

# The Weekly Monitor

## AND Western Annapolis Sentinel

VOL. 40

BRIDGETOWN, ANNAPOLIS COUNTY, NOVA SCOTIA, SEPTEMBER 25, 1912

NO. 24

### LAWRENCETOWN SCHOOL EXHIBITION

Pupils Make Creditable Exhibit in Industrial and Agricultural Lines.—Wider Interest in Sectional Exhibitions in Adult Life.

The third Annual School Exhibition was held on the Lawrence town school premises on Thursday, Sept. 12th, in the afternoon and evening. Under the superintendence of Principal Banks and his associate teachers, Miss Whitman and Miss Tupper, aided by the pupils and parents, the third Exhibition was a success and gave promise of far greater things in the future. Thirty-five dollars was raised by means of admission fees, the sale of ice cream, home-made candy, etc., and this amount was distributed in prizes to the pupils in the various departments.

The attendance of parents was large in the afternoon and evening. In the evening the Band was in attendance and short addresses were made by Principal Banks, Rev. Mr. Mallick, Rev. Landels, Rev. J. A. Hart, R. J. Messinger and others.

Exhibits in the following departments were exceedingly creditable:

1. Individual school exhibits.
2. Needlework.
3. Fruit and dairy cooking.

4. Collection of native woods.
5. Collection of native insects.
6. Pressed wild flowers.
7. Garden and house plants.
8. Starched cuffs and collar.
9. Ferns.
10. Drawing.
11. Writing.
12. Vegetables grown from school gardens.
13. Apples.
14. Oats and wheat.
15. Corn and Sunflowers.
16. Poultry.
17. Calves.

District and Provincial Exhibitions will have an increased educational value for the people when the time comes that the District Exhibition will chiefly consist of the collected exhibits of schools of the County or District; and District Exhibitions will in turn draw their exhibits from the various County Exhibitions. May this not be the ideal towards which the people of this county may hope for better results in Exhibition work.

### Serious Floods at Montreal

Montreal, Sept. 21.—With intermittent downpours of rain continuing this morning, there were renewed fears of serious floods and reports from all over the countryside told of rising waters, dams yielding and bridges swept away. A state bordering on panic exists in the valley of the Magog River. The dam at the Patoz mill factory has moved about eight inches and fears are entertained that it will go out. Should it do so, the dams lower down are liable to be carried away and the entire valley swept by the turbulent waters. People are already driving their cattle to higher levels and preparing for a hasty exit. There is no immediate prospect for a cessation of the rain. McGill Meteorologist reports declared this morning. Since yesterday morning 1.4 inches of rain have fallen making nearly four inches for the week.

### Camp at Aldershot

Over four thousand men are in camp at Aldershot, busily engaged in the annual drill. The best of order prevails. On Sunday many visitors were present at the usual service. The chaplain of the 75th (Lunenberg) Regiment preached. After the service there was the usual march past. It is said that it was considered the best in the history of Aldershot. Beside the usual cavalry and infantry the 78th Regiment in kilts from Picton, attracted much attention. This regiment was particularly honored by having the Honorary Colonel E. M. MacDonald, M. P., of Picton with them who marched with his men. At the close of the morning service the band gave the customary sacred concert at the staff lines. There is considerable activity in local temperance circles and raids were made in town last week and on Saturday. A large quantity of liquor was seized near Aldershot. The latter was a first offence.

### Lord Stratheona a Worker Still

"Among the first essentials to success, in my opinion," writes Lord Stratheona in the Strand, "is that of being interested in what you have to do. After that comes diligence, and then system. But unless a young man is interested first of all, in his work, he cannot be expected to succeed in it. As a young man I did not require any special pleasures or diversions, even if I could have indulged myself in them, because the work I was engaged in afforded me plenty of scope for variety.

"To many it might have a lonely and dreary life, practically cut off from the world, but I was always aiming to do my best, and kept on the qui vive waiting for the opportunity which I knew always comes to the young fellow who does his best. I never had any hard and fast routine then, and I never have had since. I was ready for any job that turned up, and this sort of variety of work is quite as good as cricket and football and theatre going, or any of the other forms of recreation, in which young men nowadays indulge. Even to-day, in my ninetieth year, I am ready for work at half-past eight every morning, and my correspondence, official engagements and personal interviews generally keep me employed until late at night.

