

The Weekly Monitor

Western Annapolis Sentinel

VOL. 39

BRIDGETOWN, ANNAPOLIS COUNTY, NOVA SCOTIA, SEPTEMBER 6, 1911.

NO. 21

Scientific Assessment of Land Values

Demonstration to be Made at Tax Reform League Convention September 5th, in St James' Cathedral Parish House, Toronto-- Will Interest Real Estate Men, Municipal Officers and Business Men.

Whenever a proposal is made that the tax system be changed and land values be made to bear a heavier share of the burden, the question is always raised, how can the value of a city lot, apart from the buildings, be fairly ascertained.

To answer this question the Tax Reform League are inviting business men and municipal officials to attend a demonstration of the Somers' System of land valuation at the convention of the League in Toronto Tuesday afternoon, September 5th.

"Every Assessor is supposed to value land apart from improvements now," says Mr. A. B. Farmer the Secretary of the Tax Reform League, "but there is so little accurate knowledge on the subject that we have invited Mr. Doty, of the Manufacturer's Appraisal Co. of Cleveland to make this demonstration at our Annual Convention."

WHY EXPERTS DIFFER.

Before the National Association of Real Estate Exchanges a year ago Mr. Doty gave an address on the Unit System of land valuation, and explained the difficulties that faced assessors in land valuation.

The land value of city lots is simply a site value. The land of a city lot may be fertile or it may be barren. This has nothing to do with its value; this value arises entirely because of its location amid the people of the city through its frontage. The value of city lots varies as do the size and location of this frontage. The value is modified by the amount of land that is connected with the frontage; this is called the depth. Therefore, there are three things that affect the value of the city lot, and I name them in the order of their importance; location, size, shape.

In ascertaining the value of any particular lot these three elements must always be taken into consideration, and it is because of the existence of those three differing factors of value that we find it practically impossible to compare the value of one city lot with that of another. In comparing the value of two lots, it is necessary to compare three factors on the one side with three on the other, and the human mind does not quickly, accurately and satisfactorily compare three things with three things. It is the attempt to make comparisons in this way that produces the uncertainty in arriving satisfactorily at the comparative value of city property.

It is largely the attempt to make comparisons of lot values in this impossible way that produces the very wide differences of judgement sometimes noted in so-called expert opinions of value in our courts and before our taxing boards. Each expert views the matter in question with many affecting factors in mind; and these affecting factors are as numerous and different as the experts. Heretofore there has been no method devised by which each expert would be compelled, or even expected, to employ factors for the basis of judgement the same as other experts attempting to solve the same problem. The use of the Somers Unit System eliminates the side issues or the subsidiary factors of site valuation and simplifies the problem to the end that different judgements of different men are weighing only the same factor of value. This makes it easy to use the judgement and knowledge that the appraiser or expert has. And when we make a task easy of performance, whether that task be mental, physical or mechanical, we make for efficiency and accuracy.

Therefore the Somers Unit System does two things at the outset, that are highly important namely:— First: It makes it easy for the appraiser of land value to use the knowledge and judgement that he possesses. Second: It makes it easy for others in the community to convey their ideas of value to the appraiser, thus giving him valuable, because approximately accurate, information and judgement of other people.

To return now to the classification of the three factors of value, location, size and shape. If we eliminate any two of these factors we can easily make a comparison. For instance, shape with size. Or size with location; this lot is 50x100, that lot is 48x48. Or location with location, this lot is on a street that is twice as good as a street containing the other. Anyone of these comparisons is intelligible and certain, and anyone can understand them, and we find we have a rectangular lot, 50x100, on a good street to be compared with a square lot on a poor street. Who is there that can accurately, quickly and satisfactorily determine the relative values of these two lots?

Under the Somers Unit System we eliminate size and shape. This we do by assuming a frontage of one foot wide with a depth of 100 feet in every case called a unit foot, and locating said unit foot away from corner or alleys. Thus, under the Somers Unit System any figure given for value is always for the same size and shape. When we say that a unit foot on a certain block is worth \$1000, and that on another block in another part of the city is \$500, we mean that the first street is twice as good as the second. That is a knowledge that is well known in the city by most people. If the first street is not twice as good as the other, the knowledge of its relative value is well known in the city to many people, and the true relation may be arrived at in many ways. This makes it possible for us to compare location with location, and location is the chief factor in the value of a city site or city lot.

The practical way of getting at this information is something as follows:— The first thing that is done is to take that section of the city which contains the highest values and make a diagram showing streets only; wipe the lot lines off. They are confusing and are unnecessary for the formation and judgement of values under this system. There are various ways of ascertaining unit values. What is known sometimes as the community knowledge is perhaps the best. In Cleveland, the Board made a diagram of the central part of the city and invited in perhaps fifteen of twenty of the best known and best real estate men. After several hours of discussion and consideration, these real estate men and the five members of the Board put upon the diagram certain tentative unit values. The diagram showing these values was published in the newspapers and on slips of paper and circulated, and the public was invited to criticize these units. After about a week the Board began to hold public meetings and many people came in to criticize these values.

