

The Weekly Monitor

AND

Western Annapolis Sentinel.

VOL. 38

BRIDGETOWN, ANnapolis COUNTY, NOVA SCOTIA, MARCH 15, 1911

NO. 49

AUTO FACTORY AT KENTVILLE

Eighty-five Hands Employed in the Manufacture of Automobiles.—Only Concern East of Ontario.—One Hundred Machines This Season's Output.

Kentville has already in operation a new Automobile Factory, the only concern of that kind east of Ontario. The Nova Scotia Carriage Company, conducted by the MacKay Bros., a concern whose reputation for enterprise and high class production, extends from the Atlantic to the Pacific, has added to its already extensive works, a complete plant for the manufacture of high-grade automobiles. They have installed a new boiler and engine of 100 h. p., another engine for the Auto Department of 30 h. p. and otherwise added to the facilities already existing, for the manufacturing of carriages on an increased scale with the addition of the building of automobiles. The concern employs at the present time eighty-five hands. The new auto will be known as the MacKay Penn. "Thirty". It is the intention of the Company to build a hundred or more auto cars this season, and they are already meeting with a ready sale.

A number of the cars have already been sold in Western Canada. They are listed as follows: Model M. Gentlemen's Roadster, \$1,250; Model P. Five Passenger Touring Car, \$1,450; Model R. Five Passenger Touring Car, \$1,500; Delivery Car, \$1,500 and \$1,750. The entire auto-car is built in the works at Kentville, except the chassis which is built for the company by the best constructive engineers on the continent, in the

great steel works, at Pittsburgh, Penn. Six types of car are being built at Kentville, two, four and six passenger car and an up-to-date delivery truck. The fine, new, illustrated catalogue just issued from the press of the Western Chronicle, says—"The MacKay Penn" "Thirty" is built by men skilled and experienced in the art and not a single detail that makes for refinement, stability, durability and practicality is overlooked.

"We will not compromise with questionable material or unskilled mechanics. We know our design is right and insist on having the best material and most careful workmanship possible to procure. Unlike so many of our 'Infant Industries' the MacKay Bros. have not asked for bounties, concessions or aid else for this new industry, but have initiated and are pushing the new enterprise on its own merits, confident of success. We are not asking the people of Ontario or British Columbia to contribute through tariff assessment, beyond what is wise and equitable to sustain and protect one of our own industries, but when we find men who have brains and enterprise enough to inaugurate and develop large industrial works, as the MacKay Brothers have done in our midst, it certainly is good policy to offer them all the encouragement which we prudently can.—W. Chronicle.

Let People Get Credit Where They Spend Cash

To the Editor of the Chronicle: Sir:—A correspondent has drawn attention to the fact that the head of a large departmental store which draws millions of dollars from Nova Scotia annually has signed the protest against the reciprocity treaty. There is no question but that this treaty will operate to the great benefit of this Province and those who oppose cannot be considered to be our friends. The fact that so much hard cash goes out of our Province to the Upper Provinces stores is a subject that demands very serious thought. I think the various Boards of Trade should take the matter up and try to stop the outflow. In the country districts it is stated that people will send their ready money to these stores and buy on credit from their country dealer. This could very easily be stopped by the storekeepers refusing to sell on credit to those who spend their cash elsewhere. This would do considerable to stop the practice. Let people get credit where they spend their cash. This is really a very serious matter and I would like the opinion of other dealers on the subject. R. MORRISON

Death at Annapolis of Mrs. W. H. Weldon

Annapolis, March 13.—The death of Lucy wife of William H. Weldon, occurred at their residence Annapolis at an early hour this morning after an illness extending over several weeks, aged 67 years. The deceased was the daughter of the late James Hall, a manufacturer of Montreal, and was highly respected, and will be much missed by a large circle of relatives and friends. A husband and three daughters survive. Mrs. Charles Ellis of Maine. Mrs. William Kellogg of North Cambridge, Mass., and Mrs. S. C. Turner, of Bridgetown, N. S.; also one sister and three brothers: W. A. Balfour of Montreal, David J. Hall, Town Clerk, and ex-Varden of Merrickville, Ont., Charles, of New York City, and George of Idaho.

