

of buildings, many of which exist to-day in an excellent state of preservation.

During the first decade also, two churches were erected, one of them being the Baptist Church, the pioneer church of the village, occupying the site of the present handsome and modern structure; and the other the English Church, also upon the site where its successor, the beautiful little church of St. James, now stands. At a somewhat later period was constructed the first Wesleyan Methodist Church, which occupied the lot next south of the residence of the late Dr. Dennison, and was replaced about twenty-three years ago by the fine large and substantial building on Granville street, now occupied by this denomination. Also of more recent construction are the Gordon Memorial church (Presbyterian), a pretty brick church, with a manse of attractive appearance occupying the same lot, and the neat little Roman Catholic chapel upon the south side of the river.

and connected the two townships at this point. Almost coincident with confederation came the Windsor & Annapolis Railway, and the stage coach enterprise of other days died out incontinently, and has been nearly forgotten. Mail and freight trains from east and west furnish our townsmen communication with the outer world three or four times a day. Schooners also make regular trips between this port and St. John through the navigable season, carrying the products of the farms to the city and returning laden with goods and merchandise for the store keepers.

We must not omit here to remind our readers that a Bridgetown man had the enterprise to start the first newspaper printed in the county. The first number of the *Western News*, published by our late townsman, W. A. Calnek, made its appearance on the 16th of January, 1856, more than thirty-eight years ago. Neither of the adjoining counties had a local newspaper at that time. The

River, and the centre of a fertile agricultural district. In combination with its natural advantages, the spirit of enterprise which has characterized its people in the past gives ample assurance that no lagging inactivity will retard the growth and progression that it is evidently destined to enjoy in future years.

**The Torbrook Iron Mines.**

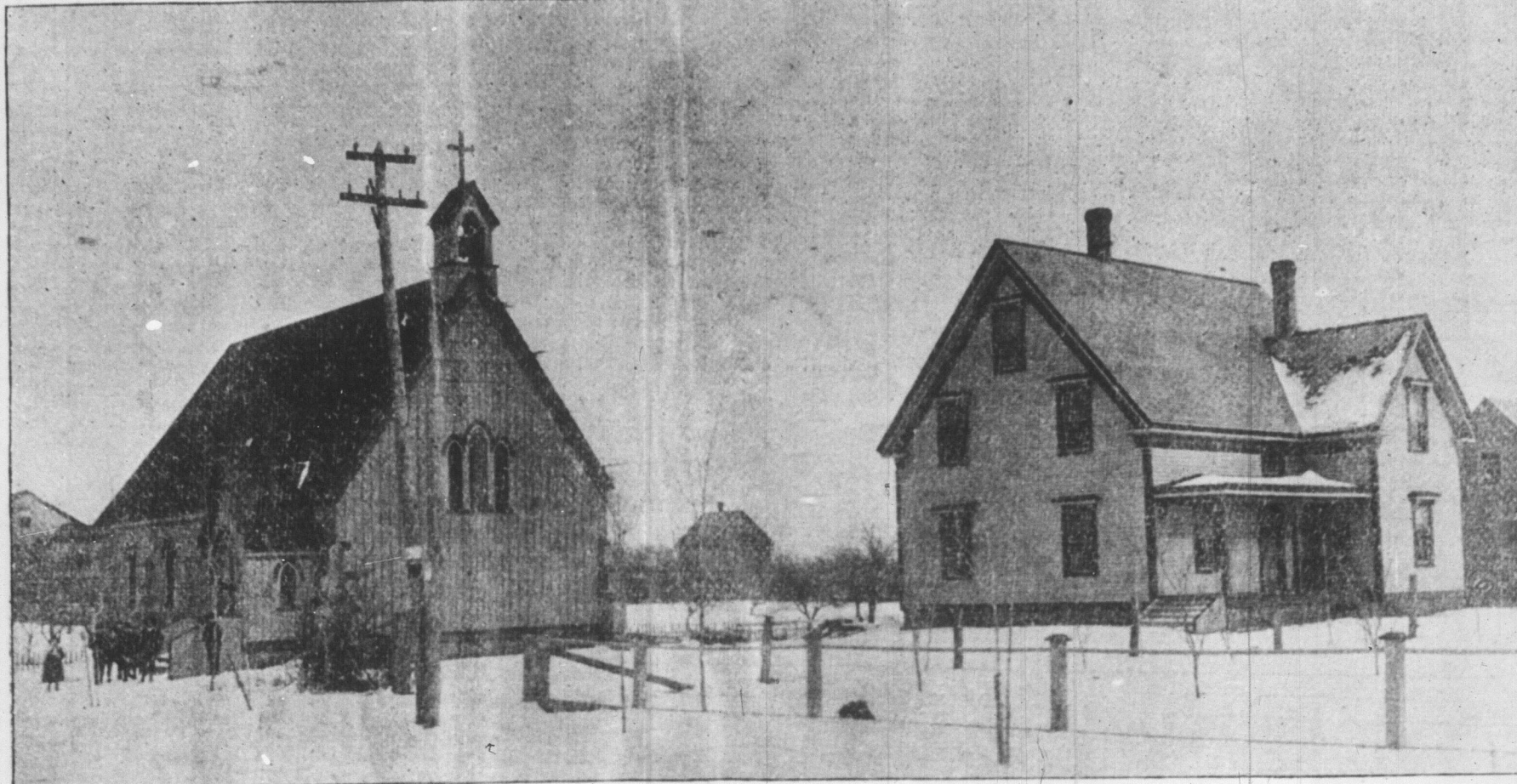
UPWARDS of forty years previously to the opening of the present mines iron ore was mined in this district, and smelted at furnaces erected at Nictaux Falls by an English company, of whom the late Charles D. Archibald was a leading member. The smelting at the Nictaux furnace was carried on in an exceptionally expensive manner, charcoal being the fuel employed in smelting. The company secured by grant from the crown, and by purchase from the proprie-



