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BRIDGETOWN, ANnapolis COUNTY, N. S., WEDNESDAY, MARCH 20, 1918

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Income Tax Forms Are now available Returns must be filed on or before 31st March

THE Dominion Income War Tax Act requires you to fill in one or more of the five special Forms provided before 31st March, 1918. In order to assist the public to understand just what is required of them, information on each Form is given below.

Individuals.—All persons unmarried, and all widows or widowers without dependent children, whose income is \$1500 a year or more, must fill in Form T1.

Corporations and Joint Stock Companies, no matter how created or organized, shall pay the normal tax on income exceeding \$3000.

Trustees, Executors, Administrators of Estates and Assignees use Form T3. Full particulars of the distribution of income from all estates handled must be shown as well as details of amounts distributed.

Employers must use Form T4 to give names and amounts of salaries, bonuses, commissions and other remuneration paid to all employees during 1917 where such remuneration amounted in the aggregate to \$1000 or over.

Corporation Lists of Shareholders.—On Form T5 corporations shall give a statement of all bonuses, and dividends paid to Shareholders residing in Canada during 1917 stating to whom paid, and the amounts.

Figures in every case are to cover 1917 income—all Forms must be filed by 31st March. For neglect, a fine of \$100 for each day of default may be imposed.

In the case of Forms T1 and T2, keep one copy of the filled in Form and file the other two with the Inspector of Taxation for your District. In the case of T3, T4 and T5, keep one copy and file the other two, with the Commissioner of Taxation, Dept. of Finance, Ottawa.

Forms may be obtained from the District Inspectors of Taxation and from the Post-masters at all leading centres.

Postage must be paid on all letters and documents forwarded by mail to Inspector of Taxation.

Department of Finance, Ottawa, Canada

INSPECTOR OF TAXATION P. EDWARDS, 411 Dennis Building, HALIFAX, N. S.

Marine News

Calabria Gold Hunter: The McLean Lumber Co., have sold the schooner, Capt. Arthur Payson, of Westport, N.S., to Grand Manan parties.

Yarmouth Herald: Mr. John F. McEwan, of Meteghan, is in town on business in connection with the work.

The tug Hugh D. is hauled up in the harbor, where she is undergoing a few minor repairs.

The Boston schooner, Morning Star, which arrived in Yarmouth last week with her jumbo gone, effected repairs and sailed on Wednesday.

Maritime Fish Co.'s arrivals at Digby: From Yarmouth, per schr. Dorothy B. Smart, 2,000 lbs. mixed fish.

Annapolis Spectator: Captain Richards formerly in command of the schooner, Maggie May Riley and other vessels, was in town on Tuesday to see the launching of the new vessel built, but did not wait.

Yarmouth parties have purchased the schooner Meteghan schr. Emily R. and will shortly put her in commission on the coastwise trade.

The British collier, Batscan, from Louisburg, C. B., for St. John, N. B., with a cargo of coal, is believed to have foundered off the Yarmouth N. S. coast on Friday night or Saturday morning, and that all on board perished.

The schooner Wilford Snow landed a fare of 3,500 lbs. of fresh fish at Yarmouth Thursday, and the Nathalie schooner, from Annapolis was in Liverpool on Thursday night after a four days' trip and landed 2,000 lbs.

At Liverpool on Tuesday the Yarmouth Trading Co.'s schooner, Wilford Snow, Viola and Nathalie landed several good fares. They had 5,300 and 4,900 and 2,800 pounds of fresh fish respectively. The N. Y. and Yarmouth Co.'s schooner Buema, landed 6,000 pounds.

Annapolis Spectator: The work of getting those twelve 90 foot Oregon masts from the railway cars to the shipyard last Saturday and Tuesday was some job, but with three yokes of oxen to each and enough snow to slip along it was handily accomplished.

A steamer completed in 1917 at Portland, Ore., and which was taken by the British Government as a trial ship to carry wheat from Vancouver to Eng-

land via the Panama Canal, has arrived safely at her destination, after a voyage of 52 days. She had 100,000 bushels on board.

At the conference between members of the Government and representatives of transportation companies and harbor commissioners at Ottawa it was decided that the Atlantic ports of Halifax and St. John would be used to a greater extent this summer than they have been in the past.

