

The Weekly Monitor

AND Western Annapolis Sentinel

BRIDGETOWN, ANnapolis COUNTY, NOVA SCOTIA, FEBRUARY 14, 1912

NO. 44

VOL. 39

Middleton Loses New Business Block on Saturday by Fire

Crowe Elliott Co. Block, Occupied by Company as Business Stand, and Residence of Gordon Crowe, Burned to the Ground.

The Crowe, Elliott Co. block at Middleton, one of the new business houses which have just arisen from the ashes of the conflagration which destroyed the business establishments of Middleton last year, was consumed by fire on Saturday morning last. The fire started from the furnace and spreading to a barrel of oil caused an explosion. The building was soon consumed by the flames and it was with difficulty they were kept from spreading to the adjoining buildings.

The ground floor was occupied by the Crowe, Elliott Co., hardware and plumbing business, of the firm doing business

at Middleton, Bridgetown and Annapolis. The upper flat was occupied as a family residence by Gordon Crowe, a member of the firm.

The burned block was valued at \$3,000 and was owned by R. A. Crowe of Bridgetown, also one of the members of the joint stock company. It was insured for half its value.

The stock was valued at \$15,000 and was pretty well covered by insurance. There was an insurance of \$500 on the furniture of Mr. Gordon Crowe, valued at \$1000.

It is not known definitely but is supposed the firm will rebuild.

To Sunday School Workers

To the Sunday School workers of Annapolis Co.:

We know that you want to do better and more effective work in nearly every trade and calling a technical training is now demanded, and being provided for those who work for the bread that perisheth and the time has come when the Sunday School teacher who builds for eternity, feels that she, too, should have a special training for her work. Largely as a result of the agitation of the subject by the Sunday School Association the four largest Protestant denominations in Nova Scotia, have provided teacher training courses for their Sunday School workers and all teachers are urged to take their own denominational course. Besides a course of Supplemental Lessons known as "The Nova Scotia Plan," has been provided by the S. S. Association and endorsed by the Methodist and Baptist people, whilst the Episcopalians, Presbyterians have provided similar courses for their own people. The S. S. Association is now trying to urge S. S. Superintendents to adopt one of these courses best suited to their needs.

The S. S. Association has also a S. S. Teachers' Library of fifty of the best books published to help the S. S. teacher in her work. For the sum of twenty-five cents per year and postage, this library is available to any person in Nova Scotia. I have recently received from B. S. headquarters a quantity of literature explaining these various plans of helping the S. S. teachers and would be pleased to supply any one asking for same.

C. F. ARMSTRONG,
Co. Supt. of S. S. Education,
Bridgetown.

Pretty Home Wedding

MARRIAGE OF MISS EMMA C. WHITMAN
AND HARRISON McDUGALL
AT HALIFAX.

A quiet but very pretty wedding took place Wednesday morning, Feb. 7th, at 11 o'clock, at 29 Inglis Street, the residence of the bride's parents, when Miss Emma C. Whitman, daughter of J. B. Whitman, Deputy Commissioner of Crown Lands for Nova Scotia, was united in the bonds of matrimony with Harrison McDougall, of Nokomis, Saskatchewan.

The bride, who was given away by her father, looked charming in a beautiful wedding gown of white silk, wearing a Brussels net veil, and carrying a bouquet of white chrysanthemums. Ven. Archdeacon Armitage, Rector of St. Paul's Church, performed the ceremony, and the bride and groom were unattended.

The young couple leave today by the Maritime Express for Montreal and Niagara. They will spend some time in several of the American cities, and at the conclusion of the wedding trip will reside in Nokomis, Sask.

The bride was the recipient of a numerous collection of valuable wedding presents, including the groom's gift—a gold watch and chain.

ED.—The bride has many friends in Bridgetown who will extend heartfelt congratulations and good wishes to the happy pair, in which the Monitor-Sentinel unites.

THE UNSATISFIED.

Those who are quite satisfied sit still and do nothing; those who are not quite satisfied are the whole benefactors of the world.—Landor.

Oldest Man in Nova Scotia Dead

Robert Chisholm, Aged 107 Years,
Passed Away at Wolfville.