ROBERT GILMORE EDWARDS LECKIE.

Mr. Leckie, though having not reached his twenty-fifth year, has already achieved a reputation of which anyone twice his age might well be proud. Born at Halifax, June 4th, 1862, where his father was temporarily located, engaged in the prosecution of various mining enterprises. Was sent to school in Montreal. In his thirteenth year became a student of Bishop's College School, Lennoxville, Quebec. Four years having been spent at this institution he matriculated for the Royal Military College at Kingston, graduating with honors in 1880. At Kingston was a distinguished student, having succeeded in winning the sword of honor and carrying off one of the Governor-General medals. During his last year at Kingston was senior of the college and held the rank of Battalion Sergeant-Major. Was entitled to a commission as an officer in the British army, but declined to accept, and instead selected the profession of Civil Engineer. His first active engineering work was that of surveying and superintending the construction of the Torbrook Branch Railway. About this time he received the appointment of General Manager of the Torbrook Iron Mines, a position which he has held for the past three years. Under his management the mines have been successfully developed to the satisfaction and profit of the Company. In 1891 he became associated with the co-operators of the Middleton Water Supply Company, who engaged his services as locating and constructing engineer. Last year he designed and located the water works system for Granville Ferry. Was one of the chief promoters of the Valley Telephone Company. Was elected a director on its first board, and still occupies that position. At the municipal election of 1892 he was elected Councillor for Ward 16. Mr. Leckie has not failed to keep up his interest in military work, as upon his first arrival in the county he joined the 75th battalion as lieutenant and adjutant, and shortly afterwards was gazetted Captain. He is also well-known as a member of various distinguished bodies connected with his profession, such as member of American Institute of Mining Engineers, associate member of Canadian Society of Civil Engineers, member of Nova Scotia Mining Society, and member of New England Water Works Association.

