter of James

Kennedy, for many years connected with O'Connor and Moffatt Co., and well known among business men.

Mr. Bogart was considered one of the best hardware men in San Francisco, having occupied important positions with the largest hardware firms of that city. He was a member of the Golden Gate Commandary, Knights Templar and was a high Mason and Shriner and a member of the Elks Lodge. His home was at 1136 Haight Street. He was 39 years 11 months of age. The funeral was held from Mrs. A. W. Bogart's home at 350 Buchanan Street Wednesday afternoon. The Masons and Elks attended as Lodges, and the floral tributes were very beautiful.

Mr. S. B. Bogart was a nephew of John B. and Thomas Templeman, of Port Lorne, and of a family well known in this County.

D. A. R. Summer Changes

According to a circular which the Yarmouth Times received from the Boston end of the company's system, the D.A.R. summer arrangements for steamers and trains will go into operation on Sunday, June 27th. On Sunday, June 13th, however, the steamship sailings will be increased from two round trips per week to four, the Prince George leaving Boston for Yarmouth on Sunday, June 13th, and thereafter, until the daily service begins, on Sundays and Thursdays and the Prince Arthur on Tuesdays and Fridays. Sailings from Yarmouth on Monday, Wednesday, Friday and Saturday. As stated above daily sailings (Sunday excepted) will begin June 27th, the Prince George leaving Boston every Sunday, Tuesday and Thursday and the Prince Arthur every Monday, Wednesday and Friday, leaving Yarmouth to return the following days. The first fast train of the season will leave Yarmouth for Halifax, on Monday, June 28th, and Halifax for Yarmouth on the same date. The time of departure and arrival of these trains will practically be the same as in former years.

GEORGE MEREDITH'S BODY CREMATED.

London, May 21.—The body of Geo. Meredith, the English novelist, who died on May 18th, was cremated today in the presence of members of his family. There was no religious service.

The ashes were deposited in a black metal urn and taken back to Mr. Meredith's house in Dorling for interment tomorrow.

Transportation of Cattle

The Ottawa Citizen says:—Among the important work that comes to the notice of the Humane Society, that of the extension of the time limit for confinement of cattle in transportation, so much sought for by the railway companies at the present time, is a question that has been absorbing the attention of the executive and advisory board of the local organization for the past two weeks. The rules in existence now allow twenty-eight hours for cattle being transported without food or water, and eight hours additional are sought by the companies concerned directly in that operation. Enquiry has been made at headquarters and the assurance was given "that cattle would not be detained longer than twenty-eight hours unless the cars had proper provision for feeding and watering on the journey."

This question has been receiving the serious consideration of several of the larger societies in the Dominion, the officers and members of which feel that twenty-eight hours is quite long enough for animals to be deprived of food and water. Many letters with secretaries of sister organizations have been frequently exchanged by the city society and the news of the decision of the powers that be will be welcome to them all. Toronto, Montreal and Ottawa societies have been taking a specially active interest in this important matter. The news was flashed over the wire from the Capital to those waiting for some favorable decision.

A courteous bow, or a lifted hat, are little things, but the failure to accord them at the proper time has cost many a man much valuable trade.

Middleton Granite and Marble Works

Mr. Charles M. Hoyt this week finished installing his machinery and opened the Middleton Granite and Marble Works. The equipment includes heavy polishing machine and a gasoline engine developing six horse power from Mr. W. C. Parker, representative of the International Harvester Co.

Recently Mr. Hoyt purchased a quarry on the Percy Nelly farm at Nictaux, from which he has already got out about 100 tons of the best Nictaux granite. He will supply monuments in marble and stone of all kinds, but will make a specialty of the Nictaux granite which on account of its freedom from streaks and knots and the splendid dark color it polishes is especially suited for monument purposes. Granite for building purposes will also be supplied.

Mr. Hoyt expects to employ at least four men, and he already has sufficient orders to keep his works busy for several months.

