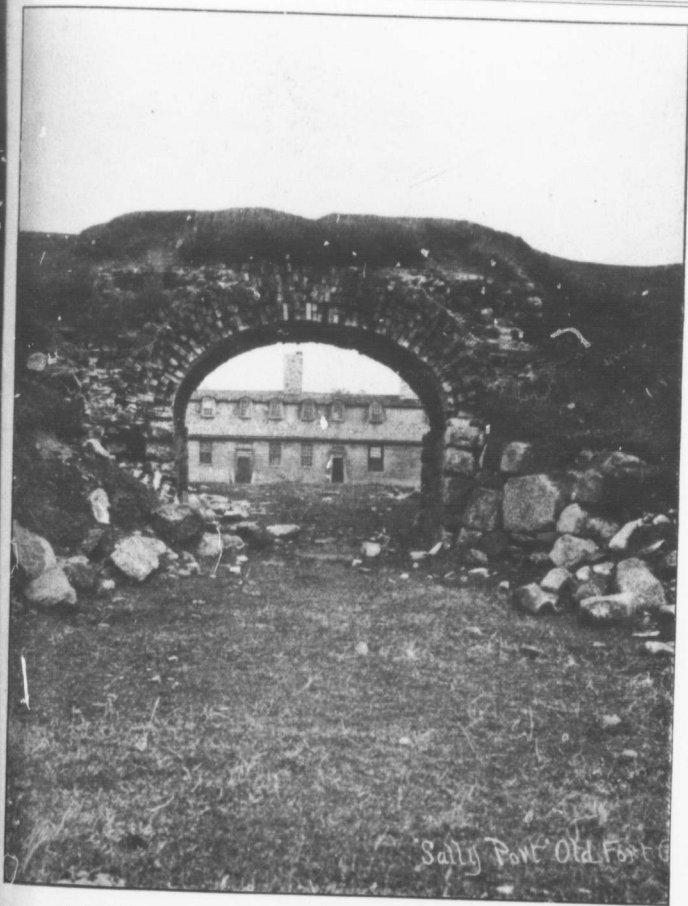


# SUNSHINE

Vol. X.  
No. 2

MONTREAL

FEBRUARY  
1905



OLD FRENCH SALLY PORT, ANNAPOLIS ROYAL, N. S.—Showing Officers' Quarters.



A PARTIAL VIEW OF HALIFAX HARBOUR.

### The Future of Halifax, Nova Scotia.

By A. M. PAYNE.

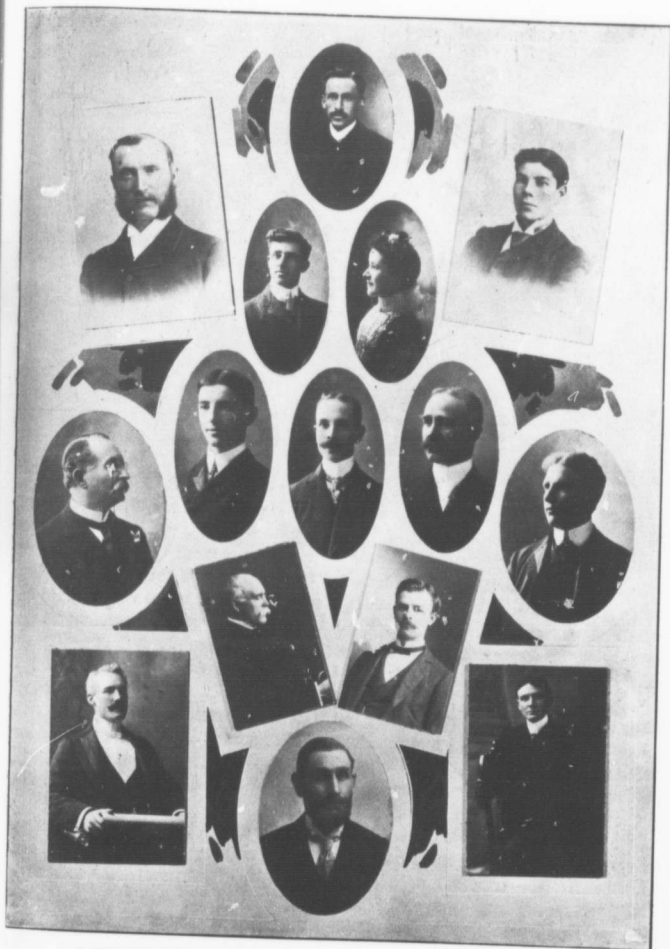
In the chain of Great Britain's world-encircling vantage-points, Halifax occupies a conspicuous position as the front-door of the Dominion of Canada.