**JOHN ERVIN.**  
JOHN ERVIN, Barrister, was born at Halifax, and received his education in that city at the St. John's Free Church Academy, an institution which though not now in existence, was the precursor of Dalhousie College under Presbyterian auspices. Was articled as a law student in 1885, and in December, 1870, successfully passed the final examination which admitted him to the ranks of the legal profession. Practised his profession in his native city for some years, until he removed to this county in 1884. While in Halifax was known as an occasional contributor to the press of that city. In 1882 he published over his own name a series of articles which appeared in the *Halifax Chronicle* on the subject of "Imprisonment for Debt." These articles were widely read and excited an interest in the question which afterward led to the introduction of an act abolishing imprisonment for debt. Shortly after locating in Bridgetown Mr. Ervin became deeply interested in the subject of introducing a water supply into this town, and associating himself with J. L. Cox and other enterprising citizens, he earnestly advocated the scheme. The act of the legislature, drawn up by Mr. Ervin, by which the town was enabled to construct the work without the expense of incorporating the town, and has since been three times elected in succession to that office. Was principal promoter of and organized the Middleton Water Supply Company, and now holds the office of Secretary and Treasurer of the Company. In 1890 he promoted and organized the International Brick and Tile Co., one of the best and largest equipped plants in the province, for the manufacture of brick. At its organization he was elected Secretary by the Directors of the Company, and still holds the position. Mr. Ervin has given much time and study to the subject of water supply for towns, his correspondence with experts on this question having led to his being elected a member of the New England Water Works Association. Though in the busy practice of law, he still occasionally contributes to the press.



THE NEW CHURCH OF ENGLAND AND RECTORY AT MIDDLETON.

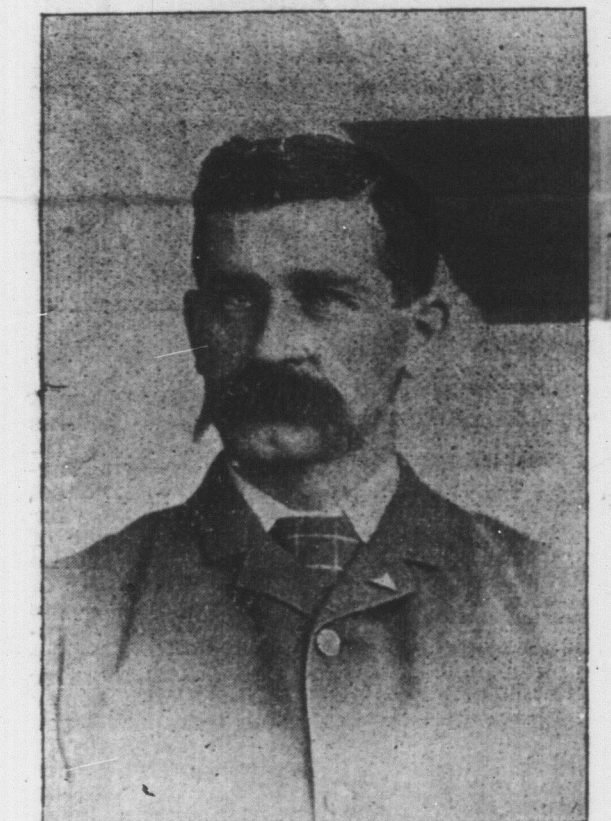
With the settlement of the village came the necessity for educational advantages for the youthful portion of the population. Up to this period no suitable school building had been provided, but in 1830—perhaps a year earlier, the first public school-house was built on the lot now occupied by the Court House, which proved an ornament to the town, and a long step in advance of previous buildings devoted to school purposes. It provided two departments, one devoted to use of boys, and the other to girls. The male department was first filled by the late Andrew Henderson, who taught here a short time before his final removal to Annapolis. He was succeeded in the tutorship by the late William Henry Shipley, who, for more than twenty consecutive years, held the position of teacher. Good educational work was done in the old Academy by both these teachers, whose memories will never die while any one of their hundreds of pupils survives. In time, however, the old school-house was outgrown, and a more commodious building and improved system of instruction supplanted the old regime, the present school-house being erected in 1866-7 and afterwards enlarged and remodelled to accommodate the rapidly increasing numbers of the rising generation, and Bridgetown enjoys to-day a school system of marked effectiveness, under the able control of a most efficient staff of instructors.

