

The Weekly Monitor

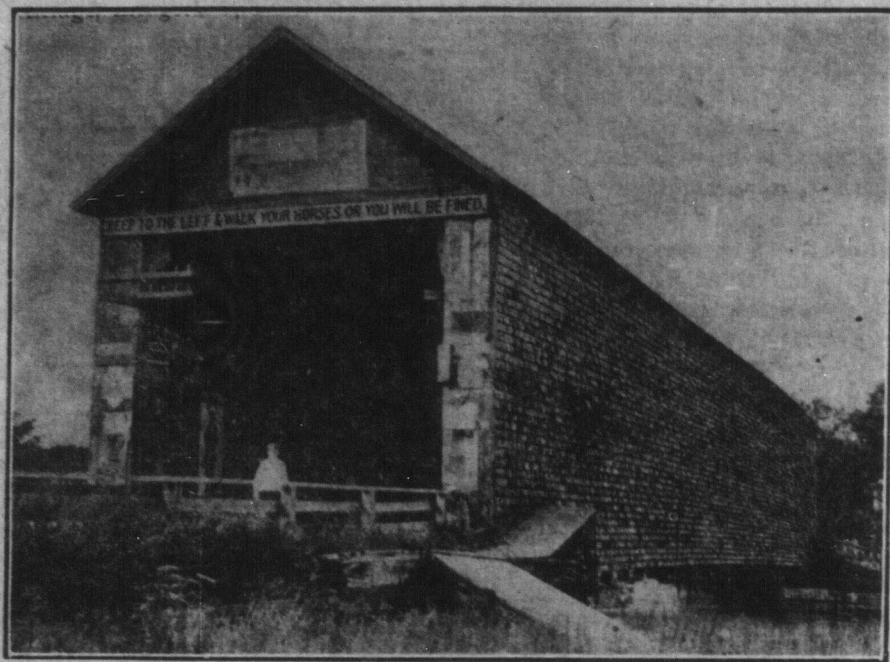
AND

Western Annapolis Sentinel

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BRIDGETOWN, ANnapolis COUNTY, NOVA SCOTIA, JANUARY 15, 1913

NO. 35



THE OLD RED BRIDGE

BRIDGETOWN PAST AND PRESENT

The Town of Forty Years Ago Contrasted with the Present, from Impressions Given by The Weekly Monitor Files of Early Years.

In order that Bridgetonians may properly value the progress made by their town during the past forty or fifty years it is necessary to take a backward look, and with the object of presenting a view of Bridgetown of about that period to the MONITOR-SENTINEL's readers, a thorough review of the early files of THE MONITOR for the period 1873-1874 has been made by the writer during the week, these being the earliest chronicles to which we have access. Possibly there may be in existence files or stray copies of The Western News, the predecessor of THE MONITOR, preserved by some reader of the time, which would no doubt give an interesting impression of the town another decade back, but a comparison of the Bridgetown of today with the Bridgetown of forty years ago is the object of this article. As a business community Bridgetown had already made a fair beginning, otherwise there would have been no local paper to cater to its needs nor to record its struggles for advancement and the progress made.

The advertising columns of the first copy of THE MONITOR published April 10th, 1873, furnish us with the leading business establishments of that day. THE MONITOR saw the light of day in the shop lately vacated by Mrs. S. C. Turner, in what was then the post-office building, of which the late Enoch Dodge was postmaster. During a period of ten years it made two other moves before it took up its permanent abode in the present office building. Its proprietors were the late John E. Sancton and the late Henry S. Piper, who during their life-time saw many changes in the town and many steps of progress, in which THE WEEKLY MONITOR was the leader, to which reference will be made hereafter. The late Angus Gidney, a well-known writer and politician and a staunch friend of the Hon. Joseph Howe, was for the initiatory years the editorial writer for the MONITOR. In 1880, the proprietary rights were purchased by the junior partner, Henry S. Piper, and he continued editor and proprietor until his death in 1889, since which time it has been conducted by the present proprietor.