The beam trawler Swell, in addition to her fresh fish fare brought in to Boston the other morning, had a large anchor on deck, which was hauled up in the net on Georges. The anchor weighs about two tons, and evidently was lost from some steamer. Attached to it was quite a string of heavy chain. The Swell was fishing in 44 fathoms of water at the time.

An exhibition of the S. O. S. life-saving device in the form of a garment, by which a person can float in the icy waters without becoming wet, was given in Halifax harbor last week. Several hundred persons watched the exhibition, when Mr. LePage, the inventor, who took but fifty-one seconds to put on the suit, jumped in the water, where he remained some time, and while he came out his clothing was perfectly dry and he was not chilled. The suit allows the wearer to remain in an upright position, sinking only to the armpits and therefore has free use of the arms.

The Lunenburg schooner Dorothy Sarty, Capt. Longmire, arrived in Yarmouth on Wednesday with a fare of 15,000 pounds of fresh fish, which she landed for shipment to the Maritime Fish Corporation at Digby. The Sarty was out in the storm of Saturday and Sunday night and was at the time several miles south-west of Seal Island, where she rode out the storm without damage. Capt. Longmire reports the weather very severe and has been three weeks securing the fare which was landed on Wednesday. The Sarty sailed again for the banks in the afternoon, but owing to threatening weather returned to port Thursday.

Owing to the gale which prevailed on Friday and Saturday, people at Meteghan were disappointed in being unable to witness the launching of the schooner Rebecca L. Macdonald, and as the tides are fast declining, it may be several days before she leaves the stocks. Dr. Macdonald has not yet either closed for a sale or charter of the vessel, which has been inspected by a representative of Sydney parties, who reports most favorably of the schooner and it is expected that the sale will be effected at an early date. Immediately after the launching, the schooner will be towed to Yarmouth. This schooner is, without exception,

one of the best built and finest finished and equipped vessels to be put afloat from a Nova Scotia shipyard this year.

Owing to the tremendous freight offering the steamer Keith Cann was not able to leave St. John Thursday until the afternoon instead of 7 a. m. as scheduled.

She arrived in Yarmouth at 2 o'clock the following afternoon, with one of the largest freights ever brought into that port from St. John. Among the cargo was a large shipment of pine lumber for the Canadian Wood Working Co., and hay for local dealers, which, owing to car shortage and blockades on the railroads, the consignors have been obliged to ship by this route.

Capt. C. P. Moore, Frank Marshall, mate; David C. Keper, second mate; Robert Smith Cook; John Welch, Miles O'Brien and James Boodner, able seamen, crew of the schooner Maid of Harlech, arrived in Yarmouth Wednesday morning and proceeded by the D. A. R. for Halifax. This schooner was torpedoed by a German submarine in the Mediterranean on February 4th, last, whilst on the passage from St. John's, Nfld., to a Mediterranean port. The crew on Wednesday was just returning to their homes in Newfoundland. The Maid of Harlech was a new schooner of 275 tons and was built in Nova Scotia last year.

Mr. Evan Dunn, of Digby, who is one of the foremost boat builders of Digby Co., has just recently turned out of his workshop, a double-ended open pleasure boat, 20 feet in length, and 6 feet beam, and equipped with air-tight tanks both fore and aft. The boat was splendidly finished throughout, and ready for the water when it left the shop. It was built for Mr. Thomas E. Peters, of Jolly Hill, Antigua, W. I. Mr. Peters was a guest at Lour Lodge last season and gave the order for the boat while in town. It was shipped to Halifax last week, to be sent to its destination. Mr. Dunn has the contract for three 24 feet 6 in. beam fishing boats for Mr. Frank Anderson. They will be finished and ready for delivery about the latter part of April.

Yarmouth Herald: The Digby fishing schooner Dorothy G. Smart, Capt. Ansel Snow, arrived in Yarmouth Sunday noon on Sunday and remained until yesterday afternoon, when she came up to the consumers' wharf, where the fare of 50,000 lbs. of fresh fish is being landed for shipment to Digby. Capt. Snow reports the weather during the last few weeks has been most severe for fishing and only occasionally was there a day fit for fishing and "in fact," he said, "this whole winter for rough boisterous weather has surpassed everything I have ever experienced during my long career as a fisherman." During the whole season his vessel has only been able to make two complete trips. Henry A. Amiro's schr., Francis A., which went out last week and returned to port on Saturday for shelter, went to sea again Tuesday morning.