Wolfville, Feb. 5.—Robert Chisholm was born in Tyrone county, Ireland, in March 1805, passed away suddenly yesterday. His father, James Chisholm, was a native of Scotland, his mother, Martha Brown, an Irish woman. Both parents lived to an advanced age, the father to considerably over ninety, the mother well into the eighties. In 1815 the family immigrated to St. John, N.B., where they remained for several years. Here Robert learned his father's trade. At the age of thirty he removed to Annapolis Royal, then and for many years afterwards, a garrison town. A year later he came to Cornwallis and settled at Town Plot, where the fort and barracks occupied by the regulars during the war of 1812-14, and many years afterwards, were still standing. With the exception of three years in St. John, Mr. Chisholm has lived in Cornwallis and finally at Wolfville, with his son, James Chisholm for the last forty or fifty years. Until a few months ago, he enjoyed excellent physical health, but since the winter set in he complained a good deal of those minor ailments incidental to advanced age.

His mental powers, however, remained unimpaired to the last. Mr. Chisholm used liquor until about twenty years ago, and has smoked since he was thirteen years of age, having started it under medical advice, for asthma. He has had excellent health all his life, and has been a light eater and sleeper, averaging, he said, about five hours a night. He had a severe fall three years ago and cut his head, but entirely recovered. In his prime he stood about five feet six inches, and weighed 195 pounds. He was would be called a close-knit, stocky man, with considerable breadth of shoulder, and deep-chested. His recollections, within certain limits, were remarkably wide and clear. He remembered the first four-wheeled carriage in Cornwallis, which was owned by Squire James Eaton. And he has talked with people who remember when the French were in occupation of what is now Kings County. In his boyhood, a great deal of merchandise was carried on horse-back, and women rode "pillions" behind the men. There were only two houses in what is now the town of Wolfville.

When he first came to St. John the city, consisted practically of one street—Kings street—and was full of the original Loyalists. Most of the clothing worn in the rural districts was of "homespun." Riding home once from Halifax with a friend, they were attacked by highwaymen in the woods, near Mount Uniacke, with whom they exchanged shots. He had paid as low as seven dollars for a fat beef ox, and as high as fourteen dollars for a barrel of flour. In the early part of the century, the Indians were still pretty wild, and lived almost entirely by hunting.

He remembered when the polls were kept open for a week at elections. He once saw Dr. Charles Inglis, the first Bishop of Nova Scotia. He distinctly remembered the rejoicings in connection with the Battle of Waterloo, in which two of his uncles took part. In his youth, nearly all the farmers lived in log houses, with pole floors. They were lucky if they saw a newspaper once a fortnight. The wage of a good journeyman blacksmith was from eighteen pence to two shillings (48c.) a day; farm laborers received two dollars per month, and found themselves.

He was baptized as a boy, shortly after coming to the country, by Rev. Dr. Gilpin, rector of Annapolis, and father of the late Dean Gilpin, of Halifax. He has worked very hard all his life. Last summer he cut potatoes for planting and split some firewood. He claimed to have owned the first stove in Cornwallis. Schools in his boyhood were few and far between, and the great majority of the working people could not read or write. Some years ago his sight improved, and up to his death he could read large print without glasses.

Fasten a wire hook to the handle of a grape basket. Hang over line when hanging out clothes and push along before you, thus saving much time.

Hockey!

Annapolis Defeats Pick of Middleton-Bridgetown Teams

In an Exciting and Hotly-contested Game on Friday Night last, Annapolis Defeated the Pick of the Middleton and Bridgetown Teams.

For some time the hockey fans have been looking forward to the game between Annapolis and Middleton and when it was announced that they were to meet at the Bridgetown rink on Thursday night last, the result of the game was the talk of the day. However Thursday night proved stormy and the game was put off until Friday night. It was then announced that the team to meet Annapolis was to be picked from the Middleton and Bridgetown teams. This would make a strong aggregation and it was hoped would make Annapolis play to the finish to win. The Middleton-Bridgetown team was composed of Hoop, Holmes, Parsons and Dodwell, of Middleton, and Allen Whalen and Myers of Bridgetown.

The line-up of the teams was as follows:—

ANNAPOLIS	MIDN-TOWN
Goal	Myers
J. Rippey	Whalen
Brittain	Cover
Mahoney	Dodwell
Buckler	Holmes
McDermann	Roop
King	Parsons
Allen	Allen

The game was not called on schedule time, owing to the lateness in arriving of some of the Annapolis players. The first half was played with the Annapolis team short one of their regular men, Lombard playing point for Annapolis the first half in Brittain's place.

Notwithstanding the cold and blustery night a large crowd attended, attracted evidently by the brand of hockey which these teams had formerly put up.

