

# The Weekly Monitor

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Featuring the News of Annapolis and Digby Counties

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## 101 YEARS OLD AND STILL SPRY

### Former Annapolis Royal Man Says He Never Was Sick That He Can Remember of.

(Halifax Herald)

Boston, June 1—James A. Rocheford, of 28 Harriet street, Brighton, Mass., arose Tuesday morning at 5 o'clock, built a fire in the kitchen range, prepared breakfast, washed the dishes and then, just because it was his 101st birthday, took a stroll over to Oak Square, as his custom is on these annual occasions, to "see the boys" and receive their congratulations.

"Never paid 10 cents for a doctor all my life," he declared to the Boston Traveller reporter who came upon him just as he was emptying the ashes from the range. "Never was sick that I remember of," he added.

New England's most remarkable patriarch is a term that aptly describes Mr. Rocheford. He's as spry as men still considered young; he worked as a carpenter up to six years ago, when his eyesight partially failed him; he remembers incidents of his boyhood as clearly as though they happened yesterday, and he is now looking for a house to reside in with space for a garden plot to take up his spare time and enable him to beat his record of last year, when he raised 22 bushels of potatoes and a lot of corn.

His "spare time" comes between his household duties, for he is housekeeper for "ma," his partially crippled 84 year-old wife, and his helpmate for the last 70 years, and a grandson, Paul S. Rocheford, who works in Boston.

And these duties consist of preparing all of the meals, washing the floor and doing the washing and ironing. He had just completed the ironing for the week when asked to tell something about his life.

He was born in Annapolis, Nova Scotia, May 28, 1820, the son of a British soldier, who was of French nationality, and a Scotch mother, presented her with a beautiful cameo brooch set with pearls, after which Mrs. W. A. Chesley, on behalf of B. Y. P. U., presented her with soup spoons of community plate. This was accompanied by original verses expressing appreciation of her efforts in behalf of the Union. Mr. A. B. Clark, with a few well chosen words, presented her with a purse of money from the Young Men's Choir. Miss Hicks expressed her thanks to all in a pleasing manner. After partaking of ice cream and cake the young people wished her much future happiness thus completing a very pleasant evening.

The schooner Esperanto was lost off Sable Island last week. She struck the engines of a submerged wreck and tore her bottom out. The crew are safe and have been landed at Halifax.

"I can't see as well as I used to," Mr. Rocheford said. "I can frame a house as well as I ever could, but I gave up when my one eye went back on me. I read about every day during the daytime, but I don't try to read at night. I go to bed about 10 o'clock every night and get up

## BRITISH-AMERICAN YACHT RACES SOON

### Cup Contest Series Will Be Divided Between The "Coves Week" and the "Ryde Week"

London, May 31—Considerable enthusiasm is being evinced in yachting circles over the plans that have been already made for the British-American cup contest which is to take place in the next few weeks.

The special committee have decided that a half dozen cup races shall be sailed—three in the world-famous Coves Week, and three in the equally popular Ryde Week. The six contests are to be divided between the following three clubs—the Royal Thames Yacht Club, and the Royal London Yacht Club.

As far as possible the races are to be included in the programme of these clubs on alternate days. It has been tentatively agreed that the dates shall be:— Friday, July 29th, Royal Thames Yacht Club; Monday, August 1st, Royal London Yacht Club; Wednesday, August 3rd, Royal Yacht Squadron; Friday, August 5th, Royal Victoria Yacht Club; Wednesday, August 10th, Royal Victoria Yacht Club.

Subject to alternation, the cup contests will be held by the calling committee of the three defending clubs on the above-mentioned days. The American cup is to form a section of the programme of the day. In each case races are to be sailed on a special course, an extra race being held if necessary.

It has been suggested that the cup races should take premier position in each day's programme. The race laid down by the International Yacht Racing Union will determine the time limit in which it is possible to sail the given distance.