In the Old World accessible and convenient situations have long been recognized as paramount factors in establishing the claims of a city to commanding influence. London, at the south-eastern extremity of the British Isles, affords a striking object lesson of the surpassing importance of easy access to the sea as an arbiter of the destinies of the world. Moscow has been superseded by St. Petersburg, now the foremost city of the great Russian empire, whose steadfast ambition is the development of clusters of population and shipping enterprise at convenient seaports in Asia, as well as

in Europe. France, Germany, Austria, Italy, and all the European powers have constantly shown their disposition to encourage and promote the substantial and permanent prosperity of their seaboard towns and cities, with a view to ship-building and free control of the marine approaches to their dominions.

In the New World, more especially since the era of steam and electricity, and the constructing of railways over vast land stretches, washed by two great seas, central locations in the interior of the continent have come into greater prominence than on the other side of the Atlantic.

Two great American seaports—New York and San Francisco—on this continent are still in the van, however, as distributors of American commerce to every quarter of the globe. While Ca-



A FEW OF NOVA SCOTIA'S REPRESENTATIVES.—SUN LIFE OF CANADA.

A. R. McQUEEN,  
New Glasgow,

M. N. DAVISON,  
Windsor.

A. H. MACKAY,  
Salt Springs, Pictou Co.

B. W. MOSHER, Spring Hill.

MISS E. M. RUSSELL, Women's Dept.

G. A. GADBOIS,  
Supt. Thrift Dept.

E. W. W. SIM,  
Cashier.

W. J. MARQUAND,  
Manager for Nova Scotia,  
Halifax.

DR. A. F. BUCKLEY,  
Med. Examiner,  
Halifax.

R. D. BELL,  
Inspector for N.S.,  
Halifax.

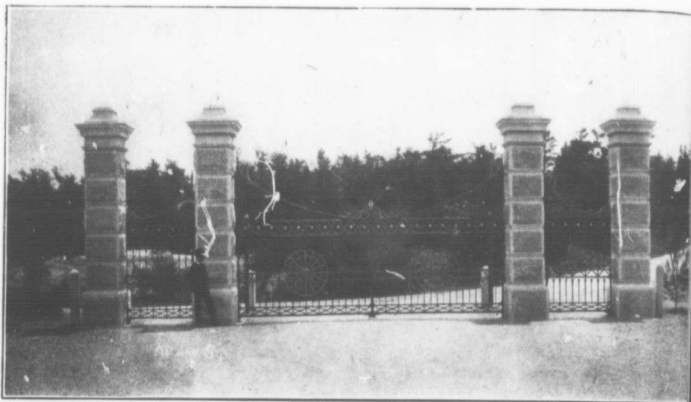
A. McARTHUR, Pictou.

J. G. WORTH, North Sydney

W. WOODHEAD, Halifax.

J. W. BETCHER, Sydney.

J. PERCY MILLER, Halifax.



ENTRANCE TO POINT PLEASANT PARK, HALIFAX, N.S.

nadians are enthusiastic, and with justifiable pride, at the astonishing progress made in our limitless prairies, it is well to bear in mind our ocean doors at either end of the wide domain controlled by our people. No single gateway on the coast-line of the continent, north or south, east or west, surpasses Halifax in its manifold utilities. The advent of the giant freighter, and the equally colossal mail and passenger liner, but enhances its capability as a deep-water haven of practically unlimited extent, available at all hours, tides and seasons of the year, and it is a sure and certain refuge for the greyhounds of the Atlantic after a tussle with mountain seas in mid-winter. Its terminal approaches, docks, piers, railway and steamship wharves and warehouses; its ample quarantine and hospital accommodation; its network of cable and telegraphic control, together with its massive group of modern fortifications, indicate for Halifax a future of vast influence as an Imperial stronghold and commanding focus of commercial and political ascendancy.