### Founding a Sheep Flock.

Since the new edition of the bulletin "Sheep Husbandry in Canada" was issued a few weeks ago, there has been a constant stream of requests for its flowing into the publications branch at Ottawa. A great many of the applicants state that they are just commencing sheep raising and that they wish to learn how to handle a flock successfully. This bulletin contains a chapter specially prepared for such persons describing how best to establish a flock of commercial sheep. The author, Mr. J. B. Spencer, recommends a flock of fifteen ewes as the minimum for a farm of one hundred acres. Such a flock can be increased with experience, but not beyond twenty-five unless it is desired to make a special business of sheep raising. With the management and care described in the bulletin, an increase through lambs can be expected of from 150 to 175 per cent and it should be the latter.

The early weeks of autumn is stated to be the best time to purchase ewes as then one can select those that have raised good lambs.

Before the present edition of the bulletin is exhausted a still further supply will be ordered so no one need hesitate about ordering a copy which will be sent free to all who apply for it to the Publication Branch, department of agriculture, Ottawa.

### S. S. Workers

To the Sunday School Workers of Annapolis Co.:

For the past five years we have been a Banner County paying out apportionment of \$160.00 to the N. S. S. School Association. We must have \$27.00 before Sept. 30th to still hold our position. Cannot we rally and make up this amount from some source? Any amount will be appreciated. Send at once to

W. C. MACPHERSON,  
Secretary.

Premier Borden, having returned from his European trip, has announced that parliament will commence in November, and promises that in a short time announcement will be made of the government's naval policy.

### A Question re Nova Scotia Gravensteins

To all interested in the future apple trade of the Annapolis Valley I beg leave to submit a few simple statements.

We grow in this now famed Valley of ours, an apple that for productive quality and flavor in its season, anness, for appearance or colour, for quality and flavor in its season, an apple that cannot be excelled in the world.

Where ever Nova Scotians take, up their abode, whether in England, or the European continent or in the United States of America, or in the Canadian West, you can never satisfy their apple taste no matter how red the colour or how nicely packed in boxes without that delicious flavor of a real Nova Scotian Gravenstein.

This is why orders down to a single barrel come pouring in every fall for No. 1 Nova Scotian Gravensteins. This is particularly true of our own people who have made a home for themselves. Last year we opened up a trade in the west for N. S. Gravensteins. It was the first year, there was no "black spots" but the colour was a little off and the size rather small, especially when compared with Ontario apples, but Ontario apples were scarce last year and though many complaints were made about the size of our No. 1's and perhaps about the keeping qualities last year, on the whole I believe that the "black spot" was very favourably impressed with the new opening.

Early this season Winnipeg buyers were on hand to take contracts for this season's crop and to buy for co-operative companies, and prices for the crop have been almost daily coming in. For this year conditions are much more complicated, there are more apples in Ontario, while in the western States and British Columbia there is an immense crop. There are different conditions also in our own valley, the size, colour, and I believe the keeping qualities of our own Gravensteins are superior to last year, BUT there is the "black spot" and in orchards not sprayed, and even in those that were sprayed, the supply of strictly first class No. 1's will be very limited. When we consider that tree-ru Gravensteins will not be half of last year's crop, the black spot ravages will still further reduce the quantity of No. 1's.

Taking into consideration these conditions and complications, how will our Gravensteins be packed this season for the western trade?

Will we try to make all the No. 1's we possibly can without being fined and put in a little spot forgetting that when these apples are opened up after their long railway journey, this little spot has grown and developed as to open up regularly spotted Gravensteins. In my opinion everything depends upon this year's impressions. We cannot attempt to excuse and explain away as we did last year, we must raise our standard equal to Ontario and British Columbia size, we must rigidly exclude all "spot," we must make good this season or we will about lose that promising trade that we thought had been inaugurated last season.

Or, will we with the superior size and colour of this year, so pack our Gravensteins as to capture this promising market and forever after have a future for our productive and delicious Gravensteins? Which will you do, growers, packers, and buyers? I leave you to answer.

