

The Weekly Monitor

AND

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NEW ALLAN LINER ALSATIAN

Safety of Passengers Paramount in the Construction of the Ship—Special Features of Equipment.

Additional particulars to those already published are now to hand concerning the recently launched Allan liner Alsatian. Safety is stated to have been the paramount design in the construction of the ship, and everything possible has been done to attain this object. The precautions taken include special strengthening forward as a protection against ice, while the other structural appliances adopted to secure safety are such that the ship would be safe with any four adjacent compartments open to the sea. There is a cellular double bottom which reduces the risk of grounding to a minimum, big keels of Admiralty type to minimize rolling, and a cruiser stern which imparts a warlike aspect to the ship, which is the first Atlantic liner to adopt this method of reducing vibration, as well as contributing greatly to the safety of navigation. As already reported, the fittings are in the Jacobean style, of which the dining saloon is the best illustration, a handsome apartment sixty feet long and extending the full width of the ship.

The smoking room, library, lounge and card room are each unique as regards some details of furnishing and arrangement. There is a gymnasium and verandah cafe, the latter furnished with small tables and chairs in the orthodox Continental style. A telephone system is installed throughout for the efficient navigation of the vessel and for the convenience of passengers, every first-class stateroom and all en suite apartments being so fitted. The second and third class accommodation and kitchens are also of superior type, while the utmost attention has been paid to sanitation, lighting, heating and ventilation. That there is wireless telegraphy, fog signalling apparatus and life-boat accommodation for all on board almost goes without saying. The propelling machinery consists of compound steam turbines arranged in series of four shafts. One great advantage among many of turbine machinery is the absence of objectionable engine room odors and noise. The Calgarian, which will shortly be launched from the Fairfield yards, is being constructed on similar lines.

New Settlers Continue to Flow In

Nearly Two Thousand Arrived April 7th and More Are Coming.

With a total of 2,607 passengers aboard, 1,812 of whom were landed at Halifax, the Allan Liner Scandinavian from Liverpool, and the Uranium Liner Campanello, from Rotterdam, arrived at Halifax on Sunday, both docking at the Terminal at 8 a.m., and docking about noon. She had 1,227 passengers made up of second and third, of whom 102 only remained on board to proceed to Portland. She also had a large amount of cargo to be discharged here, and it will likely be this evening before she gets away. Her passage across was the average for this time of year.

The Campanello drew up to the Terminal about five o'clock and immediately commenced disembarking a part of her large number of passengers, the total being 1,380, of whom 687 will be landed at Halifax, the remainder proceeding to New York. Her passengers were mostly all Rus-

sians, with a few Hungarians. Capt. Nelson, who is this trip in charge of the Campanello, reported heavy winds, but other than that the ship was not delayed. She left Rotterdam on March 25th, making the average time across. Captain Agassiz, formerly in charge of the Campanello, is reported to have been in command of the Uranium, which is now on her way across the Atlantic to this side. The Campanello will discharge about 857 tons of cargo here, among which is 600 tons of fertilizer.

A busy day is anticipated at the Terminal today. Approaching Halifax are three big liners, with a total of almost 2,000 passengers. The largest ship to bring passengers to the Atlantic of the White Star Line, the largest ship to bring passengers to Halifax. She has 800 to disembark here. It is probable, however, that the Rijndam, of the Holland American Line, for which Furness, Witby Company are the agents, will dock first, and get away for New York with as little delay as possible. She has five hundred passengers for Halifax.

The Florida, of the Compagnie Generale Trans Atlantique, from Havre, is the third ship due today. She will land several hundred here and then proceed to New York. The next ship to arrive in the course of schedule during the week will be the C. N. R. Liner Royal Edward, from Bristol, with 1,168 passengers, all of whom will be for Halifax.

CORRESPONDENCE

To the Editor of Monitor-Sentinel:—Last week I perused in your paper the letters of Mr. Hervey and Mr. Adams with much interest and not a little amusement. I have known Mr. Hervey since he came to this country, a boy, to learn farming, and can well imagine how much he enjoyed trying to be funny. I have no desire to injure the United Fruit Company or the farmers of the Valley. On the contrary, I am more than anxious that the system which will give the best results should be adopted.

Argument is of no avail when a man of Mr. Adams' intelligence can see no difference between No. 1 Gravestones and spotted No. 3's. His style of reasoning may be ingenious and calculated to deceive, but certainly it is not logical.