In view of the establishing of a Canadian Atlantic mail service, eclipsing the record of the New York liners, and in view of the continuous railway construction throughout the length and breadth of the Dominion, no time should be lost in providing at this well-known harbor the most thorough and complete equipment for deep-water traffic that modern enterprise can possibly demand. The most approved methods should, therefore, be carefully studied and adopted, and a fully detailed, wide-reaching plan promoted to organize a Halifax Harbor Trust.

The building of enlarged and improved docks and warehouses, extended railway sidings, elevators, vastly increased opportunities for the laboring man and artisan, and all the benefits and advantages consequent upon these possibilities would naturally follow, and an era of prosperity dawn upon Halifax and its magnificent harbor, such as it has never known and to which its geographical and natural position so eminently entitle it.

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"HALIBURTON HOUSE," WINDSOR, N.S.—(See article on page 22.)

#### A Note from the Dead.

Head Office sometimes receives letters of a strange character, the following facsimile of a letter received recently by the Claims Department is given "special mention:"

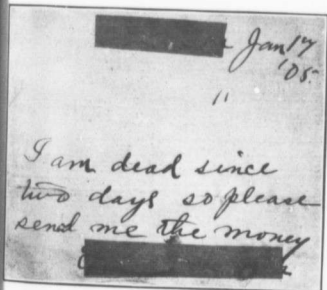
ture, in the fear that the man may not be as dead as he thinks he is, and we are not pugilistically inclined.

We have not ascertained through what agency the alleged claim will be settled.



#### The Wife's Opinion.

A story is told by a candidate canvassing a Scottish county constituency along with some members of his committee. They stopped at a farmhouse, but found the farmer was not at home. They, however, saw his wife, and one of the committee-men, said to her, "Madame, is your husband a Liberal or a Unionist?" "Well," she replied, "I'll tell ye aboot him. He goes aboot a guid deal, and when he's wi' Liberals he's a Liberal; when he's wi' the Conservatives he's a Conservative; but when he's aboot here he's a confounded nuisance."



We have omitted the place from which this grave note is from also the signa-



Judge Haliburton, more familiarly known as "Sam Slick."

By A. H. MACKAY, LL.D., Superintendent of Education for Nova Scotia.

Thomas Chandler Haliburton was born at Windsor, Nova Scotia, in December, 1796, graduated from King's College there in 1824, then studied law, and commenced to practice at Annapolis Royal, after which he was elected a member of the Legislative Assembly of the Province for the county of Annapolis.

In 1828 he was appointed Chief Justice of the Court of Common Pleas, until 1840, when he was transferred to the Supreme Court. In February, 1856, he resigned this position, and went to England to reside, and was, in 1859, elected to the Imperial Parliament for the county of Lancaster. He died on the 27th of August, 1865.

He is most famous on account of his writings, many of which have been several times republished in both England and America, and some of which have been translated into other languages. In 1829 he published, in two volumes, "An Historical and Statistical Account of

Nova Scotia," and, after going to England, two of his speeches were published—one in 1857 on "Resources and Prospects of British North America;" the other "On the Repeal of the Differential Duties on Foreign and Colonial Wool." But he specially excelled in humor. In 1834 he published "Kentucky," a tale followed, in 1837, by the first series of the "Clockmaker, or the Sayings and Doings of Sam Slick of Slickville." The second and third series followed in 1838 and 1840. In 1839 was published "The Letter-bag of the Great Western; or, Life in a Steamer;" followed by "The Bubbles of Canada," "A Reply to the Report of Lord Dufferin," "Traits of American Humor," "Sam Slick's Wise Saws and Modern Instances," "The Old Judge; or, Life in a Colony," "The Americans at Home," "Rule and Misrule of the English in America," "The Attaché; or, Sam Slick in England," "Yankee Stories and Yankee Letters," "The Sayings and Doings of Sam Slick, Esq., with His Opinions on Matrimony," "Sam Slick in Search of a Wife," "Nature and Human Nature." As a story-teller he was inimitable, and the quaint dialect in which his yarns were spun increased the comic effect of his tales.

The old house and grounds where he resided for many years in Windsor are shown in this number. They still bear his name, and are the object of many pilgrimages by the literary caste when touring through the Province of Nova Scotia.



The Sun Life of Canada paid to its policyholders since organization \$11,470,082.57. See the Record for 1904 on page 32.