BUSINESS HOUSES

From the columns of THE WEEKLY MONITOR in 1873, we learn that a goodly

number of general business houses existed in Bridgetown,—that is, business establishments that sold groceries and provisions, flour and feed, dry goods, boots and shoes, hardware, etc., etc. Among these were Runciman, Randolph and Co., John Lockett, George Murdoch, Miner Tupper, Isaac Bonnett, Louis A. Dickie, Nathan R. Morse, F. C. Harris & Co., W. W. Chesley and Mrs. Shipley. Of this number only two houses continue in existence today—that of John Lockett, now conducted by W. D. Lockett, under the firm name of John Lockett and Son, and that of W. W. Chesley, who still continues to do a prosperous business.

George Murdoch included with his general business a saltery business, and conducted in connection a small tannery business, the nucleus of the present larrigan factory of MacKenzie, Crowe and Co.

Messrs. Douglass and Wm. Craig were successors of James Hillis in the Foundry business, now a joint stock company, with the son of one of the early proprietors as manager.

Oldham Whitman conducted the Bridgetown Marble Works and J. Bath Reed a furniture establishment, where some lines of furniture were manufactured. This manufactory has ceased to exist but the son of the latter, W. E. Reed, is a member of the firm continuing the furniture warerooms under the name of W. E. Reed and Co. The undertaking business of Mr. Reed, senior, is also continued by this firm.

J. E. Sancton conducted a jewelry and watch repairing business, Cox Brothers a stove and hardware business and Mrs. Wm. Miller a dressmaking and millinery establishment.

A livery business was conducted by J. W. Beckwith, now one of our leading merchants. S. T. Neily, James Carleton and W. H. Burns did the blacksmithing for the town and vicinity. Our veteran townsman, W. H. Burns may yet be found at his forge, doing a good day's work.

REPRESENTING THE PROFESSIONS

Doctors DeBlois, Chipman, Dennison and Davis administered to the health of the community, Dr. DeBlois being the only member of the fraternity remaining in practice. Doctors Crosskill and Whitman looked after the

dental surgery. Dr. Crosskill was acting Health Officer.

J. G. H. Parker was "Clerk of the Peace." The late T. D. Ruggles, Esq., did a very large percentage of the legal business of the County, and also acted as agent of the Bank of Nova Scotia. Other legal lights of the time were J. C. Troop, O. S. Weeks and Albert Morse. Peter Bonnett was the High Sheriff of the county.

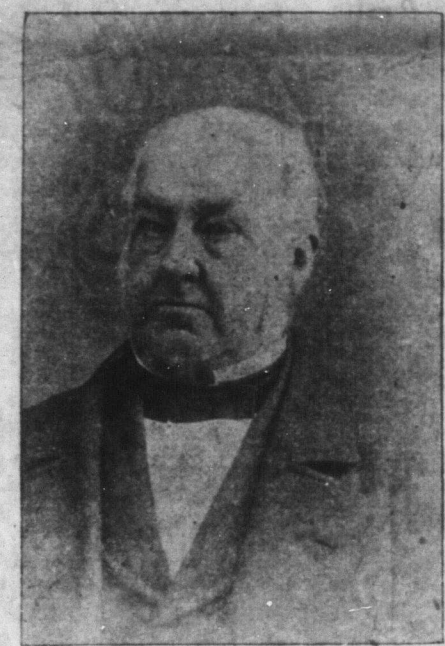
BRIDGETOWN HOTELS

Joseph Buckler conducted the "Bridgetown Hotel" on the site where the Primrose brick building now stands, corner of Queen and Granville Streets. Miller's Hotel stood on the site of the Grand Central.

THE CHURCHES

A Methodist "Chapel" had recently been moved away and replaced by the substantial and ornamental structure now standing, and Gordon Memorial Presbyterian Church had been but a short time in existence. Quaint square built structures of plainest architecture then did duty for the Church of England and Baptist congregations, now replaced by modern church structures. The Roman Catholic Chapel was built about that time.