Truro Robbery is Still a Mystery

Truro, N. S., May 20.—There is serious questioning about yesterday's highway robbery from the Canadian Express office at Truro. The evidence is contradictory. Burgess, who was temporarily in charge of the office, now says that the man who held the pistol ran out of the opposite side of the office, but a citizen who was there at that hour waiting for a friend, saw no one emerge. Agent Linton claims to have locked the safe before going to dinner. Consequently the cracksman must have been an expert to acquire and work the combination of this safe in the time allotted. The safe shows no signs of violent usage nor is the combination impaired in any way.

The country in all directions has been scoured and with barren results as far as any discovery of desperadoes is concerned. The general opinion in Truro and among the police is that this robbery has a very curious look, and other developments than the arrest of unknown highwaymen may be expected before many days. The police are inclining to the view that someone in Truro knows more about the robbery than has yet been published, and the man who got the money may not be in the woods at all. The Halifax and provincial police are still in Truro working on the case.

Horse Races Postponed

The Horse Races that were to have been pulled off at the Middleton Driving Park on Monday, May 24th, are postponed to Saturday, May 29th at 2 o'clock p. m. There will be a 3-minute class for Trotters, with 6 entries; a 3-minute class for Pacers, with 6 entries; and a Colt Race for 3 year olds and under with 7 entries. A Ball Game in the forenoon at 11.30 a. m. on the athletic grounds between the Acadia University and the Middleton teams. Band in attendance. F. L. SHAFFNER, Secretary.

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ROOM AT THE TOP.

"Never you mind the crowd, lad, Or fancy your life won't fail; The work is a work for ye that To him who does it well."

Fancy the world a hill, lad; Lock where the millions stop— You'll find the crowd at the base, lad; There's always room at the top."

Coming to Nova Scotia

It is announced that Hon. Mr. Templeman, minister of mines, will shortly visit N. S. and interview mining men of this province. This is good news to the men who are interested in the advancement of this industry, and it is to be hoped that good results will follow from the minister's visit. Simply conferences, without some view in the direction of development or planning for development, will be of little use, and the mining men should approach him in the spirit of insistence that co-operation be accorded by the government. Now that real work has been done to interest the people of the maritime provinces in the great resources which we possess in our mining districts and a consolidated effort has been made by the Maritime Exploration Company, of New Glasgow, something should be done by the governments, both Dominion and provincial. If the minister comes, and it is sincerely to be hoped he will, we trust something good will result in the development of our mines.—Halifax Herald.

Sightly Springfield

A recent fishing trip which included a visit to Springfield disclosed the fact that that village has progressed very much within the past few years. New houses have been built and nearly every property is in a neat condition, giving the community an air of comfort and thrift. From the fine residence of S. J. Grimm, the writer had a splendid view of Lake Pleasant with the slightly and handsome property of W. J. Saunders, of this town, located on the south-western side, and across the lake on the north-east lies the great plant of the Davison Lumber Company. The lakes and brooks continuous to Springfield teem with trout, and near-by are extensive moose hunting and trapping grounds. Those who enjoy hunting and fishing with fine scenery thrown in, cannot find a more attractive place than Springfield, nor more hospitable people anywhere.—Bulletin.

Doctor Fales Goes to Yukon

BOSTON, May 18.—Probably the most experienced, widely travelled, and successful sportsman on this half of the continent is Dr. A. C. Fales of Malden, Mass. Dr. Fales who is a native of Middleton, Nova Scotia, and a graduate of Dalhousie, came to Massachusetts ten or eleven years ago, located in Malden, and at once began to build up a practise as an eye, ear and throat specialist, which in a decade, has become one of the largest in Massachusetts—probably the largest in New England. The brilliant, young Nova Scotian—one of the most unassuming of men—could not stand the strain of the work were it not that about the first of July of every year he looks up his magnificent suite of offices—also famous for their display of mounted heads of moose, caribou, deer, mountain goats, wild sheep; bear and wolfskins, etc., shot by the doctor on his various hunting trips—and spends ten or twelve weeks of July, August and September in the open air—invariably in the woods. This year Dr. Fales will again visit the Yukon in hunting "big game." He leaves the middle of July and expects to take with him Sam Glade, of Milton, Quebec. Sam is to accompany the doctor's party as a "moose caller." Moose has never been "called" in the Yukon: Dr. Fales anticipates giving many unappreciated Youkon bull moose a surprise through some Nova Scotia birchbark. The exact locality will be south of the Klondike gold fields, on the McMillan river, a tributary of the Pelly, which is one of the great streams forming the Yukon river. He is going after white sheep, mountain caribou and moose. It will take the doctor and his party a month to arrive at their destination. During the doctor's absence Mrs. Fales will visit relatives in Nova Scotia.

