

The Weekly Monitor

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FATAL WRECK NEAR FOLLEIGH LAKE

**I. C. R. Freight Leaves Rails and Plunges Over Embankment.—
Three Train Hands Belonging to Truro Killed.—Broken
Engine Tire Causes Accident.**

A terribly sad accident happened, about one o'clock Monday morning, when a special freight, in charge of Conductor Harry Baker, Arthur street, Truro, left the rails about two miles north of Folleigh Lake, and eight cars, with the locomotive and tender, plunged down an embankment some 80 to 100 feet, killing the Driver, Daniel McLeod, the Fireman, John McIsaac, and the Brakeman, Jas. O. B. Davidson. These men all have their homes in Truro, and are well known in railway circles.

Mr. McLeod's home is on Wood street where a widow and five children mourn his untimely death.

Mr. Davidson, son of James William Davidson, Portapique, had his home at Riverside, Bible Hill, and here a heart-broken wife and seven small children are in deep grief over this sudden taking away of husband, father and provider. He is a cousin of Davidson Hill, M.P.P., and of Mr. Charles Hill, Central Onslow.

A third Truro household is in mourning, that of Mr. David McIsaac, Prince street, whose son, John, unmarried, was the fireman, whose young life was also a victim in this disaster.

A special train with medical men, at once went to the scene of disaster, as soon as the accident was reported in Truro. At the same time the big steam derrick in Stellarton was sent for and hurried to the scene of the accident.

The bodies of driver, fireman and brakeman have been brought to Truro, and are now at Olive's undertaking rooms, where an inquest is being held by Coroner Yorston as we go to press.

This untimely and exceedingly distressing catastrophe has not only brought unspeakable grief to the immediate households bereaved, but has sent a deep thrill of sorrow throughout the town, especially in railway circles.

An accident in connection with the accident that may be mentioned, is that at Folleigh Lake, the forward brakeman, John Youmans, of Halifax, was relieved by rear brakeman Davidson, for the purpose of permitting brakeman Youmans to have a chance to eat his lunch in a car at the rear of the train. Truro News

THE BREAKING OF TIRE GIVEN AS CAUSE BY CORONER'S JURY

At a late hour Monday night the coroner's jury came in with the following verdict:—"We believe, from evidence submitted, that Messrs. McLeod, McIsaac and Davidson, came to their death on the morning of February 28th, at 1.40 o'clock, at wreck of special freight train engine 309, at Hill's siding, and that said wreck was caused by breaking of tire on one of driving wheels of engine."

Forestry in Nova Scotia

By F. C. Whitman, Esq., Annapolis Royal, President Western Nova Scotia Lumbermen's Association.

Owing to the way nature lavished trees on Nova Scotia and the low value of wood Mr. Whitman noted that during the early settlement of the country absolutely no thought was ever given to the conservation of the forests. Settlers from Britain and the New England states planted oaks Scotch larches, pines and elms to beautify their places. Now, however, the forestry problem was commercial and not aesthetic. He could scarcely blame the people of early days who hewed down the forests without thinking of conservation. With the limited appliances of fifty years ago it meant a great deal to get out nine lumber for \$9 per thousand feet and spruce at \$6, with the bay oil partly in cash and the rest molasses and flour at \$12 per barrel. Up to a few years ago no bank would advance money on the security of standing timber. Consequently operators had to advance their own money and endeavor to turn the timber over into money as quickly as possible. It was a case of 'needs must when the devil drives,' and the forests suffered. The best was taken, and waste was large and fires swept anything left.

In fact once Nova Scotia people were rather proud of the ball of smoke. It indicated that lumbering was active and fire was taken to be only a natural result of the operation. Nevertheless, Mr. Whitman held that the lumbermen of Nova Scotia were the best people to carry out under proper Government regulation a policy of conservation. He believed conservation had come to be a commercial proposition, and that the men who owned timber and manufactured lumber, knowing the conditions would prove to be the best foresters.

The Lumbermen's Association of Western Nova Scotia and the Government had been endeavoring to come together to devise plans to perpetuate forest growth on both Crown lands and private holdings. He emphasized the statement that large holders of timber in endeavoring to protect their property would at the same time increase the value of small holdings and of farm wood lots. Lumbermen buy standing timber whenever offered and with the assured market of the future there was a warrant for any one to make a business of growing timber, or, as it might be put to let trees grow until they were fit for the market. He was of opinion that the solution of the forestry problem was the fixing of values for timber land that cannot be controverted. When this had been done, if only partly, it would establish a credit that would prevent lumbermen from having to sacrifice timber. To fix a value on one thousand acres of spruce land would make that value applicable to any part of Nova Scotia, but no value could be fixed if the title was uncertain, or if there was danger of destruction by fire or flood.

