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MEETING OF RATEPAYERS

Additional Grant of \$6,000 Voted for Permanent Streets—Total Amount of Money Spent to Date in Macadamizing Streets and Repair of Bridges \$3,820

In accordance with the public notice issued by the Town Clerk on behalf of the Council, the ratepayers to the number of about seventy-five, assembled at the Town Hall on Wednesday night to express their approval or disapproval of voting a sum not exceeding \$6000 for the making of permanent streets in the town. Rumor has it that the ratepayers were likely to be disappointed in their purpose, this was, of course, impossible. The Mayor briefly explained the object of the meeting and called upon the Town Clerk to make a statement regarding the proposed grant.

The Town Clerk said that on February 27th, 1909, notice was given by the Council of a public meeting to vote upon the question of a grant of money for the construction of permanent streets. The meeting was held on March 22nd, 1909, the sum being \$4000, and was addressed by Mr. W. L. Bishop, of Dartmouth, who fully explained the needs of the same. An Act to carry out same was passed in 1909, chap. 67, but nothing was done by the Council until March 1911, when the Council authorized the debentures to be issued. Debentures for \$4000, of \$50 each, at 4 per cent, were sold to J. C. Mackintosh & Co., Halifax, at 96, and realized with accrued interest the sum of \$3,846.35. It was then decided to commence the work, which was not started until October, owing to various difficulties having to be first overcome. The cost of the crusher plant, which came from Boston, engine and boiler was \$900.00; freight amounting to \$104.50, and duty \$217.50; on moving was spent \$13.50; inspection in Boston (a necessary safeguard), \$15.00; installing crusher, labor, etc., \$101.96; repairs, \$203.80; and sundries \$522, making a total cost of \$1,551.34. To this had to be added stone and labor to December 31st, 1911, \$2,084.07, the balance in hand at the end of the year was \$170.75, bringing the grand total to \$3,820.36, the sum received from the sale of the debentures. Now the money paid for stone approximately in 1911 was 1800 cubic yards at 50c., \$900, leaving

\$1184.00 for labor, fuel, etc.; coal averaged about \$175.00; and labor worked out at about \$100 per week. In 1912 there was a balance in hand of \$170.75, and with the balance in hand from the yearly appropriation of 1911 of \$400.00, and the appropriation for 1912 of \$600.00, an overdraft at the bank of \$565.70, the total spent for 1912 amounted to \$1,736.45, a large portion being spent on repairs outside of permanent street work. There had also been two bridges constructed on Granville Street West, and with repairs this took a sum of about \$150.00. Stone purchased in 1912 comprised 400 cubic yards at 50c., amounting to \$200.00; bridges about \$150.00; repairs about \$100.00; and rent of land to W. Chipman (two years) and T. Foster absorbed another \$40.00, making a total of \$190.00. In connection with the rent of land Mr. Chipman claimed damages from the Council, saying that the Council had no right to dump the stone upon his land. This was settled by paying him \$25.00.

Capt. Salter said there was hardly any need to make a further statement. The total amount of money spent to date was \$3820.00. \$1050 of that was spent in repairs of bridges and upkeep of the streets. Eight thousand three hundred square yards of permanent streets had been laid, and cost 23 cents per square yard, which included cost of raising street from bridge to railway of two and a half feet over the former level. But the experience of the past was valuable, and he thought in the future they would be able to lay the streets at from 25 to 30 cents per square yard, the average width of the road in future being eighteen feet. It would cost about \$2640 per mile. There was still a mile of Granville Street East and West to be laid, as well as a quarter of a mile of Church Street.

Mr. Pratt reminded the Town Clerk that the bridges cost about \$95. Dr. Armstrong asked how much money was spent on bridges during the last ten years, to which the Town Clerk replied he could not say. Mr. W. Burns asked what about the sidewalks? Were they going to spend

Forest Conditions in Nova Scotia

At last Wednesday's proceedings in the House of Assembly, the Hon. O. T. Daniels, Attorney-General and Commissioner of Crown Lands, laid before the House the report in Forest Conditions of Nova Scotia compiled by Dr. A. B. E. Fernow, of the Commission of Conservation of Canada. In presenting the report on Crown Lands, Mr. Daniels told of the successful working of the system of forest rangers. Today it is acknowledged that the Nova Scotian system for the prevention of forest fires was the best on the American continent. It was now working in twelve counties. The municipalities of Antigonish and Guysboro in the mainland and of the counties of Cape Breton Island had not yet operated with the Government in having this system apply to their counties. The Commissioner made special reference to the fact that a large percentage of the fires were due to sparks from locomotives. In this respect he advised that some legislation be obtained to control that origin of forest fires.

the money on the sidewalks? He thought when bridges were built they should be tendered for, and stones should be specified in size, and contracted for at so much a ton. The speaker also asked whether the crusher was always going to be in hospital, a remark which caused much laughter.