TO TEST TORONTO VALUES.

At the Tax Reform League's Convention a practical application of the Somers' plan will be made on a central block of city property, and leading real estate men will be invited to assist. The proposal is creating great interest.

Annapolis Co. S. S. Association

Interesting Sessions at Lawrence-town on Monday and Tuesday.

The annual meeting of the Annapolis Co. Sunday School Association was held at Lawrencetown, Aug. 28, and 29th.

The president, R. J. Mesinger, occupied the chair. After the devotional exercises Rev. H. G. Mallick of Lawrencetown gave the delegates a hearty welcome to work and also to the hearts and homes of the people of Lawrencetown.

There were forty-six delegates present, twenty schools being represented. The reports given by the representatives of the different departments showed many encouraging features. The Treasurer reported eighteen dollars yet to be raised by the county. The Provincial President Mr. O. P. Goucher was present and addressed the Association in a few hearty words of greeting.

A resolution was passed expressing deep regret at the resignation of the Secy-Treas., Miss Annie Young, and sincere appreciation of her efficient work and self-sacrifice for so many years. Mr. Wm. Jefferson was appointed in her place. Addresses were given by Revs. B. Porter, Wm. Phillips and V. McNeil, all helpful and inspiring to the Sunday School Workers.

The discussions led by the Field Secretary Dr. J. W. Brown proved to many the wisdom and practical use of the several departments. Dr. Brown's whole soul is in this work and his presence must be an inspiration to any Association.

A vote of thanks was rendered to the Lawrencetown people for their cordial hospitality to the delegates and visiting friends.—Outlook.

In the West

A recent issue of the Moose Jaw Sask. Morning News refers to the splendid manufacturing exhibit representing that city at the Dominion Fair, Regina, which was arranged by Dr. Guy C. Pelton of Yarmouth. Dr. Pelton is also one of the enumerators for the voting lists for the coming elections for the city of Moose Jaw. Writing to the Times Dr. Pelton says that in recent conversation with a traveller, who is a journalist representing the London Illustrated News, that gentleman expressed himself as pleased with Nova Scotia as the banner province of Canada, expressing surprise that settlers were passing through Nova Scotia and going west. As the London journalist has covered the continent from coast to coast his preference for Nova Scotia is very complimentary. The former Yarmouth journalist advises that the Yarmouth Board of Trade keep a sharp watch for visiting newspaper and magazine men, as it is in this way the west is advertising itself. The London journalist spent three days in Yarmouth and was highly pleased with its beauties, though he received no entertainment of any kind during his stay.—Yarmouth Times.

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LABOR DAY SPORTS AT MIDDLETON

Two Base-ball Games, D.B.C.A. vs. Middleton—Athletic Sports on M. A. A. Grounds—Loring Andrews, Middleton's Promising Young Athlete, Takes First in Four Events and Ties Fifth.

The Middleton Amateur Athletic Association with its usual foresight and energy put on one of the best programs of field sports, which has been held in this part of the province for some time. The program was started with a Callithumpian procession at 10.30. Next on the program was a ball game between the D.B.C.A. of Dartmouth, made up of the pick of the Dartmouth League. The game was scheduled to start at 11.30, but owing to the west-bound train being late the game was not called until 12.30. The line up of the teams for the first game was as follows:—

D. B. C. A.	MIDDLETON.
Levy c.	Roop
McIntosh, p.	E. T. Andrews
Barnstead 1st.	L. Andrews
McIntosh 2nd.	B. Andrews
Phalen 3rd.	Phinney
D. Patterson 4th.	Eagles
Heisler 1st.	Hatt
Doyle c.f.	Spurr
J. Patterson r.f.	Potter

Score 6-4.

This game was very exciting, though even in score, both teams giving a poor exhibition of fielding. The game was marred by overthrows, poor judgement and errors. The D.B.C.A. if anything put up the better game in the field and but for Andrews' error in striking would have won the game. Andrews is one of the best amateur twirlers in the province and gives promise of soon making a name for himself in base-ball circles. He had twelve strikeouts to his credit, which is good considering the batters he was up against and the condition he was in. McIntosh had six strikeouts. The game ended six all in the ninth innings and as they had another game to play the game was called off.

SPORTS

At half-past two the athletic sports were called. These consisted of 100 yds. dash, high jump, 220 yds. dash, broad jump. Shot put, 440 yds. run and pole vault. Mr. Fred Shaffner, the general race track man, was the announcer and though he got slightly mixed in the "heats," yet gave good satisfaction.