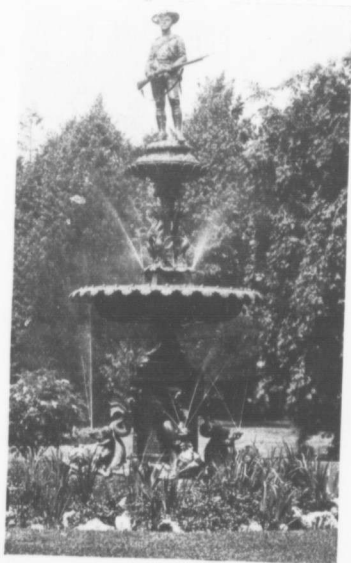
## "The Land of Evangeline" and the South Shore of Nova Scotia.

By A. M. PAYNE.

The Old World traveler, familiar with the English lakes, the Trossacks, Killarney, the Rhine, the Alps and the Riviera, passing through the gateway of the New World, for the first time, at Halifax, on his hurried way to the far-famed prairies and the Rockies, little dreams of the fruitful areas and attractive surroundings within a few hours' reach at the threshold of his journey. Similarly, people from Quebec and Ontario, justly proud of their extensive and varied possessions of field, factory and mine, in touch with commodious waterways and ample rail transit, with natural scenic beauties in profusion, frequently know but little of the treat awaiting them on a brief sojourn through the "Province by the Sea."

Those who have read "Evangeline" find the inclination to visit the scenes immortalized by Longfellow almost irresistible when in its vicinity. Two or three hours from Halifax, and one is in the very core of the Acadian land—the home of Evangeline.

A drive through the Gaspereau Valley, or past the "Look-off" to Blomidon and Fundy's tide, are memories to be treasured up even by the exacting globe-trotter who "has seen everything." A rare charm envelopes this land of romance, and few, indeed, can resist its influence. As the train speeds on from fair Wolfville, the Mecca of New England tourists, it traverses one of the most productive orchard-bearing regions on the continent, the famous Annapolis Valley, with an offshoot equally fertile in the Cornwallis Valley. The forecasts of wheat-yields in our Western prairies border on the marvelous, but our "Bluenose" fruit-growers talk confidently of a round million barrels of apples as an early probability, with pears and plums in due proportion.



Monument erected by the Commissioners of the Halifax Public Gardens in commemoration of the Nova Scotia Citizen Soldiers who fell in the South African Campaign.

Transportation facilities have not been up to the standard for such a highly favored region, but this is rapidly becoming a relic of the past. Railways are even now tapping every coign of vantage on the shores of the Bay of Fundy and the Atlantic at both ends of Eastern Canada's yearly expanding "fruit granary," reaching the markets of the world with twentieth century economy and speed.

Annapolis is the second oldest settlement in America—the Port Royal of the far-off days, rich in historian song and story, the veritable home of the "Order of a Good Time," installed three centuries ago, when the obstacles for a "good time" could not have been few.

(Concluded on page 29.)

# SUNSHINE

PUBLISHED BY THE  
SUN LIFE ASSURANCE COMPANY OF CANADA.  
AT HEAD OFFICE, MONTREAL.

A. M. MACKAY, *Editor.*



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SUPERINTENDENT OF AGENCIES :  
FREDERICK G. COPE.

February 1905						
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19	20	21	22	23	24	25
26	27	28	Law Mon 28	First Year 118	Tenth Month 108	Calendar 108

### The Record of 1904.

In his letter to the Company's representatives in the January number of *SUNSHINE*, the President hinted at the progress made by the Company last year. On the back page of this number will be found some particulars of the Company's affairs which should rejoice the heart of every representative and policy-holder. The president said: "The Sun Life of Canada never indulges in blowing its own horn," so we will not enlarge upon the "Record" but leave it with our readers. We are tempted, however, to point out the items where the increases are particularly gratifying, but will not. Last year we were pleased to receive from many of our readers their opinion of the Company's progress, and we would esteem it highly if our friends would give us their opinion of this year's showing. There is no good reason why we should not exchange opinions. Anyhow, read the record of 1904.

### The Worthiness of Money.

The one thing that enters into every department of life is money.

We may despise it and with a false piety seek to belittle its worth, but our inconsistency is seen at every turn.

Of course money does not stand for everything, but the possession of it means a deal of comfort.

We have heard a maxim which has been, perhaps, the most misquoted of all true maxims. The misquotation is:

Herald B

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Herald Building, Halifax.—Headquarters of the Sun Life of Canada for Nova Scotia.