Captain Salter said with regard to contracting for the stones it would be a very difficult matter to carry out. He thought the crusher had been very much misrepresented. It had repairs made to it, as also probably would have been the case if a new crusher had been purchased. It required a new set of buckets, which were bought. He (the speaker) did not for one moment think the town was out on the crusher. It crushed more stone than the new one in Wolfville. He believed that Mr. Burns was one of the street committee at the time the crusher was bought, and the Captain reiterated that he felt the crusher was still going to give good service to the town.

Mr. E. A. Craig said the only question was as to authorization. Mistakes have been made, but he (the speaker) was firmly of the opinion that every member of the Council had done his very best for the town. The town should be satisfied with the work done. Public improvements, as a rule, could always get a vote. The simple question after all was: How was it to be paid? The rate was now up to \$1.95. People would vote for it, but when the policeman went round with the taxes there would be "weeping and wailing and gnashing of teeth" (laughter) and if they wanted these improvements it was to be paid out of the taxes of the ratepayers. He paid his taxes, but lived in one of the side streets, and had to wallow through mud (laughter). And so it was for other taxpayers.

Capt. Salter said the town had to its credit \$9000.00 as a sinking fund. The sinking fund for all debentures now afloat was fully provided for in that amount, it also had an overdraft of \$1500; Middleton's overdraft was \$3100.00 and 2.10 taxes, and \$2251.08 uncollected taxes.

Considerable discussion took place about overdrafts at the bank, the Town Clerk saying that with more expenditure must of necessity follow overdrafts. The Town Clerk said Annapolis had a rate of \$2.05, Middleton \$2.10 and other municipal districts were rated as high as \$2.15.

A question from Mr. Morse elicited the information that the town's indebtedness in debentures was about \$60,000. It was moved by Dr. Armstrong, and seconded by Mr. Harlow that a poll be taken, carried.

The result was—for 42; against 0; majority for—33. The total number of men on the voters' list was 209; women 36. Thus barely 20 per cent. of the voters polled, the ladies refraining from even attending, clearly showing that the suffrage franchise cuts no ice in Bridgetown.

Rev. J. L. Batty's Lecture

A large representative and very appreciative audience, crowding the lecture room of the Methodist church on the evening of the 18th inst., gathered to listen to Mr. Batty's lecture on "John Bull and His Neighbor." Mayor Freeman occupied the chair very efficiently.

The main purpose of the lecture was to indicate the changes which had taken place in England since 1882, when Mr. Batty first came to Canada, as noticed by him in a recent visit.

There were, however, a number of very interesting "asides" to the lecture, which were very pleasing to the audience. He advised all transatlantic visitors to take passage in one of the smaller steamers, rather than in one of more pretentious type, because in his experience the feeling of companionship and friendship is much more evident and pleasant. The Ulanda entered the Mersey towards evening, and as he wished to see something of the docks, he remained on board all night, and was awakened, at his request, at four o'clock in the morning. The boat was then started on her way through the docks, turning one way and another, and did not reach her destination until she had passed through about four miles of locks. This shows the immense amount of business transacted on the Mersey.

He told of meeting once on the train a young man who had been in New York, and who began to expatiate upon the marvelous progress to be witnessed there, as seen particularly in the subway stations and trains. Mr. Batty commented on all this, but when the young man began to make a contrast to the great detriment of Great Britain, which he said, a hundred years behind, Mr. Batty asked him if he had ever heard of the Twopenny Tube. The young man said he had not, and when Mr. Batty explained to him the comfort and ease and carelessness with which passengers have long been conveyed all over, or rather all under, London by this famous means of conveyance, the young man was "stunned."

He recalled the time when the squires visited the village school, all were obliged to rise, salute and courtesy, and then sing the doxology: "God bless the Squire and his rich relations, And teach us poor people to keep our stations."

But this preponderance of aristocratic superiority is fast passing away. County Councils, Sanitary Councils and parish councils, in which the principal of "one vote to one man" prevails has an equalizing effect which is very marked.

In Canada there are three persons to a square mile, while in England there are no less than four hundred persons to the square mile.

He explained that John Bull's neighbor was not the Irisman or Scotman as sometimes has been supposed from the title of the lecture. Irishmen, Scotchmen and Englishmen are one. France is the neighbor referred to, to whom he took the audience in thought. His visit to Paris confirmed the opinion which he had heard expressed, of the low type of morality everywhere manifest in the gay city. In the great Notre Dame Cathedral, capable of holding 24,000 people, he counted eighty-nine in attendance upon a Sabbath morning service. In another part of the city in a church capable of holding 3,000, he found ninety-nine worshippers. On all sides families could be seen starting on picnics, and markets and stores were engaged as on other days.