These events were closely contested and very interesting. Loring Andrews took first in four of the events, one hundred yards dash, high jump, one hundred and twenty yards dash, broad jump and pole vault, and tied in the high jump. Loring is one of the best in the broad and high jump, in the province, and promises some day to break the Maritime record. In his first year at college he made the track team and took part in the Intercollegiate Meet on the Wanderers' grounds, Halifax, and took first in the high and broad jump for his team. Middleton may well be proud to claim him as one of her athletes.

The last event was the second ball game, which was called as soon as the sports were over. The teams had the same line up as in the first game with the exception that the short stop and pitcher changed places on the D.B.C.A. team, and Reginald Buckler played in place of Hatt and Saunders in place of Eagles on the Middleton team. This proved to be the best game of the two, better fielding being done by both teams. The Middleton team batted better and connected with the pitcher for five runs, the D.B.C.A. boys failed to connect with Andrews' teasers. The game ended 5 to 1 in favor of Middleton. Andrews had eleven strikeouts and McIntosh 2. McIntosh was put back in the box in the eighth inning.

In the evening a drama entitled "Willowdale" was put on by local talent in Morrison's Hall. The play proved one of the best ever given there and the applause of the packed house showed that the good acts of the participants was appreciated. The management are considering the proposal to put this play on in Annapolis and Bridgetown should they do so undoubtedly they would receive every support and a crowded house, as the play is first-class in every particular.

Motor Boat Cruise

Louis G. Willett has returned to Boston, after a visit to his friends in the Annapolis Valley, making the cruise, with a party of friends, in his motor boat. His cruise is described in a Boston journal as follows:—"Louis G. Willett, of 49 Bluff, St. commandr of the Metropolitan Yacht club, accompanied by his wife, F. J. Waite and Mrs. Sophie Stuart, returned Thursday from a month's cruise along the coast of Maine, Nova Scotia and New Brunswick, in his famous thirty-three-foot motor boat The Ivanhoe. The party left here July 7, making a run to Portland. They also stopped at Harpawell, Rockland, Cape Newagen, Seal Harbor, Jonesport, Lubec, Grand Manan, crossing the Bay of Fundy into Digby and up the Annapolis river to Granville, which was Mr. Willett's home, though he has not resided there for many years. After a week's stay at Granville, which was spent trouting and boating, the party started for home.

The trip going east was made in four days, the weather being perfect. While through the east Mr. Willett visited many yacht clubs and speaks very highly of their hospitality. Coming home they crossed the Bay of Fundy to St. John where they spent a few days with relatives. He also stopped at Eastport. They then came in contact with much rough weather and fog which caused them to put into many small harbors, among them being Cutler, South Addison, Prospect Harbor, Port Clyde, West Southport and Kittery. While at Cutler the party was entertained on board the sloop yacht Sirene of Boston. Mr. Willett returned the compliment by serving a lobster supper on board the Ivanhoe. The trip was enjoyed by all. Although The Ivanhoe is a trim little craft for such a long trip, she is propelled by a nine-horse power Stanley engine. In making the trip they have covered over one thousand miles. Mr. Willett has received many congratulations on his courage and skill in taking such a long trip, but he is a man with quite an idea of navigation for an amateur, and has great confidence in his boat, this being his third motor boat cruise."

Vessels Suffered in Gale Off Atlantic Coast

(Canadian Press.)

Wilmington, N. C., Aug. 30.—The fury of the storm along the South Carolina and Georgia coast on Sunday and Monday is reflected in the number of marine casualties reported at Southport. The steamer Fortuna five hundred and forty-two tons, Capt. Wells, lumber laden from Charleston to New York, is reported dismasted, forty-five miles southward of Frying Pan shoals and in a dangerous position.

Charleston, S. C., Aug. 30.—The Clyde Line steamer Apache made port yesterday after a thrilling experience off this harbor during the hurricane. Passengers wore life preservers for several hours and were prepared to leave the ship at any moment. It is stated by passengers that the stokers were kept at work at the points of revolvers, although the captain denies this.

Washington, Aug. 30.—(Canadian Press) Six torpedo boats were swept ashore and the Charleston navy yard was damaged to the extent of \$30,000 by the storm on the Georgia and South Carolina coast.

Three Men Killed By Falling Tree

(Canadian Press Despatch.)

Ottawa, Ont., Aug. 28.—Three men Alphonse Sching, Ottawa, Jos. LeBlanc, Montreal, and Laurier Marincau, of Three Rivers, Que., were killed at East Templeton, about five miles below the city, on the bank of the Ottawa River by the falling of a tree during a fierce wind and rain storm, which raged about six o'clock last night. The victims were members of a party of seven, who went down the river on a camping trip Saturday afternoon. They pitched their tents under an apparently sound tree, about thirty inches in diameter. Seeing the approach of the storm last night all got in the tent. The three men who were killed were all in the back of the tent. When the first crackling of the tree was heard, the others plunged out through the opening but Sching, LeBlanc and Marincau were too far in and were caught.