A few years ago, Western trappers were paid from \$1 to \$1.50 for a coyote skin, while now the rate is from \$17.50 to \$18.00.

Minard's Liniment Cures Diphtheria.

REV. F. C. SIMPSON DEAD

The Popular Pastor of the Bridgetown Presbyterian Church Suddenly Expired Sunday Morning

A gloom was cast over the entire town Sunday, when it was learned that Rev. Frederick Charles Simpson, pastor of the Gordon Memorial Presbyterian church, had suddenly expired in the manse at eleven o'clock, just at the hour of which he was to have held his morning service. This caused a severe shock to the congregation, which had already assembled in the church. Mr. Simpson had remained in his study until about eleven o'clock Saturday evening completing his sermons for the following day and retired in his usual health. In the morning, however, he complained of not feeling well and soon passed beyond medical aid, breathing his last as stated above.

The deceased was born at Lull England, sixty years ago, moving to Canada twenty-eight years ago, holding his first pastorate in Melbourne Ontario. He was afterwards pastor of the Presbyterian churches at Bridgewater, N. S.; Souris, P. E. I., and Douglastown, N. B. After being connected with the Presbyterian Witness for three years, he moved to Bridgetown, becoming pastor of the Gordon Memorial church April 6, 1916.

He married Agnes, daughter of the late Wm. Duff, of Carbonara, N.B., who survives him. He also leaves one son, Lieut. Wm. Duff Simpson, now in Halifax, who recently returned from overseas, and one daughter, Mae, stenographer at the Discharge Depot, Pier 2, Halifax.

Mrs. Simpson, who is a sister of Mrs. J. A. MacGlashen, of Dartmouth, and Mr. William Duff, M. P., of Lunenburg, had been visiting her sister in Dartmouth and only returned to her home in Bridgetown on Saturday.

Mr. Simpson was a Past Master of Mason and a member of the Prince of Wales Chapter, Sydney; a member of LaHave Lodge, of Oddfellows at Bridgewater, and also a member of the Independent Order of Foresters.

He was a man of broad sympathies, kind heart and cheerful disposition. He was exceedingly well informed on public questions, and possessed a fund of story and anecdote, which made him a very interesting companion. He was certainly a faithful pastor of the church, an excellent citizen, had a host of friends and a large circle of acquaintances, all of whom extend their deepest sympathy to the bereaved ones.

The funeral takes place from the Presbyterian church at 12.30 this afternoon, interment in Riverside cemetery, Bridgetown. After the services have been conducted by the Rev. Robt. Johnston, pastor of the Park street Presbyterian church, Halifax, assisted by Rev. Mr. Muir, pastor of the Annapolis Presbyterian church, and members of the Bridgetown Clergy, the officers and members of Rothsay Lodge, A. F. & A. M., will conduct a Masonic service. Besides being largely attended by our own citizens, many out of town people have arrived to pay their last tribute to one whom they deeply mourn.

Death of Mrs. Sarah Foster

Mrs. Sarah F. Foster, one of the oldest and most highly respected residents of Upper Granville, passed peacefully away Saturday night, aged 84 years.

She was a devout member of the Methodist Church, and will be greatly missed in the community in which she resided. Her husband, the late William O. Foster, pre-deceased her about four years ago, he having reached the advanced age of 85 years.

They are survived by four sons, Charles and Ernest, living in Massachusetts, Fred in British Columbia, and George, with whom his mother resided at Upper Granville; also three daughters, Mrs. P. J. Chute, Berwick; Mrs. Hugh Troop, Belleisle, and Mrs. Matthew Duffield, Missouri.

The funeral took place yesterday afternoon with interment in the Eagleston burying ground. The services being largely attended, were conducted by Rev. A. E. Reynolds, Pastor of the Bridgetown Methodist Church.

The MONITOR extends its deepest sympathy to the bereaved ones.

Death of Mrs. Catherine McIntyre.

The death of Catherine, widow of Wm. McIntyre, occurred at her home in Aylesford, Sunday, March 10th, after a brief illness, at the age of 76 years. The deceased was well known in the community in which she lived and was highly respected and her demise will be mourned by a large circle of friends and relatives. She is survived by one daughter, Mrs. Fred Harris, and one son, John McIntyre, both of Aylesford. A brother and sister also survive her, William Jordan, of British Columbia and Mrs. Agnes King, of Annapolis. Her husband predeceased her by several years. One son was killed on the D. A. R. way some years ago, and another son, Charles, went to Halifax to see the poultry exhibition that was held in that city and received severe injuries in the disaster there on the 6th of December and died in a hospital there. He left a widow, formerly Miss Delamere, of Yarmouth.