Tours truly  
President of the United Fruit Companies of Nova Scotia, Limited.

A Kentville Correspondent of the Morning Chronicle says:

Work is progressing rapidly on the Government farm where at present seventy-five men are employed getting every thing in readiness for the winter. The large barn is about completed and three houses are in the course of construction. Professor Blair is hoping to take possession of his new residence in November while work is being rushed on the house intended for his foreman and his assistant. A staff of men are busy surveying and laying out roads which will be graded before winter sets in. In about a month everything will be in good working order.

### B. & Y. Steamship Notes.

The Eastern Steamship Company has taken possession of the Dominion Atlantic Railway Steamship Line, running between Yarmouth and Boston, and on last week, after the regular directors' meeting, permanent officers for the line newly acquired were elected to succeed the present incumbents. The line, retaining its individuality, will be known as Boston and Yarmouth Steamship Line and is a British Corporation. Since the Eastern took possession the Company's auditor has been over the accounts. On Jan. 1, 1913, the Boston terminal of the Yarmouth line will be moved from the head of Long Wharf to the head of Central wharf which is the next pier south.

Two new steamers, it is announced will be built for service on the Yarmouth route by the spring of 1914 but so far, according to President Austin of the Eastern S. S. Corporation no definite action towards the construction of the vessels has yet been taken, except that they probably will be built by English shipbuilders, in keeping with the fact that the Boston and Yarmouth Steamship Line is an English corporation, and also according to President Austin, because it will be cheaper. This is at variance with a previous report which stated that the steamers would be built in the United States. The addition of the new steamers will increase the Eastern fleet to thirty-three and its force of employees to 3500.

### Bear River

Sept. 24.—Misses Ada White, Beatrice Purdy, and Alice Beason, went to Boston on Saturday last, where they expect to remain for the winter.

Mrs. Reginald Graham, and son, Laurie, returned home from Newfoundland, on Wednesday last. Mrs. Graham has been on a visit to her old home.

Mrs. Rev. Arthur Archibald and children returned home to Brookton, Mass. on Friday last.

Mr. Laurie Nichols, Alston, Mass. was in town for a few days.

Mr. W. H. Smith was in town Friday last.

Miss Beatrice Harris returned home from Bridgetown on Wednesday last.

Mr. B. C. Clark, made a business trip to St. John on Saturday last his daughter Miss Gladys accompanied him.

S. S. Bear River, came from St. John on Friday.

Mr. Henry Hennigar, Boston is visiting old friends in town.

Mrs. A. B. Marshall, went to St. John on Monday for a few days.

Mrs. E. T. Yorks, Torbrook Mines, is visiting her sister, Mrs. R. O. Yorks.

The Italian bark "Incino" went to Digby on Tuesday where she will finish loading.

Mrs. S. M. Hennigar, returned to Boston on Tuesday.

### CORRESPONDENCE.

#### Visitors to Exhibition must be Fed

To the Editor Monitor-Sentinel.  
Regarding the feeling that has arisen on the part of our hotel keepers and some of our citizens about the holding of tea-meetings during exhibition week, I must say that as manager of the exhibition, I sincerely regret that any friction has arisen and only want to explain that the executive committee appointed a lodging and entertainment committee in the expectation that the hotels could not by any means provide for the day visitors to the exhibition, and not to interfere with the just rights of the hotels.

R. J. MESSENGER.

The barn of G. L. Jacques of Wilmot was burned on Friday evening the 13. It is believed that the fire was of incendiary origin. A cow, horse and mower were saved and the remaining contents were destroyed with the building.

### SHIPBUILDING AT COQUITLAM

Former Bridgetown Citizen Successful in Forming Large Industrial Organization to Build Sailing Vessels for Panama Canal Trade Between East and West, Reports the Vancouver World.

A \$500,000 shipbuilding plant will be built at once on a tract of eight and a half acres of land at the junction of the Pitt and Fraser rivers. This is the first tangible step that has been taken in the vicinity of New Westminster or Vancouver preparatory to the opening of the Panama Canal, and it is believed will give the Fraser river great prestige in future maritime developments in this vicinity. The land is located in the municipality of Coquitlam and has been purchased from the Coquitlam Terminal Company, according to Mr. L. D. Shafner of Bridgetown, Nova Scotia, the organizer and President of the company, who was seen by a British Columbian representative this morning in Vancouver.