Yarmouth Captain's Perilous Experience

Discipline and Good Management of Hardy Skipper Lands the Castaways on Tahiti Island, After Twenty Days Fight With Thirst and Sea Perils

(New York World.)

A classic of sea lore on South street will be the story of the wreck of the Puritan, a four-masted bark sailing under the British flag, Capt. F. W. Yeoman-Chapman of Yarmouth, N. S., her athletic skipper, has reached New York and is at the Stevens House.

It was on May 29 that the Puritan sailed from Newcastle, N. S. W., for San Francisco. She was abandoned in the South Seas in latitude 142 west, 1,000 miles south-east of the island of Anaa, Tahiti, just before midnight on June 27.

The crew was made up in Europe of odds and ends, with two or three very good men, one of whom, a hero, was Collins, the second mate, a native of Australia, who in a twenty-day fight with the horrors of thirst refused to drink from the scant supply of water.

Once a week lifeboats had been swung out for drill, and the eight-gallon breaker in each boat filled. For fourteen days before June 20 three gales of terrific force, with high cross seas, tormented the Puritan and tore off her three lower topsails. She labored, strained, rolled groggily, and her decks were awash. She took a roll with one rail under, and stayed there, the Pacific Ocean for keeping the fore and aft line of her keelson. Tons of water filled her deck to leeward, and most strange of all, so dynamic were the seas that burst over, even from leeward, that they crashed inboard, cascading the water already on deck over the windward bulwark in a perfect waterfall. It was a remarkable exhibition of the effects of a revolving storm. The bark was catching it on both sides. She was in the tail of it.

On June 20, in 34.20 and 150.04, while the ship was hove to under lower topsails, the weather was coming from the north-northeast in fierce squalls and a heavy cross sea running, the carpenter reported fifteen inches in the well. Pumps were manned for seven hours, the water reduced to eight inches, and hold and forepeak were searched in vain for leaks. By the next day the weather moderated, but the ship was leaking two inches an hour, and a search showed a slight leak in the butt-truss abreast of the mainmast.

On June 22 the ship was found to "be working amidships." Her decks beams were adrift on the starboard side. A butt had started somewhere. For five days weather continued squally from the northwest, with rough seas and skies of threatening appearance. The ship was kept under easy sail and headed to the northeast in the hope of finding better conditions. By June 27th there was nearly three feet of water in the

well, and on that afternoon all hands were called. The watch below brought up coal and fresh water and the donkey pump was started. But the water gained from one to two inches an hour. At 5.45 p.m. the plunger of the port steam pump broke down, and at 6.40 the injector failed. It was impossible to make repairs. The steam gear was discontinued and hand pumping resumed with the only pump left, that to starboard. Hundreds of tons had been pumped out of the ship, but the water still gained. Coal and cement, the latter from broken joints and started butts, choked the pumps.

At two bells of the first watch that night, the water having gained seven inches, and as another gale was coming out of the southwest, a consultation was held, and it was agreed to quit the ship. The Puritan was rolling drunkenly and spilling water over her decks. At midnight Capt. Chapman with the second mate and ten men got away in the starboard life-boat, after Mate Hatfield with the carpenter and eight men had left in the port. As Collins, the second mate, was on his way to take his place in the boat he found a breaker of fresh water by the donkey pump. Not a man in the boat would come back to help him fetch it, and it was too heavy for him to carry alone.

The Puritan was abandoned, and two hours later, at a distance of a mile her red light was seen for the last time.

The twenty-two men in two boats were now bound for Anaa, one thousand miles away to the northwest. The captain having lost his hat overboard, he cut off the bottom of one of his trousers legs and made a cap by tying up one opening. Mr. Hatfield had two breakers of water for ten men in his boat. The captain had only one cask for twelve men. Mr. Hatfield passed over one bucket of fresh water, increasing the other boat's supply supply to six gallons.

MATE TELLS WHAT HAPPENED.

Second Mate Collins confessed that he had left the second cask on board the ship because nobody would leave the boat to help him fetch it. He had not told the captain at the time, not caring to annoy him. Capt. Chapman, at the time Collins abandoned the full keg, was carrying his chronometers to the life-boat as tenderly as if they had been babies.

They started away with three-quarters of a tumbler of water three times a day per man, and on the first day they made a good run of one hundred miles to the north. The boats kept company until ten p.m. on June 30th (continued on page four)

Draw a sharp line between teas of indifferent quality and poor flavor and MORSE'S grades which are rich full-flavor and delicious

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TOTAL ASSETS - - \$100,000,000
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