The teams lined up at nine o'clock and a few minutes after the whistle Buckler scored for Annapolis from an off-side pass, but owing to the mixture of colors worn by the players the referee did not notice the off-side play.

The next goal was scored for Middleton-Bridgetown, by Allen, making one all. From this on to the last of the first half the play was fast and exciting, the puck being in both territories about the same, but Annapolis' more effective shooting made the score 6-4 in their favor at the end of the first half. In this half it was clearly either team's game, as Middleton's forward line gave the Annapolis defence all they could do to keep them from scoring, and were fully equal to the Annapolis forwards in all but speed.

From the time the whistle blew for the beginning of the second half the Annapolis team had the best of the play, owing to their speedier forwards and better defence. Mahoney at cover stopping almost every man, while Brittain, at point, and Rippey in goal stopped every shot. The Middleton defence failed to break the fast and clever combination of the Annapolis forwards. Five goals were netted for Annapolis in this half while Middleton-Bridgetown failed to score, the game ending 11-4 in favor of Annapolis.

The players did not indulge in any rough work and the game was clean and fast. "Pious", Buckler and Parsons were put off for half a minute each merely as a warning as a little tripping was being indulged in in a mild way, which didn't lead to any more serious offenses.

Of the Middleton-Bridgetown forwards there was little choice between the men. All were clever stick-handlers, good shots and fast skaters.

In the Annapolis forward line for shooting, speed and stick-handling was the star of the team. McDermann was equal in speed, but did not show up as well in shooting or stick-handling. Rippey, who

Public Cemetery Improvements

Within the past year the matter of cemetery improvement has been brought prominently before the Bridgetown public by a number of ladies, whose efforts have resulted in a sum of about two hundred dollars as a nucleus for a cemetery improvement fund.

It is felt the time is now ripe for the general public to take active measures to beautify and improve the place, and a preliminary meeting to amend the present act of incorporation to suit present conditions will be necessary.

The site of the present public cemetery was originally the private burying ground of the Gidney family, who were among the oldest residents of Bridgetown. In 1874 an act of incorporation was passed authorizing the formation of a company known as the Bridgetown Baptist and Wesleyan Burying Ground Company, with authority vested in trustees. Later an adjoining lot of land was donated for the extension of the burial ground by the late William Chipman, and in 1888 the act of 1874 was amended to allow the trustees to acquire more lands.

None of the original trustees are living and but one, we understand, B. D. Neely, of the trustees appointed in 1888. It will be necessary to appoint new trustees and to acquire the power to take over the new part of the cemetery and bring it under the conditions of incorporation.

The movement meets with general approval and it is hoped that a good representation of citizens will attend the meeting called for on Friday night next.

Appended herewith are the original acts of incorporation:—

An Act to Incorporate the Trustees of the Baptist and Wesleyan Burying Ground, Bridgetown, 1874.

(1) John B. Reed, Samuel T. Neely and George Murdoch and their successors in office, are hereby constituted a body corporate by the name of the Trustees of the Bridgetown Baptist and Wesleyan Burying Ground.

(2) Such trustees and their successors in office are authorized and empowered to take charge and possession of such burial ground, and to take such measures as they may deem necessary for the proper keeping, protection, improvement and ornamentation thereof.

(3) Such trustees and their successors may from time to time assess upon and collect from the proprietors of such burial ground such sums of money as they may deem necessary for the purposes of this act, to be assessed by an equal rate per share according to the number of shares held by such proprietors.

(4) The Trustees shall have power to collect such assessment after the same shall have been levied, either by themselves or by a collector appointed by them.

(5) Any shareholder neglecting to or refusing to pay his rate after

(Continued on page 4)

played left wing, kept the spectators constantly on edge by the antics he performed on his skates. "Pious" is certainly some plater, as much at home on skates as some people are on the feet. Mahoney, who played cover is evidently put there to keep the opposing players on their own end of the ice, as no one noticed many getting by when he was in position. Rippey, at goal, and Brittain at point can certainly take care of all the "rubber" that comes their way, as all shots, and a good many sure ones, were turned away in the second half.

Between the forward lines of both teams there was little choice, the Middleton-Bridgetown forwards being fully equal to their opponents in everything but speed. The Annapolis team had a strong defence, while the Middleton-Bridgetown defence was weak. Fred Beckwith refereed the game.