He paid a visit to the magnificent palace of Versailles, with its vast saloons. In one of these is a painting, in the corner of which is the famous house of Rothschild. He is represented as coming out of a tent with a bag under his arm, containing valuables he had purloined upon the battlefield.

These notes are but a brief and imperfect outline of a lecture which occupied more than two hours, and heightened the reputation which the lecturer had on previous occasions won from a Bridgetown audience. A most cordial vote of thanks was presented to Mr. Batty and thanks to Mr. Porter for his thoughtfulness in providing this and other intellectual treats for the benefit of the town.

Granville Preacher Honored

(The Salem Evening News)

Rev. Gilbert Ray Bent of this city today reaches the 88th anniversary of his birth, and the event will be quietly noted at his home, 9 Dearborn street. Mr. Bent was born in Granville, N. S., Jan. 22, 1825, but came to Boston when a young man and engaged in the daguerreotype business, and removed from there to Newburyport, where he continued the same business. He went from the latter place to Northfield seminary, afterwards graduating from the theological university in Concord, N. H. This university afterwards removed to Boston, and is now Boston University. He preached at Union Bridge with great success, and some of Salem's citizens of today listened to those early sermons. He retired from active ministerial work in 1893, although he occasionally preaches now.

The aged clergyman is very fond of pedestrianism, and goes off on walks, and travels about the street, every pleasant day. He has a pleasant word of greeting for all. He served in the Civil war as chaplain and general agent of the United States Christian commission, and has a commission signed by President Lincoln and Secretary of War Stanton. He has been four times married.

Rev. Gilbert Ray Bent is a brother of Mr. Fletcher Bent, of Paradise.

Former Traffic Manager of D. A. R. Dead

William Fraser, one of the ablest and best known railway men in Nova Scotia, died at Kentville on Thursday, after an illness of several months. Mr. Fraser was a native of Hopewell, Pictou County, and entered the service of the intercolonial Railway, at that village over forty years ago. Leaving the Government railway, he entered the service of the Dominion Atlantic and rapidly won promotion until he became Traffic Manager of the system, with headquarters at Kentville. He filled this position with great ability until failing health compelled his retirement about two years ago.

Mr. Fraser was stationed for many years at Yarmouth, subsequently his headquarters were in Halifax, but in recent years he has been stationed in Kentville, where he made his home at the Aberdeen Hotel.

He was a man of strong character, high intelligence, and sterling integrity, and he was honored alike by his associates and by the public at large throughout the D. A. R. system. Few men in the Annapolis Valley were more widely known or more highly respected, and his death will be deeply regretted by a large circle of personal and business friends.

About a year ago he went South for the benefit of his health, but this change did not prove beneficial, and he returned to Nova Scotia after an absence of a few weeks.

Mr. Fraser was about sixty-five years of age and was unmarried. He is mourned by one brother and several sisters in Hopewell.

Bridgetown is to Have a Public Building

—Just previous to going to press last week word was received from Mr. H. Ruggles that our Dominion representative, Mr. Davison, had written him that he hoped to have a grant for a public building for Bridgetown. This is good news. Our people are long suffering and have waited patiently. We have seen both Annapolis Royal and Middleton, our sister towns, provided for in this respect and we have not murmured. Mr. Davison assured us in 1911 that we should have a public building, but when we saw the Estimates we feared we had been forgotten, hence the Monitor's heading of a few weeks ago "Nothing for Bridgetown." We are glad for the reassurance that our turn is coming.

NOVA SCOTIA PARLIAMENT

Education the Largest Expenditure in Public Service Amounting to \$330,602.—Next Public Charities and Hospitals \$234,644.—About \$224,000 Was Expended on Roads.

On Thursday of last week Premier Murray presented the financial statement of the Province for the past year, showing the amounts of receipts from the various sources of revenue and the expenditures in the various departments. The branch of public service calling for the largest expenditure was that of education, which amounted to \$330,602. The next was public charities, or public hospitals, which amounted to \$234,644. Below we give the detailed statement as presented by the Premier, which shows a surplus for a year of about \$38,900.

REVENUE.