*Western News* was followed by the *Register* in 1860. Another paper named the *Examiner* was started here in 1858. The *Register* was followed by the *Free Press*, and that again by the *MONITOR*.

As our town took the initiative in respect to the press, so it did also in the introduction of a water system, and the establishment of an electric light plant. The attainment of the water system, which has proved most effectual and satisfactory, took place in the year 1887, and was a most important step in the town's advancement. The electric light was introduced in 1891, and at the present time all our principal streets, most of the stores, and a number of private residences have the benefit of this method of illumination. Another important event which soon followed was the introduction of the telephone by a company formed of Annapolis county residents (the Valley Telephone Company), an advantage which many of our citizens hastened to avail themselves of.

Of important industries our town enjoys not a few. Foremost among them are the brick and tile-making business and the iron foundry, the former partly under control of American capitalists, the latter owned by a stock company composed of a number of our own citizens, each company employing quite a number of men, and turning out a large amount of work annually, with a promising

to, a rsvry large acreage of suitable hard wood lands, covered with the raw material for this product. The bare and bleak looking hills surrounding the locality bear witness to the manner in which the forest was felled, in order to feed the furnace at Nictaux. The limestone so necessary as a flux was imported from St. John, N. B., in vessels and landed at Port George on the Bay shore, the nearest shipping port, and thence carted nine miles to the furnace; and the pig which resulted from the smelted ore was carted over the same road to the same port, and thence sent by schooners to St. John for shipment to Great Britain. Ten or fifteen years later operations ceased and the works fell into disuse and decay; and now scarcely a vestige of them remain to tell the story of their former existence. The lodes from which the ore was smelted at Nictaux were of two varieties, and one of these, known locally as "shell ore" from the fossils it contains, was found on the east side of the Nictaux river, in the district of Torbrook. It does not contain a very large percentage of iron, but from the lime associated with it, made it useful as a partial flux for the other ore. Strange to say that the valuable hematite veins now being worked and lying only within a few rods of the shell ore veins were entirely unknown to the company then carrying on operations, and they remained



ELWOOD H. ARMSTRONG.

E. H. ARMSTRONG, Farmer, of Granville Ferry, now occupies the farm, situated some little west of the Ferry, upon which his father, the late Whitman Armstrong, lived for many years. Born there April 9th, 1853. Received his education in the common schools of that vicinity. Has followed agricultural pursuits all his life, being an industrious, intelligent, and progressive farmer. Has been a member of the Board of School Commissioners for the district of Annapolis West for the last ten years, and has always taken a deep interest in educational matters. Is also an active temperance worker, and one of the leading prohibitionists of the county. Has been Grand Worthy Associate of the Grand Division of Nova Scotia, being one of the two men in the county entitled to a seat in the National Division of North America.



NEW RESIDENCE OF T. A. CROAKER, D.D.S.

NEW RESIDENCE OF DR. J. A. SPONAGLE.

Permitting a slight retrogression we will go back to explain how and when our town received its name. In 1827 a stage coach company was formed of Kings County and Halifax capitalists who placed a tri-weekly line of coaches on the road between Halifax and Annapolis, and these coaches carried the mails between those places. The opening of this line was celebrated by the people of the village by a public dinner, which was served in Foster's hotel (the Quirk "Golden Ball") and which was attended by the leading men in the vicinity. When justice had been done to the viands provided, the question of a new name for the infant town was brought up, and after some discussion the name Bridgetown was adopted as being significant because the new bridge was the lowest on the river,

outlook for future success. A tannery, a sash and door factory, a carriage factory and a printing office employ a considerable number of workmen, and are each enjoying a fair measure of prosperity. A valuable industry in the form of a furniture factory was for many years an important and beneficial enterprise, employing a large number of men and enjoying a large patronage, and now only awaits some enterprising capitalist to arouse it to its former state of activity and secure the benefits arising therefrom. Ship building has also been carried on at irregular and intermittent intervals, but is not engaged in at present.