There was needed in Nova Scotia an accurate survey of Crown and private lands, so that they might be defined and separated.

Referring to what was being done to preserve the forest he said that about six years ago by co-operation of the Government and the Lumbermen's Association the act for the protection of forests against fire was put into force. The system adopted had proved beneficial and had the support of the people. He had been told by leading men in the province when the law was first enacted that the idea of preventing or fighting forest fires was chimerical and that destruction was inevitable. But today the matter was so well in hand that buyers were investing their money in forest land on which commercial timber would not be available for twenty or thirty years, and they were relying upon the fire ranger system to protect the timber. Rather a curious complaint had been recently made to him. The complaint was that since forest fires had been stopped and lumber had grown so valuable the farmers were allowing their land to grow up into woods and soon there would not be sufficient pasture for the cattle.

Mr. Whitman then detailed what had been done so far toward making a forest survey of Nova Scotia quoting from the article on the subject in (Continued on page 4)

Children's Skating Carnival

The Children's Carnival came off at the Bridgetown rink on Friday night last, and was a very enjoyable event to the children and satisfactory also to the management, although it was not as largely attended as some former carnivals. The evening was fine and the ice was excellent.

Prizes for best costumes were given as follows:—Girl's first, M'Le Pop Corn; Edna Price and Ruth Fowler as Siamese Twins; boys first to Vernon Munro, as Buster Brown, boy's second Willie Patrick as Bridgetown.

The skaters in fancy dress were as follows:—

Ethel Daniels, Bo Peep, Dodo Lloyd, Water-Baby, Josie Kinney, Water-Baby, Eva Troop, Snow-shoe girl, Muriel Troop, Hockey girl, Doris Nelly, Just Me, Edna Price, Siamese Twins, Ruth Fowler, Siamese Twins, Mildred Lockett, Halley's Comet, Ruth Burns, Snow-flake, Bertha Corbett, Snow-flake, Hortense Griffin, M'Le Pop Corn, Lillie Everett, Red Wings, Willie Patrick, Bride-town, Raymond Bent, Snow-shoe boy, Clarence Kinney, Snow-shoe boy, Gerald Hoyt, Hockey boy, Vernon Munro, Buster Brown, Percy Chitley, Salor, Freddie Blanchard, Good-Night, Max Piggott, Hay-seed, Alexander Fowler, Snow-flake, Jack Ruzles, Summer Girl, Ronald Ruzles, Hockey Boy

Train and S. S. Service

P. Gifkins, general manager of the Dominion Atlantic railways, who went to Boston via St. John last week, was a passenger to Yarmouth on Wednesday per steamer Boston, which encountered a heavy sea and head winds throughout the passage, and was interviewed by the Times.

"I have nothing new to tell you," said the general manager to the Times. "It was exceedingly rough last night but we are here only a little late."

When told that the St. John Sun stated that the Boston-Digby service would begin May 1st., Mr. Gifkins said that July 1st was the correct date.

"Will Port Wade be a port of call for the Boston?" asked the Times.

"No, it will not," replied Mr. Gifkins.

Asked respecting train and steamer arrangements generally the general manager said they would be practically the same as last year. The Prince Arthur and Prince George will perform a daily service between Boston and Yarmouth making connections with the Flying Bluebonnet and express trains. The Prince Rupert will make daily trips between Digby and St. John, leaving the latter port a little later than in past years in order to make connection with the boats of the Eastern Steamship Company. These boats are due at about 8 a.m., four days a week.

"What about the 144 mile branch which your company proposes to build in King's county?" asked the Times.

"Work will begin there on March 1 and the road will be completed as rapidly as possible," said Mr. Gifkins.

Referring to the Boston-Digby service Mr. Gifkins expressed the opinion that it could not in any way interfere with the interests of Yarmouth. "It will," he said, "relieve a congestion which sometimes occurs here in mid-summer, nothing more."

Mr. Gifkins proceeded to Kentville by the morning train.

A FINE CALENDAR

We have received a copy of "The Gospel Text Calendar" for 1910, published by H. S. Hallman of Berlin Ont. It contains thirteen large sheets, beautifully printed in colors, suspended from a silk cord. Each sheet except the cover contains a design of a Bible with a Bible text for each day in the month, and at the lower end of the sheet a calendar for the month in large figures. The publisher desires an active agent in each county or city to sell the calendar. Price 25cts., each; sample copy and prices to agents, 15 cts. Send for a copy to H. S. Hallman, Berlin, Ont.