"Money is the root of all evil," when as we know it is the "love of money" that is meant.

A difference as wide as the poles.

If money is the "root of all evil," as is asserted, all we can say is, that there are great multitudes of people who are striving to get a chunk of the evil root.

Money is one of the most sanctified channels of human endeavor. Without it society could not exist. With it, and a conscience behind it, the good it may accomplish is incalculable.

We have never as yet seen a church that could carry on its work without money, and it is a generally accepted fact that the churches that do the greatest good receive and spend the most money.

The money-giving of any church is often a test of its piety.

If the church cannot subsist without money neither can that other sacred society—the home—carry forward its true mission without it.

True, we have instances of many of the earth's chosen children who have attained to eminence with a scant share of this world's riches, but we believe they would have crowded to the front from an inherent ambition separate and apart from their environment.

Human worth is above the presence or absence of money.

Money cannot make or unmake A MAN.

The time when we particularly see the true worth of money is when it is accomplishing the great mission of alleviating the distress of the helpless and dependent.

When the bread-winner is gone, and the busy world seems busier and larger than ever; when the frail woman, looking through the veil of her sorrows, sees herself so inadequate to master the details and machinery of business life which would be necessary to keep distress away, it is then that money is clothed in its garment of mercy, and is a declared challenge to distress. It is then that money is seen in its most sanctified guise.

It is in circumstances such as these that the practical and philanthropic view of life assurance is seen and the genuine love of the husband is manifested in that in his foresight and wisdom provision was made for the future.

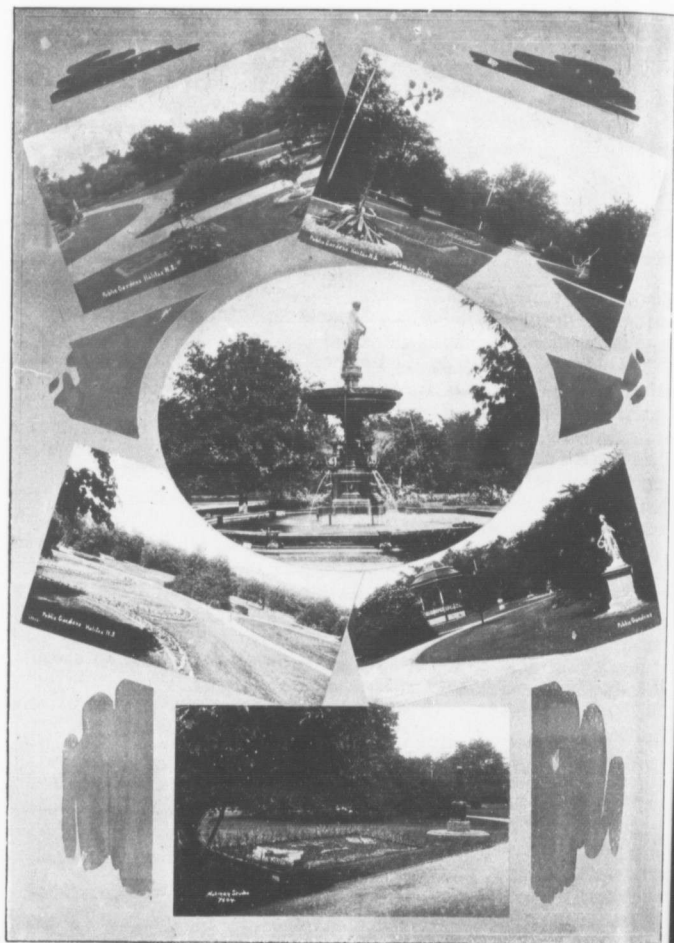
Contrast the home distressed by death, but safeguarded by life assurance, with the home like distressed, but face to face with dire want!

Surely as thoughtful men we cannot take the great risk of being unprotected by an assurance policy large enough to carry forward the home with comfort after we are gone.

Think about this and carry the result of your thinking into action.



Note the "Progress in Eight-year Periods" on page 32, and you will see a reason for our motto "Prosperous and Progressive."



IN THE PUBLIC GARDENS, HALIFAX, N. S.