A cargo of hard coal is reported to have arrived at Lockeport and selling there at \$11.82 per ton, but not more than four barrels given to one purchaser.

FATAL ACCIDENT AT BRIDGETOWN

Pte. Guy Marshall, of Arlington, Had His Leg Crushed by Train

What afterwards proved a fatal accident occurred about a train length west of the Bridgetown Station at 2.15 Friday afternoon. Guy Marshall, the 21 year old son of Alfred Marshall, of Arlington, a village on the North Mountain, just east of Bridgetown, was a passenger on the afternoon's express from Bear River. The train stopped for water as usual at the tank just west of the station. After the train stopped at the station Parlor Car Conductor Clark noticed a man lying with his foot across the opposite rail from the station, and about a car length from the rear of the train. He and Conductor Margeson carried the man to the station, from which he was immediately conveyed to Dr. M. E. Armstrong's office. As near as can be learned he had got off the wrong side of the train while it was stopped at the tank, and was getting on again to ride up to the station, when he slipped and fell, the parlor car going over his left leg.

He remained in a semi-conscious condition in Dr. Armstrong's residence until the following day, when two military officials and a nurse arrived from Halifax to convey him to the hospital to have his leg amputated. The poor fellow, however, collapsed and passed away on the train east of Kentville.

The remains will be interred at St. Croix Cove, with services conducted by Rev. R. B. Kinley, pastor of the Baptist church in that village. He is survived by a father, step-mother and two brothers.

SAD EVENT AT WINDSOR

Sorrow in the Home of Mr. and Mrs. John Harris.

[Windsor Tribune]

On Monday evening, a very distressing accident occurred in a home on Gerrish street. Mrs. Harris had been rubbing the baby's chest with oil and had removed the saucer from the stove preparatory to putting some on her own throat, when suddenly there was a slight explosion and the baby's clothing caught fire. Mr. Harris was out at the time and a neighbor rushed to his wife's assistance, but not before her hands were both very badly burned.

Another child was removed to the hospital, where the latter passed away Tuesday evening from convulsions produced by shock.

Mrs. Harris' mother, Mrs. McGowan, was summoned and arrived from Bridgetown, Tuesday evening to be with her daughter in her trouble. Mr. and Mrs. Harris have the sincere sympathy of the community in the death of their only child.

The funeral was held at 2.30 Friday afternoon, the services being conducted by Rev. E. W. Forbes. Interment in Maplewood cemetery.

Resolution of Condolence

March 11, 1918.

At a recent meeting of the ratepayers of Lawrence town School Section, No. 26, the following resolution was passed:

WHEREAS the great and supreme ruler of the universe, has in His infinite wisdom removed from among us one of our esteemed fellow citizens, S. E. Bancroft, Esq.

AND WHEREAS wishing to spread on the records our appreciation of the faithful service, wise council and kind deeds of him in the discharge of his duties as Trustee of the Section the past ten years, therefore

RESOLVED that the removal of such a life from among us leaves a vacancy that will prove a serious loss to the section and the public.

RESOLVED that with sincere sympathy with the bereaved family of the deceased, we express our hope that so great a loss to us all may be overruled for good by him who doeth all things well.

On behalf of the Ratepayers

F. H. LONGLEY, Secy. of Trustees

To Clara E. Bancroft, Lawrence town, N. S.

Death of Charles J. Bingay

On March 3, Charles J. Bingay, aged 35 years, son of the late Captain James Bingay, of Barton Digby Co., N. S., died at the latter place, leaving his mother and three sisters. The deceased last visited Nova Scotia on a wager, having walked from Pacific to Atlantic via the U. S. A., returning on foot via an all Canadian route in a specified time.

Capt. Cann's Funeral.

The funeral took place from his late residence in Yarmouth, last Thursday afternoon of Captain Augustus Cann, a prominent citizen of that town, who perished in the snow on Sunday night about thirty feet from his home. He had spent the evening with E. K. Spinney, M. P., and started for home about half past ten. Capt. Cann was aged 63 years.

