

# The Weekly Monitor

AND

## Western Annapolis Sentinel.

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### COUNCIL HOLD SPECIAL MEETING

**Determined to Enforce Canada Temperance Act—“Hop Beer” Sales to Be Investigated—Inspector Warned to Be Vigilant.**

A special meeting of the Town Council was held on Friday night for the purpose of taking action on the Temperance situation. The hotel-keepers are believed to be keeping good faith in their agreement with the Temperance authorities to refrain from the sale of liquors, but it is a self-evident fact that some liquid is being sold that produces intoxication, and the sentiment of the community favors the enforcement of the Canada Temperance Act.

Upon discussion in Council the following resolution was passed:—

“Whereas complaints have been made to the Temperance Committee of the Council by citizens of the Town that the Scott Act is not being strictly and effectively enforced in the town by the Inspector, and that intoxicating liquors are being unlawfully sold in the Town, and that people are seen drunk on the public streets;

“Therefore resolved that the Committee at once interview Mr. Messenger, the Inspector, and instruct him that he must enforce the Law and prosecute all persons violating the same, whether they be hotel-keepers, salaried persons, or persons unlawfully selling intoxicating liquor in the Town.”

“And that the Inspector be instructed to make a thorough investigation of the

sale of what is commonly called ‘Hop Beer,’ and which is sold in large quantities in the Town, and believed to be intoxicating.”

“Further resolved that if the Inspector does not attend to his duties in this respect, another Inspector be appointed as the Committee are determined to enforce the Act in the Town.”

Among other matters which came up for discussion was the matter of celebrating Coronation Day. The Committee, Town Clerk Ruggles and Councillor Anderson, appointed to arrange a program, reported verbally that, acting on a suggestion made to them by Rev. E. Underwood, they would advise the erection of a flag-staff and flag on the school-grounds, the dedication to be in connection with a school-children's parade with attendant features. It was agreed that services in the Church of England in the morning should be attended by the Council in a body.

The matter of the organization of Boy Scouts for the boys of the town was also brought before the Council and they have agreed to give the movement unanimous support and to loan the Council-chamber for the public meeting.

A number of bills were passed by the Council before adjournment.

### Tragic Tale of Heroic Endurance

Inspector Fitzgerald's Diary for Ten Days Preceding His Terrible Death.

Ottawa, May 16—The annals of the Royal Northwest Mounted Police contain no more tragic tale of heroic endurance, culminating in a slow and terrible death, than that disclosed in the story of the tragedy of the finding of the frozen bodies of Inspector Fitzgerald and three other members of the force, by Corporal Dempster of Dawson last February, whose detailed report was received today by Comptroller White.

#### LEFT ALL TO MOTHER.

The most pathetic part of the story is that telling of the finding of the diary of Inspector Fitzgerald for the ten days preceding his slowly and grimly approaching death.

A will of twenty-two words was found on his body. It was written on a torn piece of paper with a burnt twig. It left all his effects to his mother, and concluded with the words, “God bless all.” His diary for ten days preceding his death gave the tragic details of the ending of their endurance.

### HAS NO SUBSTITUTE

# ROYAL BAKING POWDER

**Absolutely Pure**  
The only baking powder made from Royal Grape Cream of Tartar  
NO ALUM, NO LIME PHOSPHATE

### Rev. G. G. Tobin Weds Miss Dudley

Fashionable Wedding At Windsor last Week—Church Thronged For Occasion.

Windsor, May 16—There was a large assemblage at Christ church this morning to witness the marriage of Miss Muriel Bradley Dudley, B.A., eldest daughter of Mr. and Mrs. Geo. Dudley, of Windsor to Rev. George Edgar Tobin, B.A., Rector of Jemseg, N.B. The Rev. G.R. Martell and Rev. Canon Vroom were the officiating clergymen.

As the bride entered the sanctuary, leaning on the arm of her father, the choir sang: “Lead us, heavenly Father, lead us.” Rev. Dr. Willets, organist of the Church, presiding at the organ with his accustomed proficiency, and as the register was being signed, hymn 76 was sung. “We lift our hearts, O Father,” these hymns being selected by the bride for the happy occasion. The chancel and altar showed very pretty decorations, the work of the bride's many girl friends.

The ushers were Messrs. C.H. Boulden and Noel Wilcox, who at the recent Elocution received the degree of B.A. and were classmates of the bride.