There stood upon the site where Bridgetown's handsome brick school



The Late T. D. Ruggles, Q. C.

building now stands a plain little one-story building with two departments.

On the present site of the Bridgetown Foundry was the old-fashioned "Sessions House," which did duty as a court of law and a place for municipal gatherings, as well as for social and dramatic entertainments.

THREE TRAINS A WEEK

The railway, just a few years previously, had been laid from Windsor to Digby, giving Bridgetown railway connection with the capital city of the province, and with Yarmouth on the west. This piece of railway was known as "the missing link." Three express trains were run each week, connecting with the steamer Scud at Annapolis for St. John. In May, of 1873, this service increased to daily runs for the summer months.

Capt. J. H. Longuire was running a packet between St. John and Bridgetown, with cargoes of merchandise for the town and return cargoes of farm produce.

THE OLD RED BRIDGE

The bridge then spanning the river was of the overhead variety. Its unsanitary conditions and disadvantages on dark nights were even then a source of dissatisfaction. After some agitation on the part of THE MONITOR, arrangements were made to light the bridge at night, one issue of THE MONITOR advocating its illumination stating that the bridge at night had been "too long convenient for deeds of darkness and a

shelter for rowdiness." There were no other lights on the streets.

NO WATER SYSTEM

There was no system of supplying water to the town. Individual wells were depended upon. There was no systematic care of roads or sidewalks, the latter being principally conspicuous by

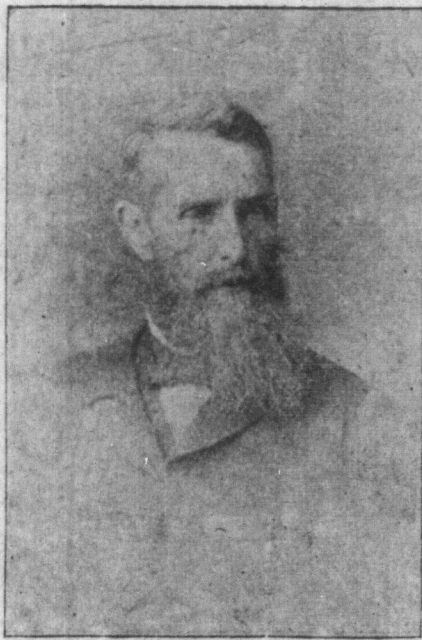


The Late H. S. Piper

their absence. There was no telephone system. There was no delivery of goods purchased. Everyone must get home his purchases at his own convenience or inconvenience.

Architecturally, the town had not one fine house or building of any kind, if we except the two new churches referred to. Few houses are standing today that were in existence forty years ago, and most of those which do exist have been so remodelled that they would be in many instances unrecognizable. The last twenty years have seen wonderful improvements in the architectural features of Bridgetown, and it now makes a justifiable claim to being one of the prettiest and most modern towns in the Province.

One feature of its beauty it could not have acquired but for the foresight and industry of our forefathers, who planted the many majestic and ornamental shade trees of which the town is now the proud possessor.



The Late John E. Sancton

Another paper will recount the changes and developments that have taken place in Bridgetown within the four decades last passed.

WEDDING BELLS.