Assessment Appeal Court

The assessment council of appeal of the town of Bridgetown met last Tuesday afternoon in the Council Chamber. The following appeals were heard and disposed of:—

1. Owen Covert. The complaint in this case was that Mr. Covert had sold part of his land to Mr. O. S. Miller for summer for \$25.00 and the Board had not been altered. The Board reduced Mr. Covert's assessment by \$200.00 and added a like amount to the assessment of Mr. Miller.

2. John Clark. This complaint was that the personal property was assessed too high and it appearing to the Board that the real estate was over-assessed a reduction of \$50.00 on real estate and \$25.00 on personal property was ordered.

3. Frank H. Willett and Wm. Chase. This appeal related to the assessment of the new Apple Warehouse. It appeared that the assessors had first valued the warehouse for the purpose of assessment at \$2400.00 and had entered this amount against the name of Mr. Chase, but subsequently learning that Mr. Willett had a 1/2 interest they entered \$800.00 against the name of Mr. Willett and omitted to make a corresponding reduction in the amount assessed to Mr. Chase. The Board accordingly reduced the assessment of Mr. Chase to \$1600.00 but declined to interfere further in altering the value which the assessors had put on the property.

4. Mrs. Caroline Forsythe. The complaint here was that the assessment of personal property was too high and Mrs. Forsythe stated that no schedule had been delivered to her last fall by the policeman and after hearing Mrs. Forsythe personally the Board ordered a reduction of \$50.00.

5. Charles M. Hoyt. This complaint was that there should not be any assessment of personal property as Mr. Hoyt had removed from Town and the personal property now about the premises belonged to the tenant and this appearing to be the fact the assessment of personal property was struck out entirely.

7. Wm. Chesley. Mr. Chesley was assessed for \$325.00 of personal property and upon a comparison of other assessments in the roll and after hearing Mr. Chesley's own statement in reference to the matter the Board reduced the assessment to \$250.00.

7. L. M. Whitman. This complaint was that there was no personal property to be assessed and that the real estate was assessed too high. It appearing that Mr. Whitman did not live in Town and had no personal property in Town except mechanical tools which are exempt from assessment, the Board struck out the assessment of personal property entirely. Mr. Whitman stated in reference to the assessment of his real estate that he paid \$400.00 for the lot of land on Water Street extending to the river and had built a blacksmith shop upon it and had a house 24 x 34 with the roof shingled and the clapboards on and most of the outside finish on. The Board thought the assessment of \$500.00 was quite reasonable in comparison with other assessments and declined to interfere.

8. C. L. Piggott. The complaint here was that Mr. Piggott had sold a portion of his real estate for which he had previously been assessed \$200.00 and there being no doubt about that fact the Board reduced the assessment \$200.00 and as the lands sold were already assessed to Mr. John O. Elliott the matter was disposed of by relieving Mr. Piggott.

9. J. Willard Smith. Mr. Smith owns the Grand Central Hotel and the assessors had assessed him not only for the Hotel but for the furnishings which do not belong to him and the Board ordered the assessment of personal property to be transferred from Mr. Smith to Mr. Patrick.

10. Evelyn Legg. Mr. Legg did not appear and the Board requested the policeman to invite him to attend and Mr. Legg sent word back that he was satisfied to allow his assessment to stand as it was.

11. Dr. Freeman. No one appeared to support this appeal and as the appellant is an invalid the Board thought it best to adjourn this case and deputed Councillor Dewitt, one of the members of the Board to call and interview Dr. Freeman about the matter and report later.

BRIDGETOWN STATION BURGLARIZED

**Entrance Made through Window and Freight Parcels Broken
Open and Carried Away.— Suspected Parties Arrested
and Brought Before Magistrate.**

The D. A. R. station-house was broken open on Sunday night and a quantity of goods was stolen from the freight room. The discovery was made by the station agent on Monday morning. A pane of glass had been removed from a window and the catch released, the burglars making their entry through the window. Several packages of goods, addressed to various parties were opened, and some of the contents abstracted, among them a case of ham and bacon for J. E. Lloyd, a case of goods for Stronz & Whitman, a package of dried fruits for a private party and a case of 'hop tonic' which was consigned to D. J. Patrick but had been re-used by him. If the burglars were looking for other liquid refreshments they were evidently disappointed. A cask of oil on the station platform was rolled out upon the track and this was in its possible intent the most serious offence committed, as had a special been passing through during the night an accident must almost inevitably have followed.