5 cent and 10 cent bundles of news papers at MONITOR OFFICE.

Mrs. Henry Chute Fatally Burned

A most distressing and fatal accident occurred at Hampton on Friday last. Mrs. Henry Chute, while preparing dinner, was standing over the cook stove when the flame from the open stove caught her apron. In her excitement her endeavor to extinguish the apron was unsuccessful. Being alone in the house she started for a neighbor's but fell in the road, and before assistance reached her, her clothing was almost consumed and her body was frightfully burned. Dr. Armstrong was hastily summoned and the sufferer was tenderly cared for, but death ensued after a few hours. The funeral was held on Sunday. This is the second time that death has visited the family within a short time. Mrs. Chute's husband having been recently summoned home from sea to attend the funeral of his mother, Mrs. Eber Chute, which took place on the Sunday previous.

Death of Mrs. C. F. Fraser

The very many friends throughout the province, of Dr. C. F. Fraser, superintendent of the School for the Blind, and Mrs. Fraser, will receive with deep sorrow, news of her death following an illness of more than seven years.

While Mrs. Fraser has been steadily declining health for that period, it was only six weeks ago that she took to her bed. Since then it has been sadly apparent that the loosening of the silver cord was near at hand, and when, Thursday, the fact became apparent that it was imminent, it cannot be said to have been a surprise to the family and immediate friends.

Altho stricken about seven years ago, as stated, with the disease of which she died, Mrs. Fraser took, up to three years ago, a very active interest in the life of the school, particularly in the literary training of the students, and in the full equipment of the school library. As is well known she herself was a woman of exceptional gifts and was a personality to hundreds who had never had the pleasure of meeting her through her many delightful stories for children. She was a frequent and ever welcome contributor to leading periodicals and some years ago published a volume of short stories which received high praise at the hands of the critics. Nothing about her was more admirable or more lovable than her serene cheerfulness and patient courage through physical suffering, and she pursued her literary work almost to the end, facing the King of Terrors with a gentle fearlessness that won all, and will be an ever dear memory to those who witnessed it.

Mrs. Fraser was a daughter of the late James Hunter, of Fredericton. Besides her husband, Dr. Fraser, she is survived by her mother and three sisters—Miss Hunter, who made her home with Dr. and Mrs. Fraser; Mrs. G. E. Coulthart and Mrs. H. G. Fenerty, resident in Fredericton, where her mother also lives.

THE AUTOMOBILE AGAIN.

We have in hand two more letters on the question of the restriction of the running rights of automobiles, one in favor of their restriction and the other opposing. As no new arguments are advanced by either correspondent we think a more lengthy discussion would be impractical, especially as the municipal council have long ago made up their minds what action they will take. It must not be forgotten that there is no restriction authorized by the town council, consequently it is by courtesy that the automobile owners agree to keep their machines off the town streets on Saturday and Sunday.

Annapolis, May 14.—Frank E. Wheelock, of Annapolis County, who graduated from Acadia '95, a successful teacher at the McDonald Consolidated School, Middleton, who has been taking a course at Yale University, has been awarded the Sloane Scholarship.

MUNICIPAL OWNERSHIP DISCUSSED

Citizens Backward in Committing Themselves,—Few Voters on the Question of Purchase of Light Plant by the Town.

In accordance with previous resolutions passed at a meeting of the Citizens' Committee in Ruggies' Hall last evening to discuss the question of the purchase of the plant of the Bridgetown Electric Light Heat and Power Company by the town.