The company has been incorporated as the Coquitlam Shipbuilding & Marine Railway Company, Limited, is fully financed, preliminary construction work begins today and work will be rushed as rapidly as possible. The new company has already some large orders and expects to have its hands full from the start. Mr. Shafner is the largest individual stockholder as well as president of the company. The other shareholders are from the Maritime Provinces, Vancouver and Victoria. Mr. Shafner will be in active management of the plant and will take up his residence in Coquitlam. He will leave in the course of the next two or three days for Nova Scotia where he will engage about 50 experienced ship carpenters, many of whom will bring their families with them. Mr. Shafner is well known in both the public and industrial life of Nova Scotia, and had a long experience in shipbuilding, chartering and operating.

"I am convinced," said Mr. Shafner, this morning, "that with the opening of the Panama Canal an extraordinary opportunity will present itself on this coast for a certain kind of shipbuilding and a certain class of the shipping trade. That is what primarily interested me in locating on the Pacific Coast. I have looked over all the locations in the Vancouver Metropolitan district and have found nothing better than the Coquitlam site, which I have finally purchased for the company. My plan is to build principally sailing vessels from 300 to 800 tons with auxiliary power to operate in the lumber trade between British Columbian points and the West Indies through the Panama Canal and also to South American ports. The new company will build these vessels, will sell some, and will operate others itself. We have no doubt that quite a fleet will be built up and operated by ourselves in the near future, that is, as soon as the Panama Canal is ready. In the meantime we will have our hands full taking care of building these ships and attending to other business which will naturally come to us. We have some very substantial orders already in hand.

"The advantage of the sort of merchant vessel we propose to build is that it is of the capacity that can be chartered to take care of the wants of one or two dealers, thus making it in demand in a trade which cannot economically be catered to by large and expensive steamships. I have built and operated vessels of this type for many years on the Atlantic Coast and believe they will be successful on this coast with the completion of the Panama Canal. Our yards will also be equipped with a marine railway slip large enough to haul out any class of ships coming to this port. Later on we will enlarge our organization, increase our capital and install large drydocks at Coquitlam. We will employ, just as soon as we get going, at least 100 high-grade workmen, many of whom will be men of family, and about half of whom we expect to bring from Nova Scotia to Coquitlam.

"My yard superintendent, Mr. George Wagstaff, who with his father has built twenty-three vessels. That is what primarily interested

me in locating on the Pacific Coast. I have looked over all the locations in the Vancouver Metropolitan district and have found nothing better than the Coquitlam site, which I have finally purchased for the company. My plan is to build principally sailing vessels from 300 to 800 tons with auxiliary power to operate in the lumber trade between British Columbian points and the West Indies through the Panama Canal and also to South American ports. The new company will build these vessels, will sell some, and will operate others itself. We have no doubt that quite a fleet will be built up and operated by ourselves in the near future, that is, as soon as the Panama Canal is ready. In the meantime we will have our hands full taking care of building these ships and attending to other business which will naturally come to us. We have some very substantial orders already in hand.

"The advantage of the sort of merchant vessel we propose to build is that it is of the capacity that can be chartered to take care of the wants of one or two dealers, thus making it in demand in a trade which cannot economically be catered to by large and expensive steamships. I have built and operated vessels of this type for many years on the Atlantic Coast and believe they will be successful on this coast with the completion of the Panama Canal. Our yards will also be equipped with a marine railway slip large enough to haul out any class of ships coming to this port. Later on we will enlarge our organization, increase our capital and install large drydocks at Coquitlam. We will employ, just as soon as we get going, at least 100 high-grade workmen, many of whom will be men of family, and about half of whom we expect to bring from Nova Scotia to Coquitlam.