Among the relatives present were: Miss Dudley, Niagara Falls, Ont.; Mr. and Mrs. C.G. Ross, Newmarket, Ont.; Rev. Canon Sprague, Coburg, Ont.; Mrs. Edward Hilyard and Miss Tobin, St. John, N.B. There were also others present from outside points, Mrs. N.C. Owen and daughter Miss Geraldine Owen, Bridgewater, N.S. and Mrs. Cyrrina Godard and daughter, Miss Laura Godard, Wolfville.

The bride was handsomely gowned in white messaline satin and train and trimmed with point lace yoke. Her exquisite bridal veil was caught up with a miniature brooch, an heirloom, the same as worn by her mother on her bridal day.

The winsome bridesmaids were the bride's little twin sisters, Constance and Eileen, who were prettily costumed in dresses of rose silk, embroidered sashes of the same color, with long white silk gloves, white shoes and stockings, and dainty hats of white mohair braid, trimmed with white satin rosettes, and carried in their arms white carnations and maiden hair fern. Presenting a very sweet picture of beauty and innocence they accompanied their sister bride.

The groom was unattended. There was a profusion of wedding presents, that of the groom to his charming bride being a beautiful gold bracelet set with pearls and amethysts.

The bridesmaids and ushers were also the recipients of tokens of the groom's good will. At the close of the ceremony a wedding luncheon was served at the home of the bride's parents, Albert St., which was participated in by the guests above named, there also being present Rev. G. R. and Mrs. Martell, Rev. Canon and Mrs. Vroom, Rev. Dr. and Mrs. Willets, and the ushers. The dining room showed decorations in daffodil blooms and after a pleasant hour or two Mr. and Mrs. Tobin left in a team to drive to Bridgewater, where they will visit Rev. and Mrs. Gelling, grandparents of the bride, followed by the best wishes of very many friends and acquaintances. They expect to reach home early in June.

The bride's travelling costume was of French broadcloth, raisin shade, her hat being of biscuit color with lace and flowers to correspond with her suit. The bride is a granddaughter of the late Walter Dudley of Newmarket Ont., and it will be of interest to Halifax people, to know that she is a great granddaughter of the late Rev. James Bradley, at one time a clergyman of that city, who was educated in England and afterwards studied for Holy Orders at King's College. Last week Mrs. Tobin received her degree of B.A. from King's University. The groom, who has many warm friends in Windsor, received his degree of B.A. in 1908, and is much esteemed in his present parish.

### G. N. R. in Link with I. C. R.

Traffic Arrangement Which Will Give Canada a Third Transcontinental Line—Vancouver and St. John, Joined by 1915.

Ottawa, May 22—No later than the summer of 1915 the Canadian Northern transcontinental railway will be completed and in operation between Vancouver and St. John, according to Sir Donald Mann.

This will be the third great Canadian transcontinental. Construction work is now being carried on the Pacific coast to Port Mann on the Fraser opposite New Westminster and the only link that remains is the building of the new line from Hawkesbury through Ottawa to Port Arthur, and with traffic arrangements with the government for rights over the I. C. R. to maritime province ports there will be a continuous and direct service, and, according to Sir Donald Mann, it is the object of the company to make this service the most luxurious in Canada. The best cars, that money can buy will be put on, he says.

“When do you expect to have additional steamers on the Atlantic?” Sir Donald was asked. “That is a question for the future, but you can bet that when we get our line completed we will have the new ships waiting at St. John and Halifax for the trade which we are going to get.”

Asked as to the traffic arrangements, Sir Donald said, they were that the Canadian Northern was to hand over its traffic to the Intercolonial at Montreal. For the present it would be carried over the Grand Trunk tracks to Atlantic and Pacific ports.

The linking up of the Intercolonial Railway with the Canadian Northern in the formation of a third great transcontinental railway from tide-water on the Atlantic to tide-water on the Pacific is probably the most important since the declaration of policy which led to the launching of the Grand Trunk Pacific and the Transcontinental. Its effect will be to secure to the Intercolonial the through trade of a great and growing Canadian system which, having been given the guarantee of its bonds by the uncompleted portion of its lines between Montreal and Port Arthur will guarantee in return to construct terminals at Montreal which shall give the Intercolonial direct connection with the west and the Canadian Northern direct and through connection with the east.