A cargo of hard coal is reported to have arrived at Lockeport and selling there at \$11.82 per ton, but not more than four barrels given to one purchaser.

BRIDGETOWN BOARD OF TRADE

Lots of Business Transacted by the Council Monday Evening

A meeting of the Council of the Bridgetown Board of Trade was held Monday evening, with Mr. E. A. Hicks, President, in the chair. Minutes of the last meeting were read and approved.

There was no further information to report in connection with the opening of the Bridgetown foundry.

Mr. R. E. Thurber, collector of dues, reported progress.

Letters were read concerning an all night telephone service and other matters of interest.

Mayor MacKenzie, Capt. J. W. Salter and H. C. Morse were appointed delegates to the Western Nova Scotia Board, with Dr. M. E. Armstrong, O. S. Dunham and W. R. Longmire as substitutes.

Bridgetown's subject for discussion at the next regular meeting of the W. N. S. Board, will be the inauguration of a course of educational and popular lectures for the districts represented by the various Boards affiliated with the W. N. S. Board.

Mr. E. A. Hicks, president of the Board, who not only takes a deep interest in the welfare of the town, but in the surrounding country as well, reported that he had recently returned from Halifax, where he had been attending patriotic and increased production meetings. While in the city he had succeeded in arranging for a special agricultural meeting to be held in Bridgetown Friday evening, and a Women's Short Course to be held here Thursday and Friday, an advertisement of which appears in another column.

On motion of the Board, the president, Mr. J. S. Moses, and Mr. R. E. Thurber were appointed a committee to arrange for these meetings.

Dr. Armstrong and R. E. Thurber were appointed a committee to ascertain the quantity of seeds and fertilizer in stock by our local merchants available for the farmers in this vicinity, and to render every assistance possible in securing a necessary supply.

The following were appointed a reception committee in connection with the arrival of returned soldiers: The president, vice-president, secretary, Dr. M. E. Armstrong, Fred R. Beckwith, C. B. Longmire, R. E. Thurber, W. H. Maxwell and H. B. Hicks.

The Council adjourned at 10.30, after one of the liveliest sessions in the history of the Board.

VESSELS LAUNCHED

Tern Schr, Hilda M. Stark at Annapolis and Fishing Schr. Dorothy Earl at Yarmouth.

The new three-masted schooner, built at Annapolis by the Annapolis Shipping Company, was successfully launched Wednesday at high water in the presence of a large number of spectators. As she slid off the ways, she was named the Hilda M. Stark, after the daughter of one of the principal owners in Montreal. Her dimensions are as follows: Length over all, 171.5 feet; breadth, 35 feet; depth, 13.2 feet; tonnage, 540.15 gross, and 573.5 net register. She is a sister ship of the Beechland launched there last September. She will be towed to St. John, where she will load bag flour, oats, etc., for Kingston, Ja. She will be commanded by Captain William Burns, Sandy Cove, Digby county. It is the intention of the Annapolis Shipping Company to at once commence the laying of the keels for two more schooners, one to be a four-master and the other a three-master, for which they now have material on hand.

The second auxiliary craft built by the Yarmouth Shipbuilding Company, for the Yarmouth Fishery, and a sister craft to the Elinor S., launched last fall, was put afloat at 10.15 on Wednesday morning. As the craft left the ways, she was christened the Dorothy Earl, by the daughter of Mr. George R. Earl, manager of the Fish Company, after whom she was named.

As soon as the craft was afloat she was towed to the company's docks, where she will receive the finishing touches, and in a few days will be ready to go into the spring fisheries. The Dorothy Earl was built on the same lines as the Elinor S., and is similarly equipped and fitted in every way. Capt. Wiley Ross, of Digby, one of the youngest and best fish killers on the coast, will have charge of the new craft, and with his well-picked crew of hardy fishermen, will do much to sustain his reputation as a skipper.

Great Britain to Retaliate.

LONDON, March 18—German prisoners of war are to be distributed over areas, which the enemy's airmen are subjecting to attacks in their raids, according to the Evening News today. "This," says the newspaper, "is being done because the allied governments have learned that prisoners of their nationalities in German hands already have been so placed in all towns which the Germans consider likely to be attacked."

GERMAN OFFICIAL REPORT

BERLIN, via London, March 13—British Admiralty per Wireless Press—German troops have entered Odessa. The official announcement was made tonight.