"My yard superintendent, Mr. George Wagstaff, who with his father has built twenty-three vessels. That is what primarily interested

me in locating on the Pacific Coast. I have looked over all the locations in the Vancouver Metropolitan district and have found nothing better than the Coquitlam site, which I have finally purchased for the company. My plan is to build principally sailing vessels from 300 to 800 tons with auxiliary power to operate in the lumber trade between British Columbian points and the West Indies through the Panama Canal and also to South American ports. The new company will build these vessels, will sell some, and will operate others itself. We have no doubt that quite a fleet will be built up and operated by ourselves in the near future, that is, as soon as the Panama Canal is ready. In the meantime we will have our hands full taking care of building these ships and attending to other business which will naturally come to us. We have some very substantial orders already in hand.

"The advantage of the sort of merchant vessel we propose to build is that it is of the capacity that can be chartered to take care of the wants of one or two dealers, thus making it in demand in a trade which cannot economically be catered to by large and expensive steamships. I have built and operated vessels of this type for many years on the Atlantic Coast and believe they will be successful on this coast with the completion of the Panama Canal. Our yards will also be equipped with a marine railway slip large enough to haul out any class of ships coming to this port. Later on we will enlarge our organization, increase our capital and install large drydocks at Coquitlam. We will employ, just as soon as we get going, at least 100 high-grade workmen, many of whom will be men of family, and about half of whom we expect to bring from Nova Scotia to Coquitlam.

"My yard superintendent, Mr. George Wagstaff, who with his father has built twenty-three vessels. That is what primarily interested

me in locating on the Pacific Coast. I have looked over all the locations in the Vancouver Metropolitan district and have found nothing better than the Coquitlam site, which I have finally purchased for the company. My plan is to build principally sailing vessels from 300 to 800 tons with auxiliary power to operate in the lumber trade between British Columbian points and the West Indies through the Panama Canal and also to South American ports. The new company will build these vessels, will sell some, and will operate others itself. We have no doubt that quite a fleet will be built up and operated by ourselves in the near future, that is, as soon as the Panama Canal is ready. In the meantime we will have our hands full taking care of building these ships and attending to other business which will naturally come to us. We have some very substantial orders already in hand.

"The advantage of the sort of merchant vessel we propose to build is that it is of the capacity that can be chartered to take care of the wants of one or two dealers, thus making it in demand in a trade which cannot economically be catered to by large and expensive steamships. I have built and operated vessels of this type for many years on the Atlantic Coast and believe they will be successful on this coast with the completion of the Panama Canal. Our yards will also be equipped with a marine railway slip large enough to haul out any class of ships coming to this port. Later on we will enlarge our organization, increase our capital and install large drydocks at Coquitlam. We will employ, just as soon as we get going, at least 100 high-grade workmen, many of whom will be men of family, and about half of whom we expect to bring from Nova Scotia to Coquitlam.

"My yard superintendent, Mr. George Wagstaff, who with his father has built twenty-three vessels. That is what primarily interested

me in locating on the Pacific Coast. I have looked over all the locations in the Vancouver Metropolitan district and have found nothing better than the Coquitlam site, which I have finally purchased for the company. My plan is to build principally sailing vessels from 300 to 800 tons with auxiliary power to operate in the lumber trade between British Columbian points and the West Indies through the Panama Canal and also to South American ports. The new company will build these vessels, will sell some, and will operate others itself. We have no doubt that quite a fleet will be built up and operated by ourselves in the near future, that is, as soon as the Panama Canal is ready. In the meantime we will have our hands full taking care of building these ships and attending to other business which will naturally come to us. We have some very substantial orders already in hand.

**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. J. McLEAN MANAGER, Bridgetown  
F. G. PALFREY MANAGER, LAWRENCETOWN  
E. B. McDANIEL MANAGER, Annapolis Royal.

# Bake!

COULD your bake day be made a little easier? Very likely it could. Read this signed, sincere truth and judge for yourself:

Easy bakeday:

Regal Flour readily yields the best quality and the utmost quantity of bread per barrel. No flour in the world yields more per barrel. The loaves it bakes are white and light. Its pastry is deliciously flaky.

Guarantee:

Your first bakeday will tell if we exaggerate or not. If we have, in your judgment, your dealer will gladly return your money. We, in turn, must pay him back. Unless you are pleased we lose. Isn't that fair? Remember—Regal.

THE LAWRENCE FLOUR MILLS CO. Limited  
*W. C. MacPherson*