Perils of the Deep

TERRIBLE HARDSHIP IN TWO HUNDRED-DAY PASSAGE ROUND HORN. San Diego, Cal., March 7.—The American ship Aryan, which reached port late yesterday, after being out over 200 days from Philadelphia, met on her voyage around the Horn. Forty days after clearing, a steam vessel was sighted, but since that time nothing has been heard from the ship and two months ago all hope for her safety was abandoned.

Three months ago the last of the fresh meat and vegetables was used up, and the tobacco supply also was exhausted. When the ship was brought into port, a quantity of fresh provisions and a supply of tobacco were sent aboard. The officers did not understand that the tobacco was intended for the crew, and serious trouble was narrowly averted. Order was restored when the men were given their share of tobacco.

Despite the hardship which they suffered the crew of twenty-two men and officers reached port in good physical condition, with the exception of Captain Kimmet, who is blind. Preparations are being made for his removal to his home in Essex, N. J. What caused his blindness is not known. The Aryan brought 3,000 tons of coal.

Veteran Actor

H. PRICE WEBBER WILL GIVE HIS THREE HUNDRETH PERFORMANCE IN YARMOUTH NEXT WEEK.

Says the Yarmouth Times:—For more than forty years Mr. H. Price Webber has visited Yarmouth presenting his comedies and dramas in the play houses of our town. During this long period before the public Mr. Webber has appeared in over 10,000 performances, a longer career than any actor on the stage today. The Boston Post in an interesting interview with Mr. Webber at his home in Augusta, Me., refers to him as "the grand old theatrical professional." Indeed if there were more men on the stage of the calibre of H. Price Webber it would be a great moral benefit to the profession itself. Mr. Webber's plays have always been of a healthful moral character which gives only clean and pure enjoyment to his audiences. On next Wednesday evening when he appears at the Royal Opera House he will celebrate his 300th performance in Yarmouth. His company is composed of twelve people and he will give the laughable comedy "The Homecoming." Miss Edwina Grey (Mrs. Webber) who has appeared in his company throughout his career will share the hearty welcome which is sure to greet her husband on Wednesday evening.

Change in Time Makes Interesting Law Point

All Clocks in Paris Stopped for Nine Minutes—What of Habeas Corpus and Dead in That Space? Paris, March 11.—(Canadian Press)—Starting at exactly last midnight, time was annihilated in France for the space of 9 minutes and 21 seconds. On the stroke of the hour all clocks in the republic were stopped for the time indicated in order to comply with the law making the time here the same as in all places within a radius of 10 degrees, and in which the time is regulated from Greenwich, England.

All railway trains, if on time, were held up, and those which were behind schedule were required to make up the difference. Owing to the change in time, an interesting question has arisen. It is questionable if a child that was born and died within the elapsed time will legally have lived. The point is puzzling the legal talent.

Well-known Baptist Minister Passes Away

The death occurred on Saturday last after a brief illness of a well-known retired Baptist minister, Rev. W. H. Warren. Having been confined to the house only the day previous few knew of his illness and the news of his death shortly after noon on Saturday came with startling suddenness and with sadness to many friends here and throughout the province. From the brief opportunity afforded for diagnosis the local physicians formed the opinion that appendicitis was the cause of death, and this opinion was shared by Dr. McKay, of Halifax, who arrived shortly before death ensued. A post mortem examination, however, revealed the fact that inflammation resulting from intestinal ulcers had extended over the appendix, causing some symptoms similar to those of appendicitis, and that death was the result of perforation from ulcer.

Rev. Mr. Warren, who was a native of P.E.I., had for many years been a resident of Bridgetown. A post mortem examination, however, revealed the fact that inflammation resulting from intestinal ulcers had extended over the appendix, causing some symptoms similar to those of appendicitis, and that death was the result of perforation from ulcer.

After the departure of Rev. E. E. Daley, Mr. Warren filled the pulpit of the church until a successor was appointed and has been engaged from time to time in pastoral work.

For two or three years past he has been active in Temperance organization for the Sons of Temperance. He took a keen interest in Olive Branch Division of this town and in the cause of temperance in general.

His early education was obtained in the school of his native province and he later took up his studies at Acadia, leading his classes and graduating with honors. He had naturally a scholarly mind and attained a culture befitting his profession. Earnestly characterized his preaching by his pastoral relations.

Besides a widow and one son, Mr. W. A. Warren, the deceased was survived by four brothers, (Charles, James, John and Samuel, one sister, Mrs. McMillan, all residing in Prince Edward Island.