Agriculture \$ 6,463.32
Commutation Road Tax, Guysboro 250.00
CROWN LAND DEPARTMENT.
Crown Lands 17,194.57
Searches 439.35
Education 2,494.90
Interest 90.87
Interest Mortgage Central Railway 12,750.00
Interest Mortgage H. & S. W. Railway 155,369.11

KING'S PRINTER DEPARTMENT.
Royal Gazette 2,425.60
Revised Statutes 20.20
Legislative Expenses 206.00
Miscellaneous 1,522.44
Technical Education 9,826.73
Private Bills 5,029.00
Provincial Land Surveyors Commission 20.00

PROVINCIAL SECRETARY'S DEPARTMENT.
Fees 8,001.35
Game Licenses 3,230.00
Joint Stock Companies 23,170.85
Marriage Licenses 9,121.81

PUBLIC CHARITIES DEPARTMENT.
Nova Scotia Hospital 73,193.15
Provincial Sanitarium 5,140.00
Transient Poor 17.00
Victoria General Hospital 11,869.43

PUBLIC WORKS DEPARTMENT.
Government House 1.59
Province Building 1,341.00
Roads 1,807.17
Subsidy Dominion of Canada 649,772.45
Succession Duties 78,059.27
Vital Statistics 67.84

Total \$1,870,055.63
EXPENDITURE.
Agriculture \$ 75,986.71
Commutation Road Tax 250.00
Criminal Prosecutions 7,984.15
Crown Lands 10,854.26

Debt Interest 304,739.47
Education 330,602.00
Electoral Lists 219.50
Game Licenses 33,230.00
Industries and Immigration 23,565.64
Interest 129,272.61
Legislative Expenses 77,382.19
Legislative Library 1,395.80
Medical College 1,200.09
Miners' Relief Societies 21,458.77
Mines 49,461.43
Miscellaneous 49,461.06
Technical Education 56,539.43
Prov. Eng.'s Office 6,118.84

PUBLIC CHARTERS DEPARTMENT.
County Hospitals 16,349.20
Miscellaneous 1,964.40
N. S. Hospital 105,880.53
Prov. Sanitarium 12,940.14
Transient Poor 7,220.39
V. G. Hospital 89,660.10
Public Printing 22,469.10

PUBLIC WORKS DEPARTMENT.
Government House 4,860.39
Normal College 409.86
Provincial Buildings 16,998.07
Provincial Museum 2,123.22
Rd. Com.'s Office 10,133.26
Roads 224,318.12
Salaries 40,994.45
Sinking Funds 42,118.17
Steamboats, Packets and Ferries 75,173.12
Succession Duties 8,279.51
Vital Statistics 3,455.77
Total \$1,832,074.83
Balance Surplus in 1912 37,980.80

Bible Society in Annual Session

The annual meeting of the Nova Scotia Branch of the Canadian Bible Society was held Wednesday, in Windsor. The delegates from Halifax were Rev. L. J. Donaldson, Dr. J. Stewart, C. A. Prescott, G. Gorge M. Wood and John Burgoyne.

The officers elected for the ensuing year were: Hon. President—Lieut.-Governor McGregor; President—Dr. J. Stewart; Vice-President—Rev. H. Wigle, Rev. L. J. Donaldson, Rev. G. F. Carson, Rev. A. B. Cohoe.

Treasurer—C. A. Prescott; Secretary—George M. Wood; Executive Committee—Rev. W. M. Weaver, Lunenburg; Rev. L. H. McLean, Pictou; President Cutten, Wolfville; Rev. G. W. F. Glendinning, Halifax; Rev. J. B. Gorkin, Truro; J. Y. Payzant, Halifax; John Burgoyne, Halifax; R. Robertson, Sydney. A largely attended public meeting was held in the evening in the Windsor Baptist church, with addresses by the following:—Rev. Dr. Powell, President of King's College; Rev. L. H. McLean, Pictou, and Rev. A. F. Newcombe, District Secretary, St. John, N. B.

Meals!

LOTS of home baked bread, cake and pastry are always welcome. But baking is not always an easy job. Perhaps we can help you. Here is a truth backed by honest proof.

Help:

Regal Flour readily yields the best quality and the utmost quantity of bread per barrel of any flour in the world. Makes light, white loaves. And such meltingly flaky pastry.

Proof:

Try Regal once. If it is not just as good as we have promised, your dealer will return your money. We then have to pay him back. So unless you like Regal we lose completely. Isn't it fair to expect that Regal will mean easier, nicer meals?

THE WINDSOR FLOUR MILLS CO. Limited
W. A. Little

The Royal Bank of Canada
INCORPORATED 1869.
CAPITAL \$11,500,000
RESERVE FUNDS \$12,500,000
AGGREGATE ASSETS - \$175,000,000
70 BRANCHES IN THE MARITIME PROVINCES
SAVINGS DEPARTMENT
Deposits of \$1.00 and upwards received and interest allowed at highest current rates.
A. F. LITTLE MANAGER, Bridgetown
F. G. PALFREY MANAGER, Lunenburg
E. B. McDANIEL MANAGER, Annapolis Royal