All the yachts will be of the six-metre class, and are permitted to measure between 20 and 23 feet on the water line. The draft is limited to 16 cent. on the water line, plus 1.64 feet. Sail area may vary from 475 to 550 feet. For these craft the height of mast is restricted to twice the water-line length, measured from the truck to the water.

The Seawanhaka-Corinthian Yacht Club will represent the United States and it is believed that at least four new boats have been ordered. British competitors are even more excited over the venture, for it is rumored that no fewer than nine new yachts are being built. These will race amongst themselves—and with each other six-metre craft as we now see it—in the eliminating trial, the four best being selected for the great contest.

Sir Godfrey Collins and Mr. W. P. Burton (skipper last summer of Shamrock IV) are having special yachts built. Another is being constructed for Mr. T. C. Glen-Coats, a prominent amateur yachtsman, whose name has been mentioned as the next challenger for the America cup.

## SHIPPING IDLE AT ALL PORTS

### Captain of Schooner Whiteway Sighted Few Vessels at Sea

Yarmouth, May 30—The Parrsboro tern schooner Whiteway, Captain W. R. Merriam, has arrived here after an eleven days passage from Philadelphia, with a cargo of 748 tons of hard coal. Captain Merriam reports an uneventful trip, and with the exception of only two sailing vessels, and one steamer, saw nothing throughout the entire trip. Sailing craft is being tied up everywhere, and as further evidence, he stated, that on the trip before coming to Yarmouth, and when bound from Monte Cristo to Chester, Pa., with a cargo of log wood he only sighted one sailing vessel on that passage. He said the docks and streams at all of the leading United States Atlantic ports are blocked with idle vessels. The Whiteway, however, is one of the Nova Scotia built vessels that has been kept busy over since she was launched at Parrsboro in August, 1919, until the present time. During that period she has carried and delivered many cargoes, and all of them were of lengthy voyages, particularly her first, when she loaded deals at Parrsboro and delivered them at Londonderry, Ireland. After that the Whiteway was on several passages between Southern States ports, and the West Indies, and on two occasions she carried plaster from Walton, N. S., to Norfolk Virginia.

Her master is one of the best known in Nova Scotia, and has enjoyed ever since a very young man a most successful career. He is a native of Parrsboro, but for several years has resided at Granville, Annapolis County. In the late fall of 1915 he returned from a trip to sea and decided to take a well earned vacation, but had not been at home long when he got the war fever, offered his services to his king and country, was accepted, and in a few weeks later was with his three sons fighting on the battle fields of France and Flanders. He remained there for thirty-eight months, and when he returned to Canada, the Whiteway was shortly afterwards launched and he joined her as first officer, with his brother Captain E. K. Merriam, now of the four masted Whitehall, as master. In July last his brother resigned to take his present command, and then W. R. Merriam was again made master, and given the Whiteway. After discharging her the schooner will go to some upper Bay of Fundy port and load probably for a United States port.

## THE PALACE OF DARKENED WINDOWS

### Laden with a cargo of ore loaded at Wismer, Demerara River, the four-masted schr. Charlotte Comeau, 728 tons net register, is due at Boston.

Captain John Stuart, of Church Point, Digby County, is in command of the vessel, which was built at the above named place.

The following are a few clever exploitation paragraphs descriptive of the latest National Picture, "The Palace of Darkened Windows," to be shown in the Primrose Theatre, Monday, June 13th. This is a Selznick Special Production, featuring Claire Anderson and an all star cast. The picture contains spirited action, novel plot and unusual atmosphere combined to make a picture of thrills. Below we give a few unfinished paragraphs to show what one may expect to see in this picture of Oriental cunning opposing the wit of the Occident:—

She wanted to see what the inside of a harem looked like. She saw—and she came very nearly remaining as a permanent but unwilling guest. The Rajah was such a handsome, polished gentleman that Arlee was fascinated by his attentions. But beneath that cultured exterior lurked the strange passionate nature of the Oriental and when the mask was off, just see what happened!—

"East is East and West is West, and never the twain shall meet." Is one of the truest statements ever made. See what happened when West meets East—