I think my friend will have more difficulty in explaining the difference between the prices received by the Annapolis Valley Fruit & Produce Company and the United Fruit Company for Ribstons, as the former Company had a fair share of No. 1's in this variety. The Annapolis Valley Fruit & Produce Company sold their No. 1 Ribstons, carrying twenty-five per cent No. 2 at \$2.05, excess of No. 2 at \$1.55, and No. 3 at \$1.05. If I am correctly informed, the United Fruit Company received for theirs \$1.51 for No. 1, \$1.33 for No. 2, and 73c. for No. 3, being at the rate of \$540.00 less per 1000 barrels for No. 1 Ribstons, \$720.00 less for twenty-five per cent of No. 2, \$220.00 less for excess of No. 2 and \$220.00 less for No. 3. There was not the least difficulty in selling Ribstons for the above price. In fact, I had orders in hand that would have taken every Ribston in Annapolis County.

The Central were more fortunate in disposing of their Kings. They are 20c. ahead of us on their No. 1's, 5c. behind on No. 2, 43c. behind on No. 3, large, and 7c. ahead on No. 3, small. On 1800 barrels of Kings the Annapolis Valley Fruit & Produce Company received \$192.00 more than they would have obtained had the United Fruit Company handled them.

We disposed of our Blenheims at the following prices:—No. 1 and No. 2, \$2.05; No. 3, \$1.05 being 25c. more for No. 1, 55c. more for No. 2 and 20c. more for No. 3 than the United Fruit Company received for theirs. We believe the United Fruit Company of Whillamston, and the Lawrenceton Fruit Co. sold their apples at the same rate that we did.

These apples were sold to speculators who shipped them to London, Liverpool, and Glasgow and sold them at a fair profit in competition with apples of the same varieties sent by the United Fruit Company, the only difference being that the speculators consigned their fruit to the reliable firms they had been shipping to for the last forty years, while the United Fruit Company sent theirs to their agent.

In view of the above facts, is it any wonder that the merchants of Lawrenceton are prosperous, and the farmers for miles around happy and contented?

Thanking you, Mr. Editor, for your space, I remain, Yours truly, S. E. BANCROFT.

UNITY IN EUROPE MAY BE RESULT OF BALKAN WAR.

London, March 27.—The point raised by Mr. Churchill as to the possibility of the European nations taking a holiday for a year in respect to the construction of Dreadnoughts is regarded with favor by all who are working for peace and good will among the nations.

There is no doubt that if Great Britain and Germany were to make up their minds upon this point the other countries would gladly follow suit.

Released from the foolish rivalry of battleship building, these countries would then be able to turn to social and economic development, which would be heartily welcomed by the people.

An agreement should not be beyond the statesmanship of Europe. The action of the Powers in connection with the Balkan war has proved the possibility of an increase in the common unity. Apparently this is Mr. Churchill's hope, even if a mutual understanding on the question of armaments is not realized.—Westminster.

Are the Citizens of Bridgetown Satisfied With Conditions?

Dear Editor:—In response to a notice given through the Monitor, of a meeting of the Board of Trade, for the purpose of electing officers for the year, only four citizens, besides the president and secretary found their way to the Council chamber.

Why so? Why the cause of this seeming lack of interest in an organization that is recognized as one of the strongest mediums in any town or city, to progressiveness and prosperity.

Is it that the citizens of Bridgetown, the business men particularly, are fully satisfied with their present conditions? I do not think so, but am inclined to attribute it to an indifferent attitude on the part of a great many.

I know some are ready to assail the Board of Trade with adverse criticism and with questions.—“What have you done?”—“What is the Board doing?” Perhaps it has not done much but are you a helping factor?

No organization is conducive of any marked success unless there is unanimity of purpose, and alive interest on the part of its members. And here I would like to state in a spirit that I trust will not give offence, that I believe Bridgetown has been hampered in the past, by the pulling apart of its citizens, and by political feelings.

Political leanings and opinions are justly proper, and we have small regard for the man who is without them, but like all other things, they have their time and place.

Let us respect every honest opinion even though it may not coincide with yours or mine and let us forget every difference, and join in promoting the general welfare of Bridgetown.

Let us get out of the rut of indifference or whatever else it may be, and let us be willing to make some personal sacrifice. Let us band ourselves together, with one common aim, to make Bridgetown bigger, brighter, better.

There will be a meeting of the Board next Monday evening, April 14th at 7.30 in the Council chamber. Every business man is particularly wanted in this Board of Trade. I thank you, Mr. Editor, for giving me of your valuable space, and will be pleased if these few observations awaken a further degree of interest in the advancement of the interest of our town.

HENRY B. HICKS.

For the past fiscal year the revenue for the port of Yarmouth was \$86,676, an increase of \$24,089 over the previous year.

Doubtless the investing public will be interested to learn something about the progress made in the erection of the plant of the Eastern Car Company, the bonds and preferred stock of which we offered for subscription last August.

The plant is being erected on seventy-seven acres of land immediately adjoining the Trenton Works of the Nova Scotia Steel & Coal Company. Up to the present time the power house building has been finished and the installation of boilers and power equipment is well under way.