The funeral service was held in the Baptist church, on Monday afternoon, after prayers at the home and was largely attended. The public schools were closed in order to allow the teachers and some of the pupils to attend the services. The service was conducted by Rev. Mr. McNeill, pastor of the church, and was participated in by the local ministers and Rev. E. E. Daley, of Truro, Rev. Mr. Wallace, of Paradise and Rev. H. G. Mellick, of Lawrencetown.

By a singular and touching coincidence the notes used by Mr. Warren in preaching the funeral sermon of the late Mr. I. B. Freeman on Wednesday the first inst. were left lying upon the pulpit, and Pastor McNeill incorporated a portion of them in his own address.

The church was draped in black and purple. Choice floral tributes rested upon the casket and adorned the pulpit.

The choir of the church with the congregation rendered the following hymns:—"Jesus Lover of My Soul" "Oh, for the death of those who slumber in the Lord" and "The Christian's Goodnight." The pallbearers were Messrs J. E. Lloyd, K. Freeman, J. Harry Hicks and Capt. J. W. Salter. Interment took place in the Bridgetown cemetery.

Advocates Mixed Farming

Mr. G. H. Vroom, of Middleton, government fruit inspector was interviewed by the Outlook a few days ago. He has followed with much interest the series of articles upon the development of the Valley, which have appeared in that journal.

His ten years experience in his present position during which he has inspected thousands of barrels of apples and judged fruit in many exhibitions convinces him that we must grow a better quality of fruit in the Valley. This can be done by learning the latest and best methods in tillage, fertilizing, spraying, pruning and thinning.

More attention should also be given to the package in which our apples are shipped. Many think that a barrel is a barrel. But there is a great difference in the barrels that go into the English market and the neat package helps to sell the contents. The material used is generally all right, but there is particularly in the West-end part of the Valley rough saving and carelessness in putting the parts together. Enough of the choicest fruit should be shipped in boxes to supply the rather limited demand for fruit in this package. This year but four thousand boxes have been shipped from Nova Scotia to England against 200,000 barrels.

But Mr. Vroom considers the development of mixed farming the most important question that has been raised in the series of interviews in this journal. There are farms in the Valley that have steadily improved in the past twenty years while others are poorer than they were a couple of decades ago, and are carrying heavy mortgages. Mr. Vroom believes that in most cases it is the farm on which mixed farming has been abandoned that has run down and become mortgaged, and he will generally be found that where the farms have improved and the owner has a bank account that mixed farming has been followed.

Mr. Vroom would like to see our abandoned farms converted into sheep ranches. Australia is sending chilled mutton to London in shiploads. We should be able to do the same if our waste lands were utilized for sheep raising.

Another matter was referred to by Mr. Vroom which is new to this discussion. Mr. Vroom has visited every steamship engaged in the fruit trade from Halifax and has been present at the loading of many cargoes. He has been impressed with the need of better accommodations for handling our apples in Halifax.

In many cases particularly in the present winter we have found that apples went on board in a partially frosted condition. He believes that the injury was sustained while the fruit stood in the cars at Halifax.

From fifty to one hundred cars of apples arrive for each large steamer. These are run in a time upon the covered siding beside the steamer and unloaded. But the cars have to stand out of doors until their turn comes. This means that some of the apples stand in cars out of doors from five to ten hours after they reach Halifax.

Mr. Vroom would like to see by the C.P.R. the governments, the city of Halifax the fruit growers, or through combination of all these a building erected at Desj Water terminus large enough to accommodate say thirty cars. This could be a cheap building just sufficient to prevent a temperature too low for the apples while standing in the cars.

This building might be used for other purposes. Perhaps a part of it might be fitted up so to be used in the warmer weather as a chilled or cool room for storing meats, butter, eggs, berries and other perishable products en route to the English market.

When the Hood River Valley (California), Australia and Tasmania can place in London in perfect condition all the most luscious and perishable fruits. Mr. Vroom does not see why Nova Scotia must be confined to the hardest and least remunerative kinds and varieties. There is room for much development in the Valley in the production of the choicest classes of fruit and it is to be hoped that our new steamship lines will provide the facilities for shipping such produce to the markets.

FRUIT INDUSTRY OF NOVA SCOTIA

A Paper Read by Capt. C. O. Allen, before the Kings County Board of Trade, March 7th, 1911.—Important Suggestions as to Shipping the Fruit.