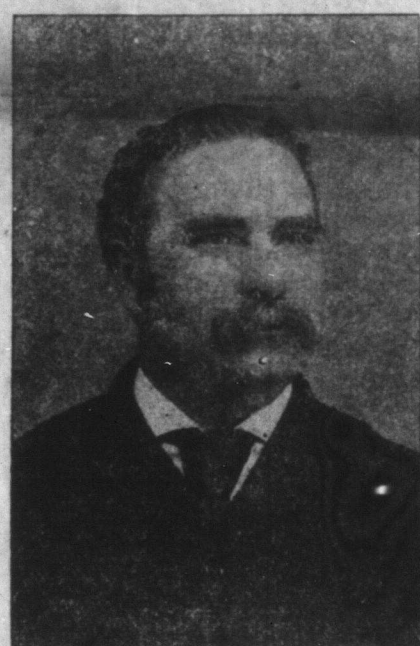
Wolfville Acadian, Jan. 10.—The home of Mr. and Mrs. N. W. Eaton, Canning, was the scene of a pretty home wedding on Tuesday of this week, when their second daughter, Miss Annie Louise, was united in matrimony to Mr. Charles H. Wright of Middleton. The ceremony was performed by Rev. Arthur Eodkin, pastor of the Methodist church. The bride was one of Canning's most popular young ladies, and the groom, who for the past two years has been a resident of Wolfville in the capacity of master builder of the new Baptist church and other fine buildings, is a young man of sterling qualities. The happy young couple will make their home for the present in Saskatoon, Sask.

The Week of Prayer

The meetings of the Week of Prayer in Bridgetown were held in the three uniting churches, in the order previously announced in the Monitor, and on Sabbath, the 12th inst. exchanges in the pulpits were made in the evening as follows: Presbyterian church Rev. Mr. McNeill, Methodist church Rev. Mr. Duffan, Baptist church Rev. Mr. Porter.

The weather during the week was somewhat more favorable for pedestrians than of late at this season of the year, and the attendance at the meetings was good, and increasing to the close, embracing a large number of young people as well as adults. The subjects suggested by the Evangelical Alliance were made prominent on the successive nights, and the addresses by the ministers revealed how fundamental these subjects were, and led many hearers to remark that their importance appeared to them to be greater than ever. Pervent prayers were offered to the God of all grace that a speedy and abundant harvest might result from the seed sown.

It is an inspiring thought to those who enter into the spirit of these united services, that they are holding a real spiritual communion with multitudes of the children of God in all churches and all lands, and are thus realizing the essential unity of all true believers in the Lord Jesus Christ. Such services, also, are aids to the complete fulfilment of the



The Late John Lockett

prayer of Jesus, "That they all may be one, as thou, Father, art in me, and I in thee, that they also may be one in us; that the world may believe that thou hast sent Me."

Schooner Evelyn Wrecked

Schooner's Company Had Narrow Escape.

St. John's, Nfld., Jan. 10.—Capt. Burke and the eight members of the crew of the fishing schooner Evelyn were hauled to safety up the steep cliffs at Isle Aulois Cove, by the fisher folk at that hamlet yesterday, after the Evelyn had been dashed to pieces on the ledges off shore.

The wreck of the Evelyn had left her crew helpless, as their boats had been carried away. Hope of reaching shore safely was slight, until a boat, manned by three Aulois fishermen, put out from shore and reached the Evelyn's side.

When the transfer of the schooner's crew from their wrecked vessel to the small boat had been accomplished and the boat headed for shore, the wind shifted. The small craft was carried out of its course and was thrown on a narrow shelf of rock at the foot of the cliffs, a mile down the coast. The men landed uninjured, but their boat was broken against the ledges.

Hemmed in by the perpendicular cliffs on the one side and by the pounding seas on the other, the little band seemed without any way of escape, but their fight for life had been watched from shore, and the fisher folk hurried from the village to the cliffs, above the place where the men were stranded, and dropped ropes to the men below, hauling them to safety, one by one.

MINARD'S LINIMENT CO., Ltd.

STEAMER URANIUM ON ROCKS.

Bound from Rotterdam to Halifax, She Runs on the Rocks at Chebucto Head, Just Outside Halifax.—883 Passengers are Rescued and Conveyed to Halifax.

The Atlantic Liner Uranium was wrecked at Chebucto Head while making port at Halifax, on Sunday morning, striking the rocks in a dense fog. Her 900 passengers were transferred to tugs, which brought them to Halifax. The following is from the report of the Halifax Chronicle:—

Making for port, after a sixteen days' battle with Atlantic tempests and seas, the steamer Uranium, from Rotterdam for Halifax with nearly nine hundred passengers, ran on the rocks near Chebucto Head, at the harbor entrance, at 10.45 on Sunday morning.