The steel frame-work of the main building has been completed and the roof is now being put on. Some idea of the magnitude of the plant may be had from the dimensions of the main building, which is 1100 feet long, 360 feet wide, and covers nine acres of ground.

All of the necessary equipment which has not already reached the plant, is now either on the way, or will be shipped within the next thirty days. In short, it is confidently anticipated that the plant will be fabricating car material within the next three months.

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Rural Deanery of Annapolis.

The annual spring meeting of this Deanery convened at Digby on Monday afternoon of this week. There were present—the Rev. H. How, Rural Dean, in the chair, Revs. M. Taylor, Weymouth; W. Driffield, Digby; J. Lockward, Clementsport; J. Reeks, Round Hill; E. Underwood, Bridgetown; W. S. H. Morris, Middleton; and Messrs T. E. G. Lynch, H. L. Dennison, K. C. Digby, H. L. Jones, Weymouth. The first business was the hearing of the annual report of the Governor of King's College, Mr. H. L. Jones. This, as usual, was replete with information of the past year's work at the college and the outlook for the future. Mr. Jones clearly showed that everything about the College is most cheering. During the year a new wing had been added, and another is in contemplation of immediate erection to accommodate the number of students applying for admission.—King's being essentially a residential college. After a hearty vote of thanks to Mr. Jones for his report and continued interest in the College and all concerning it, he was unanimously re-elected to represent the Deanery on the Board of Governors for the ensuing year.

The Clergy then assembled “in chapter.” After the usual routine of opening the Rev. W. S. H. Morris read a paper showing much thought on “The name of the Spirit,” this having arisen out of the discussion on the portion of Greek Testament read at the last meeting.

In the evening a service was held in Holy Trinity church at which an address on “Organization” was given by the Rev. M. Taylor.

Tuesday's proceedings commenced with the usual Deanery service at 8 a.m. consisting of Holy Communion and sermon “ad clerum.” The preacher was the Rev. M. How, who preached a well thought out and able sermon from the text “Who also hath made us able ministers of the New Testament,” 2 Cor., 3, 6.

At 10.30 the Clergy assembled for the second session, which was devoted to translation and exegesis of a portion of Greek Testament. Mr. Morris contributing his customary illuminative paper on the passage chosen.

At the afternoon session the Rev. J. Lockward read a paper on “Millennial Dawnism,” which provoked a good discussion, as Mr. Lockward's papers always do.

During the transaction of miscellaneous which followed, a fitting resolution was passed relative to the tragic death of the late Archdeacon Kaulback.

The next meeting will be held at Annapolis Royal the first week in September.

Immediately after the adjournment the Clergy dined at the Rectory and later in the evening a reception was tendered them by the Young Peoples' Friendly Society in the Parish Hall. This afforded a splendid opportunity of social intercourse with the good people of Holy Trinity parish, Digby and was a pleasant conclusion to a profitable and pleasurable meeting.

CHINESE PIRATES MADE BIG HAUL.

Hong Kong, April 4.—Pirates yesterday held up the British River steamer Taion in the estuary of the Canton River. They killed two and wounded four Chinese passengers. They tied up the European officers and took everything of value, even to the ship's lights, arms and ammunition. The pirates, to the number of thirty, boarded the steamer at Hong Kong as passengers, when outside British waters they rose and killed the steersman, bound the officers and ransacked the officers and passengers' cabins. They obtained about fifteen hundred dollars and a quantity of valuables, and made off in the steamer's boats.

The entertainment billed for the Primrose Theatre next Monday evening under the direction of Sergt. Major Gill, promises to be quite the best of its kind seen in Bridgetown for many years. Tickets are on sale at A. R. Bishop's and the prices being popular, a full house is assured. See posters.

REGULAR MEETING OF TOWN COUNCIL

Debentures to be Issued to Raise \$3000 for Permanent Streets—Policeman Gill Asks for Raise of Salary.

The regular monthly meeting of the Town Council of the Town of Bridgetown was called by his worship the Mayor, and held pursuant to written notice given each councillor, in the Council Chamber on Monday evening, the 7th day of April, A.D., 1913, at 7.30 o'clock with His Worship in the chair, and councillors present as follows:—J. W. Salter, J. K. Craig, E. A. Hicks, Louis Brooks and S. F. Prat.