Prominent among the natural advantages that Bridgetown possesses is its position as the head of navigation of the Annapolis

unknown until a few years ago. About twenty-five years ago Messrs. Sterns and Page, two gentlemen prominently connected with the early history of the Nova Scotia Central Railway, took leases of an extensive part of the district, with a view of opening up the iron industry on the completion of the railway then in process of being built. Great expectations at the time were indulged in by the people of Torbrook, that a great iron industry would be built up in their midst; but as time passed on and nothing was done, towards opening the mines, the quiet neighborhood jogged along in the even tenor of its way until about December, 1890, when the appearance on the scene of R. G. Leckie, the general manager of the London- (Concluded on sixth page).



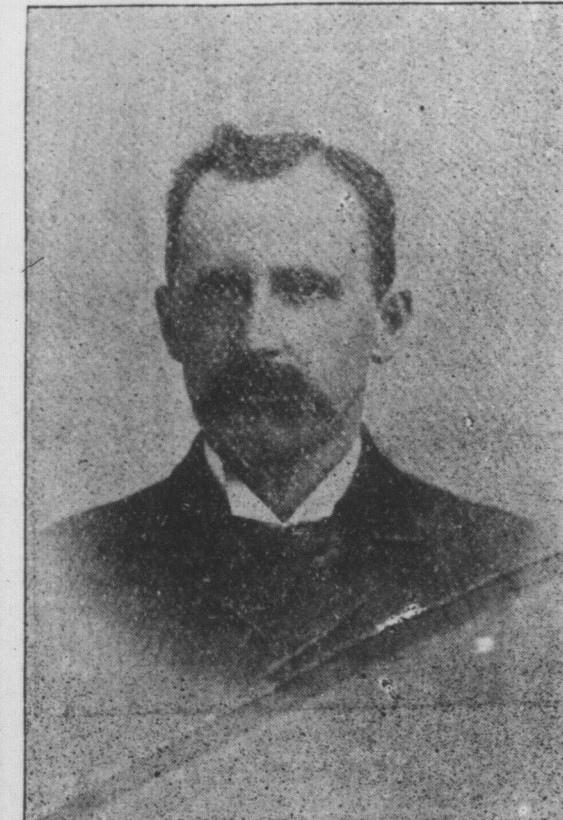
CHARLES HADDEN STRONG

Was born in Halifax, January 31st, 1862, and is the oldest living son of Mr. Samuel Strong, now residing in Middleton, who for many years conducted one of the largest retail dry goods business carried on in Halifax. After attending the free schools in his native city he began clerking in the dry goods establishment of J. W. Beckwith, where he faithfully performed his varied duties for a period of nearly eleven years. In 1892 he associated himself with Mr. H. Parker Whitman, under the name of Strong & Whitman, opening a general merchandise store in Ruffee's block, but paying more particular attention to dry goods than any other lines. Although established but two years, they are now enjoying a very gratifying patronage, and are rapidly coming to the front as one of the representative houses of the town.



L. R. MILLER.

L. R. MILLER, of Bridgetown, is the youngest brother of E. J. Miller, of the well-known firm of Miller Bros., referred to elsewhere. He was born at Melvert Square, Sept. 8th, 1854. Educated in the common schools there. Has been actively engaged in the sale of the instruments and machines in which the firm deals for twenty years, contributing largely to the business success of the firm. Has resided in Bridgetown since 1887, where he owns one of the handsomest residences in the town, and is highly esteemed as an enterprising and public-spirited citizen.



C. H. SHAFFNER.

C. H. SHAFFNER, Merchant, of South Farmington, is a native of Williamston, Annapolis County, where he was born March 17th, 1860. He is of German descent by his father, and U. E. Loyalist by his mother. Received his education in the common school of his native place, the high school at Lawrencetown, taught by Dr. Hall, and at the Commercial College of Frazee & Whiston, Halifax. Began business for himself at South Farmington in 1884 as a general merchant, which he still continues. Was appointed postmaster in 1886.