### Canada Grows New Town Every Day

Montreal, May 18—By the end of the coming summer there will be at least one hundred and seventy new towns in Canada, not counting those which come into existence gradually and in the natural course of evolution from clusters of houses, inlets and hamlets and then into towns. The one hundred and seventy will all be in the West—the great, the glorious West—Not for them the hum drum processes of conventional development; they will spring, full-panoplied, into being, with hotels, court houses, jails and all the modern improvements, on paper, and a small railroad station, a mile or so of siding and unbounded hope and confidence in the future as actual assets. The Canadian Pacific will be responsible for fifty of them, the Grand Trunk Pacific for twenty-four, and the Canadian Northern for ninety-six. It is a fair supposition that all of them will live because of the fostering care of their railroad and that most of them will prosper because the time has come for towns to succeed farms at selected locations on the prairies, and the railroads are in a better position to do the selecting than any other instrumentality except land companies. Nor will these railroad towns be the only communities to come into being in the West in the next three or four months, but from their number it is possible to draw some kind of an impression of the method and the speed of western development.

### Booming Nova Scotia In Great Britain

Immigration Advertising Expert Writes of the Splendid Opportunities in This Province.

A gentleman who is largely interested in carrying out an extensive immigration advertising policy in England was met recently at the Immigration Shed by A.S. Barnstead, Secretary Industries and Immigration and was induced to remain in the Province to study its possibilities. In the course of a letter to Mr. Barnstead, from Montreal he writes his opinion and appreciation as follows:—

“I was very much impressed with Halifax, Kentville and all along the beautiful Annapolis valley and I honestly believe—and intend to convey that impression in my articles on Nova Scotia—that the possibilities are simply enormous. In fact, I am convinced that any young man with adaptability could do well and should he have sufficient means to buy some land and work it he could make lots on money. I have so far not come across a better place, both for climatic conditions, good fertile land, and so near great harbors, and I hope you will in the near future create a substantial advertising fund to boost the enormous possibilities of Nova Scotia in the United Kingdom, and the result will be very beneficial to you and Nova Scotia generally. I am sure there are thousands of good men in England, Scotland and Ireland who are only too anxious to go anywhere where there is an opportunity. Unfortunately, Nova Scotia is not sufficiently heard of in England, and the immigrants go West.

“I must thank you also for your kind suggestions as to your advertising agents in England; we will carry your esteemed instructions out with the promptness and thoroughness characteristic of the services rendered by my firm. If there is anything whatsoever you would like us to do for you in England, please do not hesitate to let us know, and nothing will be wanting on our part to adequately meet your wishes in every respect.”

### Big Industries to Be Built in Canada

Three American Plants Will be Provided at C. N. R. Pacific Terminus.

Chicago, Ill., May 15—According to information on the authority of A.P. Gillies, the British Columbia Steel Company, a \$10,000,000 corporation, will establish steel rail plants at Port Mann, the Canadian Northern's Pacific terminus, and at Tacoma. The company has acquired an interest in the townsite of Port Mann, and has agreed to erect at least one thousand dwellings to cost not less than \$2,000 each. It is estimated that the industrial population will be five or six thousand workmen as soon as that and other related plants are completed. It is expected Port Mann will rival Gary in sudden and remarkable growth. It is stated that the company will have an advantage in freight rates over Pittsburg competitors of \$16 to \$22 per ton, with an enormous supply of raw materials at hand. Charles M. Schwab and Charles P. Taft are among the Americans interested in the enterprise. Arrangements have been completed, it is stated, with the American Car and Foundry Company to establish a plant at Port Mann with an initial pay roll of 2,000 men. The plant will turn out steel freight, passenger and sleeping-cars using the available ores at hand. The Pittsburg Plate Glass Company also will establish a plant there, having found silica of the best quality in the adjacent district. The gas from the coke ovens and blast furnaces of the steel mills is to be utilized in furnishing fuel for the glass plant.

Messrs. MacKenzie, Mann & Co have expressed their willingness to give the British Columbia Steel Company a contract for from eighty to one hundred thousand tons of rails for branch lines through the prairie district as soon as the plant begins operations.