A game has been arranged between Annapolis and Kentville to take place at the Bridgetown rink, on Monday night next, Feb. 19th, and a hotly-contested game is expected, as Kentville is supposed to have a team that is hard to beat, and after Friday night's game no one needs to ask what Annapolis has.

Great Canadian Highway to Extend From Atlantic to Pacific

Planned by the Canadian Highway Association— H. Maxwell Clarke Interviewing Public Bodies of the Chief Municipalities Along the Route

(Montreal Gazette.)

An interesting visitor to Montreal just now is Mr. H. Maxwell Clarke, travelling missionary for the Canadian Highway Association, and apostle of the "Great White Way."

"What we want to do," he informed the Gazette "is to cement the bond of Confederation by a great national undertaking that will not only bring the people back to the land, as no railway lines can do, but will establish a uniform standard for highways in every part of the Dominion." Mr. Clarke's enthusiasm on this subject is easily understood by the fact that on a bicycle journey around the world he was obliged to pedal some 3,000 miles along the mud-tracks of the Dominion. Starting his propaganda in British Columbia, he has interviewed some of the most prominent men of each province, and has had resolutions passed by the Boards of Trade and other public bodies of most of the chief municipalities of Canada.

The aims and objects of the Canadian Highway Association are set forth by him as follows: "To assist in having a Canadian highway established from Albert, B.C., to Halifax, to endeavor to get the connecting links of this road constructed as soon as possible by the different governments and municipalities through which it goes; to promote good roads; to endeavor to have all public money expended on roads spent to better advantage; to show the members of parliament that the people want good permanent roads; to carry on a campaign of education in order to enlighten the governments and the people regarding the advantages to be derived from good roads; to co-operate with the different governments with a view to bettering the standard of roads for which federal or provincial grants are made; to capitalize our climate and scenery by building roads that will bring tourists here from all parts of the world."

"The Canadian Highway Association," he said, "is national in character, and is establishing branches in all parts of the Dominion. The intention is to hold the next annual convention at Winnipeg in 1912. In order to establish such a highway it is necessary that strong resolutions be drafted and sent to the different governments and municipalities through which it passes, supported by delegations. As a national highway through Canada was part of the agreement at the time of Confederation, which has never been carried out, the association wishes to prove to the members of the Dominion Government that the people of Canada

do want it. The membership fee is two dollars per annum.

Mr. Clarke has calculated that the amount of money at present mispent by the several provinces upon these roads would easily defray the cost of the national highway with interest, and he is also of the opinion, that if the work is not brought into practical form now, there will never be such a chance again. The proposal has been made that the federal and provincial governments should contribute respectively, and that the former in view of its larger interest, would have full control. The road itself, as projected, will be 300 miles, the longest in the world, and will take in Albert, Victoria, Vancouver and Rosland, in British Columbia; Macleod, Lethbridge and Medicine Hat in Alberta; Regina in Saskatchewan; Brandon and Winnipeg in Manitoba; Kenora, Port Arthur, Cobalt and Ottawa in Ontario; Montreal, Three Rivers and Quebec in Quebec; Fredericton and St. John in New Brunswick; Toronto and Hamilton in Nova Scotia.

"What we are aiming to prevent is this," Mr. Clarke exclaimed, producing an article in a recent issue of Toronto Saturday Night, which reads as follows:—"The annual report of the province of Ontario on highway improvement is authority for the statement that in cash and statute labor no less a sum than \$40,000,000 has been expended upon the province's highways in the past twenty years. If this is the case, and there is no reason to suppose that W. B. McLean, C.R. provincial engineer of highways, is astray in his figures, we should be well ashamed of ourselves for the results obtained. Of the above total \$19,000,000 has been expended in cash and the remainder is reckoned out in statute labor, meaning the time occupied by the farmers plowing up the sides of the roads, and throwing the dirt, along with a few stones, back upon the highway. Of course, this method does not make a road. It never has and it never will. What this province wants is skill and intelligence and money—plenty of it—in its road making, and with this view Mr. McLean thoroughly agrees."

As far as definite results are concerned, Mr. Clarke has to show an active membership of 250 representative Canadians and the moral support of an interest in which so far only Ontario and Quebec have to a certain extent held back, and it is hoped to bring the whole matter to a head next spring by a conference of all the provincial premiers with Mr. Borden at Ottawa, when some uniform plan will be discussed.

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RESERVE FUNDS	\$7,200,000
TOTAL ASSETS	\$110,000,000

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, Lawrenceton
E. B. McDANIEL, Manager, Annapolis Royal.