A beautiful American girl and a handsome cultured Indian Rajah. They met and the mystery of the Orient beckoned to the maid. But the dove cannot mate with the hawk so she fled from—

The exotic perfume of the Orient emanated from "The Palace of Darkened Windows." It lured Arlee Eversham away from her American sweetheart. Once inside the Rajah's palace, however, all was changed. Just what happened—

The moonlight reflected from "The Palace of Darkened Windows" and it presented a beautiful picture of barbaric splendor. But as the alligators lurked beneath the surface of the limpid pool in the palace courtyard, so did a fate worse than death lurk in the shadows of the Rajah's home—

The home of the Rajah sparkled like a diamond in the sunlight, but when the sun had set it became "The Palace of Darkened Windows," with an air of Hindoo mystery surrounding it. Just what took place inside—

The Palace of Darkened Windows loomed mysteriously in the bright glare of the tropical moon. Leopards prowled in the courtyard and all was as silent as a tomb. Suddenly a shriek rang out on the still midnight air and—

The Children's Aid Society in view of the campaign being put on next week in aid of the Children's Aid Society a few words regarding the splendid work being done by that fine organization may be in order. The Children's Aid Society stands for the betterment of the conditions of the child life of the community. Its agent is the friend and protector of neglected or ill-treated children and seeks to provide for them happy homes and to surround them with conditions calculated to develop their minds and make them useful members of society. Many of these with-out the work of the Children's Aid Society would grow up to lives of usefulness and words and become a menace to society and a burden upon the community. The work of the Children's Aid Society is a most important one and deserves the hearty support of every patriotic citizen. It is not only a work of humanity but also a most practical undertaking in so far as it seeks to turn the liabilities of the country into assets. The homes of a nation constitute its real wealth if founded upon right principles. Not in our natural resources, in our wealth of forests or fields or mines but upon the character of our people and our homes depends the future well being and prosperity of our country. Many of our homes are far from what they should be, and in many instances are wholly unfit for proper development of child life. The improvement of these homes and the conditions under which the children of the land are reared and their characters formed is the function of the Children's Aid Society. Every citizen has the privilege of assisting in this grand work and your sympathy and support are cordially invited. The Society needs funds to carry on its activities to the best advantage but most of all it needs the sympathy and interest of the people and their co-operation in the patriotic task of making the world happier and better. It is yours to help in this most laudable undertaking.

## THE VALLEY CRICKET LEAGUE

### The First Game of the League Was Played in Windsor on Last Friday.

Windsor, N. S., June 3—The first match of the Valley Cricket League was played in Windsor today and was witnessed by a large crowd of spectators. The contestants were the Bridgetown and Windsor elevens, and the match was won by Windsor. The Windsor team went to bat first and hit up a score of 131 for 7 wickets, and then declared their innings closed. Mr. G. Timothy, by magnificent batting, scored 75 runs and was undefeated at the close of the innings. Bridgetown fared poorly at the bat and made only 41 runs. G. Timothy, for Windsor, took 7 wickets for 19 runs. Windsor sent in their opponents to bat again and this time Bridgetown scored 78 runs chiefly through a fine innings by W. Donat, who scored 47 runs. A Mountie captured 6 wickets for 27 runs. Windsor thus won the first League match and looks forward to meeting the West Indians in Halifax today, June 8th.

## CALL FOR MILITIA TO HANDLE PAPER MILL WALK-OUT

(St. John Telegraph)

Green Bay, Wis., May 31—Several minor clashes were reported today when officials, office employees and strike breakers employed at the Northern Paper Mill here were turned away from work by pickets numbering more than 1,000.

According to company officials about 200 had been working in the mills since the strike began about six weeks ago. Police and deputies are patrolling the streets in the vicinity of the mill.

Sheriff Ryan said today that the situation had gone beyond the control of the local authorities, making necessary a request for state troops.