### A TEN-ACRE VALLEY FARM

**Why Invest Money in Western Lands When Ten Acres Here Properly Cultivated Will Turn Out Seventeen Per Cent Interest?**

About thirty years ago Mr. G. C. Miller, of Middleton, moved on to the premises he now occupies. It consisted of ten acres of ordinary land, nine acres of it under hay and the other acre under cultivation with apple trees just set. He determined to devote all the land available (which turned out to be eight acres) to strawberries, raspberries, currants, gooseberries, and plums. Much interest centred in this little farm during the next ten years. During this time it became practically the experimental farm of Western Nova Scotia. People came from every section of the country to see the immense crops grown on fertilizer alone. The annual output from these 8 acres was never less than \$1,500 and one year it went as high as \$1,800. Four acres of the eight are under apples and from this in one year the net returns

were \$697.74, after paying all costs, which is but a fraction short of \$175 net per acre, or 17½% for the owner at a valuation of \$1,000 per acre. As Mr. Miller says, “this seems better than bank stock yielding 4½% or even gold mines in the West, which promise wealth quickly, but usually wind up with loss of expected dividend and invested capital as well.” Mr. Miller says that the statement of 17½% is not given as something wonderful or phenomenal. On the contrary, it is sent forth with the full knowledge that even better results have been obtained. It shows what is possible to all who intelligently apply themselves to the pleasant, healthful orchard work in the beautiful Annapolis Valley.

—Maritime Merchant.

### St. Mary's Church, Belleisle

PRESENTATION TO THE RETIRING ORGANIST.

At the close of the service in St. Mary's church, Belleisle, on Thursday evening last, a very pleasing event took place. It having been known that Miss Eliza Wade was retiring from the position of organist, the Rector and members of the congregation were desirous of showing their appreciation of the service rendered the church by Miss Wade during the many years in which she has filled the position she has now vacated. This was done on Thursday evening, when, at a special meeting, immediately after the service, the Rector read the following:—

Dear Miss Wade, We, the Rector and congregation of St. Mary's church, Belleisle, feel we cannot allow your retirement from the position of organist, at St. Mary's without some tangible expression of the debt we owe you for many years of faithful service at all times freely and voluntarily given. We, therefore, knowing your love for the music of the Sanctuary, ask you to kindly accept the accompanying “Book of Common Praise,” together with our hearty good wishes, in the hope that in the days to come, it will be a pleasant reminiscence of the many hours devoted to the choir of dear St. Mary's, Belleisle.

The book presented was an Organ Edition of the “Book of Common Praise,” very beautifully bound in Maroon Rutland and printed on the celebrated Oxford India paper. It bore the following inscription:— Presented to Miss E. Wade, Belleisle, by

The Rector and Congregation of St. Mary's Church,

on her retirement from the position of Organist, as a mark of appreciation of faithful service, at all times freely and voluntarily given for a period of upwards of forty years. Eastertide, 1911.

Miss Wade was taken completely by surprise and asked the Rector to thank the congregation for the very beautiful gift, which she should always value and highly prize.

CANADIAN PACIFIC OFFICIAL PHOTOGRAPHER.

The St. John Times of Wednesday says: John MacKenzie, of Montreal, arrived in the city on the noon train today and is registered at the Dufferin. Mr. MacKenzie is connected with the C. P. R. at Montreal and while in the city will take photographs of the places of interest for the C. P. R. advertising department. He will remain in this city several days after which he will go through the Annapolis Valley. He is accompanied by his son, Gerald.

### Famous German Dirigible Is a Total Wreck

Dusseldorf, Rhenish-Prussia, May 16—After a career of six weeks, the Deutschland, latest of the models of Count Zeppelin's ill-fated dirigible balloons stranded today on the roof of the shed at a town near the crash of the airship was seen spectacularly than that of its predecessors, but more complete. Fortunately, the crew and passengers escaped injury. The accident occurred as the Deutschland was being released for a passenger trip. Eight passengers—four men and four women—had seated themselves comfortably in the cabin, the crew were at their posts and two hundred men on the ground clung to the guide ropes as the powerful craft slowly emerged from her berth and under pressure of over half million cubic feet of gas struggled to be free.

Just as the airship cleared the shed a violent gust of wind drove her back against the entrance. At the impact several of the balloons burst and the released gas destroyed her equilibrium. The army of men at the guide ropes clung on desperately, but were powerless against the wind and another gust lifted the airship bodily and dropped upon the roof of the shed, her back broken and her hull left dangling over one edge.

In this position the crew and passengers rudely shaken but not seriously injured, were left helpless until a fire brigade, hurriedly summoned to the scene ran their ladders to the top of the balloon shed and pulled the marooned ones out of the wreck.

Today was the sixth serious accident which has befallen the Zeppelin dirigibles. All have come to grief after short though brilliant careers.

**Quality**

in tea may mean to you flavor or strength or fragrant richness. Red Rose Tea is blended with such nicety that it is the combination of all three points of merit. Will you try a package.

**RED ROSE TEA** is good tea