I have been asked by the executive of your Board of Trade to give an address upon the Apple Industry of Nova Scotia. First let me congratulate the officers of the Board upon the choice of the subject before us this afternoon, for discussion.

The growing of fruit in the Annapolis Valley, a stretch of country 70 miles long and 5 to 8 wide, running down between two parallel mountain ranges, is the most important phase of livelihood in the Maritime Provinces, and if we view this industry from a sectional point, we shall find there is not such another comparative scope of country, so favorably situated, in the whole of our broad America, either climatically or geographically.

There is just enough sunshine and frost sandwiched into our climate to mature the apple at its best. Warmer climates are producing apples of a finer appearance perhaps, but lacking the luscious flavour compared with those grown in the Northern latitude.

We are told by the Secretary of Agriculture for the province of Nova Scotia, that during 1910 this Province received from her:

Fisheries.....\$ 8,400,000
The Forests..... 2,480,000
The Coal Fields..... 15,000,000

An aggregate from these three important industries, less than \$20,000,000 which totalled the products of the farm for last year. That is to say, there was taken from our farm lands in Nova Scotia a greater remuneration than from the combined interests of our Fisheries, Forests and Coal Fields.

While all phases of our Agricultural pursuits have their important bearing upon the wage-earner and the necessities of life, yet the growing and marketing of fruit is a hundred fold the greatest asset to the three counties of Kings, Annapolis and Hants.

Fruit growing has enabled the man with foresight, 20 to 30 years ago, to increase the value of his holdings at a greater percentage than from any other known source upon the Continent of America. There are instances in the Annapolis Valley, where land only worth \$10 to \$25 per acre 30 years ago, is today worth a thousand dollars. Notwithstanding the Valley has increased its apple production from merely nothing until an average year now warrants a million barrels; yet today the planting of larger orchards has a brighter prospect ahead than 25 years ago.

If the farm lands of this valley have so greatly increased, while the fruit growers have been burdened with slow and inadequate transportation during the past, why can we not predict the great impetus rapid transportation will thrust upon us.

For a quarter of a century the bulk of the fruit has been shipped in 12, 14 and even 16 day boats between Halifax

and London, while our competitive fruit growers from the Atlantic United States ports have had steamers carrying the fruit in less than half the time, and delivering the goods at Southampton, from whence it takes less time by rail than the hauling from the slow old Furness line boats, discharging in the London docks.

One very important feature of the marketing end of our apples is that within the past few years we are opening up the Northern markets of Great Britain, which is giving greater promise for our larger varieties of apples than London.

The Mail boats in the winter months are delivering the apples from Halifax to Liverpool in about half the time it takes the London boats.

That there are still great improvements in sight for the fruit growers of Nova Scotia, cannot be disputed by even the pessimist. With boats like the Canadian Northern has put on the Halifax route and the Imperial Steamship Co's proposition to run four boats from Halifax to Great Britain, and last but not least, the introduction of the C. P. R. into our Province, will give to fruit growing in Nova Scotia a greater boost than the western countries have been able to accomplish, at a tremendous cost in advertising, where land, not as productive, cannot today be bought for less than five times what is asked per acre in either of the three countries of our fruit section.

It is said that a good thing advertises itself. This is just what is bringing our fruit industries to the front. There is no country in Eastern America that is forging ahead in the planting of orchards as the Annapolis Valley. One does not have to look far to see why the fruit sections of Ontario or New York State are not setting heavily to orchards.

It is the old axiom, "The survival of the fittest." From Ontario in the winter months the shipper has to follow his fruit for days in heated cars to tide water. From the orchards of the Annapolis Valley it is only a few hours run to the steamer side. This short rail haul to the shipping ports with rapid trains will quickly cause an increase in the value of the orchard land in the Annapolis Valley, now that we have one of the largest corporations in the world to develop it and carry our apples the four to five day journey to a country small in area, yet teeming with 71 times the population of the whole of Canada. At the present time we are only touching the fringes of the markets near us.


In Great Britain there are six cities averaging nearly one half million and seven more cities averaging one quarter million and still seven more containing between one and two hundred thousand persons.

(Continued on page 4)

Royal Bank of Canada

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TOTAL ASSETS \$95,000,000.
Every kind of Banking Business Transacted
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