PROPOSED ARBITRATION  
Albany, N. Y., May 31—Consideration of a proposal of representatives of ten paper manufacturers to arbitrate the differences which resulted early this month in a strike of approximately 40,000 paper mill workers in Canada, the United States and Newfoundland, was begun here today by officials of the International Brotherhood of Pulp, Sulphite and Paper Mill workers and shop delegates from each of the plants affected. The meetings were private. It was believed that they would continue for several days.

A proposal of the manufacturers was that the strikers return to work pending arbitration of the differences.

The tern schooner Nettie C, built at Saulterville in 1919 and owned by the Acadia Shipping Co., Ltd., of Meteghan River, is now at Meteghan, where she is receiving some minor repairs, caulking and painting.

## Primrose Theatre

BISHOP & BISHOP, Managers

# TO-NIGHT

WEDNESDAY, JUNE 8TH

Albert E. Smith presents  
**BLACK BEAUTY**  
A Vitagraph Special Production  
**Jean Paige**  
With an all Star Cast

The Screen Version of "BLACK BEAUTY" is all the book was and MORE. Every bit of the story has been told and Additional Thrills have been interpolated. BLACK BEAUTY is a story of human beings as well as horses.

The proceeds of this entertainment are for the benefit of the Children's Aid Society. Admission, Adults 35c. Children 25c. No war tax.

2 SHOWS, FIRST ONE AT 7.30

## DOUBLE FUNERAL WITH THE FULL MILITARY HONORS

(Daily Evening Item, Lynn, Mass., June 1st.)

A double funeral was held this afternoon at 2 o'clock at the Lynn Armory for Corp. Horace Vaughan Balcom, of Co. B, 101st Engineers and Priv. Frederick L. Curtis Jr., formerly of the 101st Signal Corps.

Nearly 300 ex-service men and about 100 relatives and citizens and representatives of the Ladies' Auxiliary to Post 6, American Legion, Ladies' Auxiliary to the Lynn YD club were present. Lynn post, 6, American Legion, Veterans of Foreign Wars and the YD club were well represented. Capt. Horace Landon, company commander of Corporal Balcom, came from Boston to attend the services.

Rev. Chester J. Underhill, chaplain of Post 6, American Legion, assisted by Rev. Edward E. Small of the Broadway M. E. Church, paid tributes to the deceased soldiers.

The bodies lay in state at the entrance of the drill shed and both caskets were covered with flowers from relatives and friends and military organizations of Lynn.

The pallbearers for the Balcom casket were George F. Blanchard, Edward Sainier, David Dow, John F. Dow, Grover Corning, James Felley. The Curtis pallbearers were Allen Newhall, Ralph Burkes, Hol-

# McLaughlin!

"Canada's Standard Car"

Present lines of new Master Six and Light Six series will be continued into 1922 season.

Beginning June 1st, the new series and prices will be as follows:  
F.O.B. Oshawa, Ont.

MASTER SIXES:			
Model 22-44, 3 passenger Roadster, Cord Tires,			\$2215.00
" 22-45, 5 " " " " "	Touring, " " "		2245.00
" 22-46, 3 " " " " "	Coupe, " " "		2995.00
" 22-47, 5 " " " " "	Sedan, " " "		3445.00
" 22-48, 4 " " " " "	Coupe, " " "		3345.00
" 22-49, 7 " " " " "	Touring, " " "		2595.00
" 22-50, 7 " " " " "	Sedan, " " "		3795.00

  

LIGHT SIXES:			
Model 22-62 Roadster,			\$1615.00
" 22-63 Touring, five passenger,			1650.00
" 22-62 Coupe, three " "			2390.00
" 22-63 Sedan, five " "			2435.00

Sales Tax Extra

## GAVEL'S GARAGE, Digby

USED CAR DEPARTMENT

STORE  
and Mercer  
men Tow-  
3c and 60c  
black and  
Boys'  
also Boys'  
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at your groceries,  
by the makers of  
cocoalates.  
's Limited  
HALIFAX

MINARD'S  
"KING OF PAIN"  
LINIMENT  
For Sprains and Bruises.  
The first thing to do when you have an injury is to apply Minard's famous Liniment. It is antiseptic, soothing, healing, and gives quick relief.

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