By arrangement of the Town Council Mr. P. R. Colpitt, city electrician of the town of Halifax, was present, and read before the meeting a comprehensive and detailed statement of his estimate of the value of the plant. He concluded his report by saying:—"I would consider after my examination and upon information that I have been able to obtain as to the whole system, rights, franchises and plant, that the sum of \$16,000 or thereabouts would be a fairly liberal offer, for the plant, franchises, rights and system as it stands today."

It was then moved by Mr. Lansdale Piggott that Mr. Colpitt's estimate of the plant be accepted and that Mr. Beckwith be offered the sum of \$16,000 for his plant, system, etc.

No one seconding this motion, it

was carried by F. E. Bark and others. Mr. Beckwith offered the sum of \$20,000. This motion was amended by E. A. Craig who moved that \$20,000 be the sum offered Mr. Beckwith as purchase money of the system. Another citizen seconded this motion and a vote was taken upon this amendment. Out of about sixty or seventy persons present, only twenty-one hands were raised to vote on this question. The ayes were seventeen, contra, four.

Whether the remainder were not inclined to express an opinion, whether they considered the figure too high or too low, or whether they did not approve of the expenditure of any sum by the town for this purpose is a matter of conjecture.

The sum of \$20,000 will be offered to Mr. Beckwith for the purchase of the Bridgetown Electric Light, Heat and Power Company's plant, system, rights and franchise by the town. We understand that he has already refused to accept this sum from a private party or parties of this town.

The Largest Yet

Two gigantic liners, larger than any vessel afloat, are being constructed at Messrs. Harland and Wolff's shipyards at Belfast for the White Star Company. They will probably be christened the Olympic and Titanic, and they will journey between Southampton and New York. A feature of the design is that they will each have four funnels and only one mast. The total cost for the two will, it is estimated, be something like \$4,000,000, and they will both be ready for their maiden voyages early in 1912. The two gantry, which had to be specially built at the shipyard, cost £200,000. The passenger accommodation will be enormous—sufficient probably for at least 2,500—and the crew will number nearly 1,000. The gross tonnage will be 45,000, as against the 32,500 of the Lusitania. The funnels of the boats will be so large that two double-decked tramway cars could easily pass through each.

THE TERESA WOLF AGAIN IN TROUBLE.

The Teresa Wolf, which had her planking opened while unloading a cargo of coal at Longmire's wharf last year, is again in trouble. A catch of the 24th inst. says:—The northeast blow of the coast on Saturday and Sunday opened up the planking of the British schooner Teresa Wolf, from St. John for New York with lumber, and today it was necessary to tow her to shelter at Vineyard Haven. After the crew of the Monomoy Point life saving station had worked six hours in removing the exhausted crew of the Wolf at the pumps.

Promotion for Well Known Bank Manager

An exchange says:—N. R. Burrows, formerly manager of the Union Bank of Halifax, St. John, but for the past two years assistant manager of the Royal Bank of Canada branch in Montreal, has been appointed manager of the Havana, Cuba, branch, and will leave New York for his new post in about a week's time. Mr. Burrows is well known in the maritime provinces, and the news of his promotion will be good news to his host of friends. He went to St. John when the Union Bank of Halifax opened their branch. Attracted by his ability the Royal Bank was not slow to obtain his services for that big institution, and he was offered and accepted the position of assistant manager at Montreal. While but two years in the Royal Bank's service he has so rapidly forged to the front that he is now placed in charge of one of the most important branches of the bank.

JUDGE LONGLEY IS AGAIN IN LIMELIGHT.

Boston, May 21.—Canadian relations with the Mother Country and with the United States were discussed last night before the Intercolonial Club by Judge J. W. Longley, of the Supreme Court of Nova Scotia. Judge Longley declared that Canada if she ever secured absolute freedom would not gain it in the way the American Colonies did in 1775. He said Canada would never give money to build warships for Great Britain unless the ships were manned by Canadians, controlled by Canadians, and used for the protection of Canada.

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