Supt. Fraser of the D. A. R., arrived on Monday and advised the station agent, Mr. Jones, to place the matter in the hands of Policeman Goldsmith. Mr. Goldsmith's first move led him directly to the discovery of the goods and the apprehension of the guilty parties. With the idea of learning who had been in the vicinity of the station on Sunday night he

went to the home of Henry Cuff, a short distance down the track, and learned from him that two young men, Roy Walker and Will Mitchell had been at his home until about midnight. Mr. Goldsmith then made it his business to interview the two young men. On questioning them as to their whereabouts later he found they could give no account of themselves until three o'clock in the morning when they turned up at James Awalet's where they said they spent the remainder of the night in the barn. This led Mr. Goldsmith to search the barn of Mr. Awalet and he discovered a loose board in the floor where the hayseed had been disturbed. Lifting this board he first thing that met his eye was a roll of cotton dress goods. A box of raisins and other articles convinced him that he had found the stolen goods. Mr. Goldsmith, with the assistance of Constables Crair and DeWitt proceeded to get on the track of the young men who by this time had disappeared. It was not until about three o'clock on the following day that they were discovered at a house in Beaconfield, where they were arrested by Constable DeWitt and brought before Magistrate F. R. Fav. They did not attempt to deny the charges against them and were placed in the lock-up over night. Today they were taken to Annapolis to the county jail, to await their preliminary trial on Friday.

The Reason Why

The Black Printing Co., Amherst has gone into voluntary liquidation. The Truro News says:

We regret to hear of this financial failure of a well-known Printery, but we could see no other issue for a firm that did its printing and publishing at the low prices that were constantly quoted by this Amherst concern. We for a time, lost many a job in Colchester, too, to the Black Printing Company, on account of our inability to meet the figures quoted by our competitors. We know full well, that we were quoting prices to secure only such a reasonable profit as any printer must have, who wished to pay his bills and continue in business. Our patrons, who thought our prices in some cases may have been a little high, will now see that the other fellow was too low.

Opening of Legislature

Halifax, N. S., Feb. 25.—The legislature opened on Thursday with the usual ceremonies. The R.C.R. and the First Canadian Artillery bands were heard. Geo. Faulkner, Halifax was elected speaker. In the speech from the throne, Governor Fraser referred to the adjustment of the difficulties, to the completion of the Technical College, the betterment of the highways, the conservation of the national resources of Canada, the proposed legislation to enable the minister of railways to lease branch lines of railway connected with the Intercolonial and the proposed plan for Canadian naval service. The address in reply was moved by R. M. McGreor, Pictou, and seconded by J. H. Livingston, Cumberland. J. M. Baillie, Pictou, is the new leader of the opposition.

Printing to be Taught in Boston Public Schools

The centre of literary interest, book binderies and publishing houses, is fittingly the first city to undertake to teach printing and bookbinding in the public schools. The old East Boston High School has recently become the most modern of institutions through the installation of a course for the purpose of fitting young men and women to become expert printers and bookbinders, thus enabling them to leave high school prepared to take up a definite trade by which to earn own living. The studies begin with typesetting, following this with proof-reading, press work, sewing, trimming and binding. Students have grasped the subject with interest, and the project has all the signs of being successful. It is already expected that it will be necessary to enlarge the shop next year. A two-year course is thought to be sufficient time in which to turn out an efficient apprentice printer or bookbinder. It will be necessary, of course, for the student to perfect himself in spelling, punctuation, capitalization, and the general use of grammar, in connection with his work in the printing shop.—Boston correspondent to exchange.

Footwear Not to Advance This Year

(St. John Exchange)

Those who walk will be glad to hear that wholesale shoe-dealers have no advance in the price of footwear to announce for the near future. Shoes have risen each fall and spring for two or three seasons past, but the trade is evidently satisfied that it has done enough for a while toward raising the cost of living.

Ald. R. T. Hayes, of the J. M. Humphrey Co., said yesterday that no advance in the price of leather footwear seemed likely to take place for some time. Raw leather was advancing, but both the manufacturers and wholesalers were already well-stocked, and a raise would be held off for some time.

Where rubbers will soar to will not be known until the next price list is issued on April 1st. Rubber is very scarce at present, however, largely owing to the heavy importations of the motor car tire makers, whose goods have to be eighty per cent pure.

Medicines that aid nature are always most successful. Chamberlain's Cough Remedy acts on this plan. It loosens the cough, relieves the lungs, opens the secretions and aids nature in restoring the system to a healthy condition. Sold by all dealers.

MINARD'S LINIMENT RELIEVES NEURALGIA.

JOINT SAVINGS BANK ACCOUNTS

A joint deposit account may be opened in the names of two persons either one of whom may deposit and withdraw money.

In case of death the entire amount is at the disposal of the survivor.

ONE DOLLAR OPENS A SAVINGS ACCOUNT.

UNION BANK OF HALIFAX

BRIDGETOWN BRANCH, H. L. BENTLEY Manager.
LAWRENCEVILLE BRANCH, F. G. PALFREY Manager.
ANNAPOLIS ROYAL BRANCH, E. B. Mc DANIEL Manager.