Ordered that the following bills be paid:—Jos. I. Foster on poor account, supplies to Stephen Cook, \$0.50, and allowance to Walter Phinney, \$13.00, total \$13.50; King's Printer, printing bill No. 22 permanent streets; H. M. Chute, supplies to Freeman, \$1.07; A. L. Anderson, labor on streets, \$0.75; Howard Anderson, labor on streets, \$1.50; Milne Buckler, labor on streets, \$3.00; George Taylor, labor streets, \$3.00; George Gill, meals to prisoners, \$1.75; Crowe, Elliott & Company, labor on water works, leak on Queen street south, and sundries, \$12.89; London Rubber Stamp Company, badge for policeman, \$1.25; E. L. Fisher, premium on new policy for \$1500.00 on engine house and contents, \$15.00; Arthur T. Marshall with men cleaning out small reservoir, \$14.00; Arthur T. Marshall, stone for Church street, \$4.00; J. H. Longmire & Sons, coal Mrs. Carpenter, on poor account, \$5.55, and for Council Chamber, \$3.00, total \$8.55; E. L. Fisher, wood repairing leak on Queen street, \$1.35; Monitor Publishing Company, advertisement and supplies, \$4.30; O. F. Ruffe, Albert Morse and H. B. Hicks, revisors, revising town and county lists for year 1913, \$40.00.

Resolved that the account of H. M. Chute for supplies to F. L. Milner in 1908 and 1909, be referred to Mr. Milner by Mr. Chute for payment.

Resolved that the account of Dr. L. G. DeBlois for \$25.00 for professional services and medicine to Mrs. Forestal Shaffer on poor account be not paid as this Council repudiates all liability therefor.

The petition of E. L. Fisher and a number of other rate-payers of the Town was read before the Council by the mayor, asking that the street light recently moved from the corner of the intersection of Court and Water Streets be replaced. Moved that the prayer of the petition be granted, and that the extra light placed at the corner at the intersection of Water and Middle streets be taken down. Moved in amendment that the new light at the corner at the intersection of Water and Middle Streets be removed to corner of Water and Court Streets. The amendment being put it was carried.

A letter was read by the Clerk from the Canada Iron Corporation offering to supply crushed rock for the streets, referred to the street committee.

The street committee reported that the water was overflowing the street on the Church road near the crossing of the Halifax and South Western Railway, and was caused by the Railway not having put a proper culvert there. Resolved that the

clerk notify the Railway and request them to put in a suitable culvert at once.

The rate book of the Town of Bridgetown for the year 1913 as approved and corrected by the finance committee of the council, who were appointed on March 3rd, 1913, to revise and correct the same, was laid before the Council by the Clerk and it was thereupon resolved that the same is hereby fixed by this council as the day on or before which the rates, rated and set down in such book in respect of property and income should be payable. And it was further resolved that any person firm, company, association or corporation paying to the town treasurer the amount of his, her or its taxes on or before such date shall be entitled to a reduction of five per cent therefrom.

And it was further resolved that interest at the rate of five per cent per annum shall be paid on any rates and taxes or balance thereof that are unpaid after the said first day of June, 1913, and such interest shall be added to the unpaid rates and taxes or balances thereof due from any person, firm, company, corporation or association and shall be collected as chargeable in the same manner as rates and taxes are collected and chargeable under the provisions of the town's incorporation act and amendments thereto and as though the said interest was a part of the said rates.

Moved by Councillor Salter and seconded by Councillor Craigs that pursuant to chapter 10 of the acts of the legislature of Nova Scotia for the year 1913 entitled “An act to enable the Town of Bridgetown to borrow money for the making of permanent streets in the town,” the town of Bridgetown borrow the sum of three thousand dollars and issue its debentures therefor, such debentures to be for the sum of five hundred dollars each and to be numbered from one to six inclusive, to be dated the first day of May, A. D., 1913, payable in twenty-five years from the date thereof and to bear interest at the rate of five per cent per annum payable half yearly upon the first days of November and May in each year, and to contain the other terms and particulars fixed by the said act; and that the Mayor and Town Clerk be, and they are hereby authorized to sign and execute the said debentures in the name and on behalf of the town and to affix the seal of the town thereto in accordance with the requirements of the Municipal Debenture Act.

And further resolved that the clerk prepare the necessary debentures as directed in this resolution, and have the same printed, and that he offer the same for sale, and sell them upon the most favorable terms offered.

Mr. George Gill, chief of police, etc., appeared before the Council and asked for an increase of one hundred dollars to his salary. The matter was referred to the police committee for consideration and report at the next meeting of the Council.

Minutes read and approved and Council adjourned.

The Royal Bank of Canada

INCORPORATED 1869.

CAPITAL	\$11,500,000
RESERVE FUNDS	\$12,500,000
AGGREGATE ASSETS	\$175,000,000

70 BRANCHES IN THE MARITIME PROVINCES

SAVINGS DEPARTMENT

Deposits of \$1.00 and upwards received and interest allowed at highest current rates.

A. F. LITTLE MANAGER, Bridgetown
F. G. PALFREY MANAGER, Lawrenceton
E. B. McDANIEL MANAGER, Annapolis Royal