The steamer struck the rocks head-on, at Shoal Point, one of the roughest points on the rock-bound shore, and she was driven so far up on the ledge that her bow was eight feet out of the water.

Fortunately, however, she ran into a small cove which provided a shelter from the gales and kept the sea comparatively calm.

FORTUNE FAVORED THE SHIP.

Fortune, indeed, favored the ship and her complement of close upon a thousand people. The wind was blowing half a gale, but it was from the south-west. Had the gale been blowing from the south-east the position of ship and passengers would have been perilous in the extreme.

The Uranium was creeping along in a thick fog when suddenly at 10.45 o'clock she poked her nose into the rocks and in a moment was held hard and fast. She was about one thousand yards north of the lighthouse at Chebucto Head, and within three hundred yards of the shore, but the fog was so dense that the ship could not be seen from the lighthouse.

FIRST NEWS OF DISASTER.

The news of the wreck was sent by wireless to Camperdown, whence it was conveyed to R. Holland, the lighthouse keeper, who communicated at once with Agent C. H. Harvey, of the Marine and Fisheries Department, and P. Mooney, the Canadian Northern Agent.

Mr. Harvey acted promptly, the Lady Laurier was quickly despatched to the scene, while in the meantime, Mr. Mooney of the C. N. R., had arranged for tow boats, and the tugs Scotsman, Togo and the steamer Bridgewater were quickly rushed to the aid of the stranded vessel.

QUICK TRANSFER OF PASSENGERS.

Although the steamer was in no immediate danger and it was the expectation of the captain that she could be floated at high tide, it was deemed advisable to take of the passengers. The work of transfer began at four o'clock yesterday afternoon, and be-

fore six o'clock all were safely transferred to the Lady Laurier, the Bridgewater and the Scotsman, which brought them to Halifax.

The position of the Uranium was in a small cove about one thousand yards north of Chebucto Head Lighthouse. The shore is very bold where she struck. The steamer struck at nearly full tide, the tide being high at 11.04 o'clock.

The engines kept working until the tide became too low, and it was useless to make any attempt to back off. There were sixteen fathoms of water at the stern and eight fathoms amidships. The bow was sufficiently high out of the water to see the turn of the stern. The bow was considerably smashed by the impact.

NO EXPLANATION OF DISASTER.

No explanation is given as to the cause of the disaster. The ship, however, was far out of her course. The Chebucto Head fog signal which is one of the most powerful on the coast, is stated to have been in operation when the steamer struck.

In conversation with a steamship official who had gone out to the scene of the wreck, the Morning Chronicle was informed that the fog was the densest seen in the harbor for a long time. When the tow boat arrived near to the Uranium her bow was high and dry on the shore. The Captain had sounded fifteen fathoms of water five minutes before the boat struck the shore, and was making, as he thought, for the pilot, instead of which he turned right into the shore.

883 PASSENGERS MOSTLY IMMIGRANTS.

The Uranium had 883 passengers, practically all of them foreigners, Germans, Russians, Poles, etc., and there is the supreme satisfaction that not a soul was lost in the mishap, though a couple of the ship's crew were injured, only one, however, Quarter-Master Moore, at all seriously.

BATTLED WITH GALE.

Two days after the ship left Rotterdam she met heavy gales and experienced a succession of such which diminished somewhat as she approached the coast, when she ran into thick fog, and to the thick weather is ascribed the accident.

Tuesday, Jan. 14th.—At noon on Monday an effort was made to refloat the Uranium, but was unsuccessful, in spite of the combined efforts of the Lady Laurier, the Camcoona, Bridgewater and several tugs. Another attempt was made in the afternoon, but this also met with the same fate, and up to Monday night the Uranium still remained fast. The only danger at the present time is from a shift of wind.

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, Lawrencetown
E. B. McDANIEL MANAGER, Annapolis Royal