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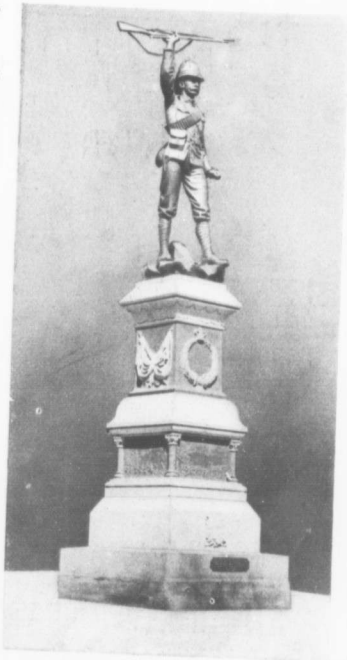
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The Eastern End of the Dominion—Sydney,  
Louisburg, the Gulf and the Atlantic.

By A. M. PAYNE.

The proximity of attractive localities in the neighboring States has retarded that closer intercourse between the different sections of Canada which would naturally promote a fuller appreciation of points of interest within our own territory. Many Canadians who have passed all their lives in the central provinces have but a faint idea of the satisfaction that would attend a run to the eastern end of the Dominion.

Two or three years ago quite a large body of representative business men from all parts of Canada enjoyed the advantage (within the limit of a few days) of viewing the broad Atlantic from the embrasures at York Redoubt, at the entrance of Halifax harbor, from the Marconi towers at Table Head, Glace Bay,



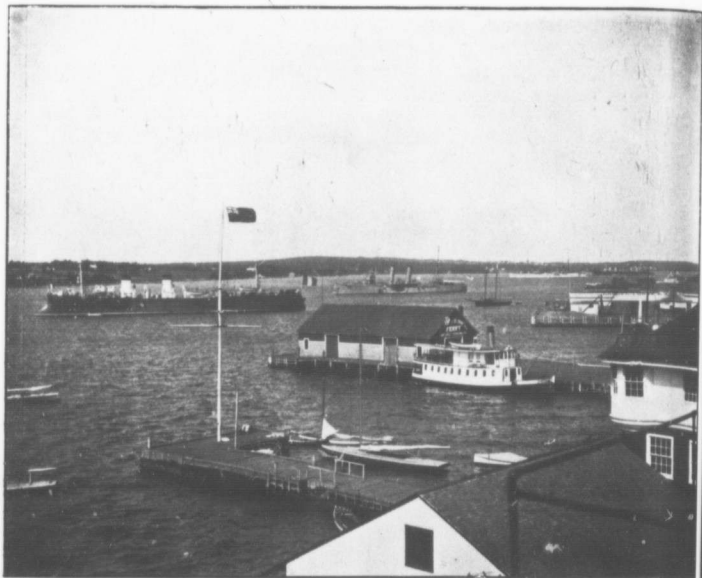
Monument erected by the people of Nova Scotia to the Heroes of the South African Campaign, at Halifax, N. S.

and, later still, another prospect of the same "unbeginning, endless sea" from the ramparts of Louisburg, where at two sieges, within a little beyond a decade, gallant soldiers of France and beleagured inhabitants strained their eyes seaward looking eagerly for the succor that never arrived.

It is something more than an experience, it is a graduating phase of education for ordinary professional and business man, fresh from the survey of a grand group of collieries and up-to-date steel and iron plants, to turn aside, as it were, for a brief space and take in the significance involved in half-an-hour's intelligent sight-seeing at the ruined



MONUMENT AT LOUISBURG, N. S.  
Erected by the Society of Colonial Wars, June 17, 1895,  
to commemorate the capture of Louisburg,  
A. D. 1745.



THE EASTERN END OF THE DOMINION.  
Partial View of Sydney, C.B. Harbor, Showing British, French and American Warships in Port.

mounds, the neglected and barely discernible bomb-proof refuge, and the still recognizable metes and bounds of the former "Dunkirk of America," as its defenders proudly styled it.

But the rattle of the drum, whether beaten by English, French or Colonial, has long since been replaced by the rattle of black diamonds down the shutes. In fact, Louisburg is a coal-shipping centre of no small importance, blending the fascinating legends of the past with up-to-date development of the present.

Louisburg has its aspirations, too, for the future, chiefly as an Atlantic ferry terminal, with Milford Haven for its objective on the European side. The Sydneys, north and south, Whitehead, Country Harbor, Shelburne, St. John and St. Andrews are each and all am-

bitious to prove that their respective locations are ideal as connecting-links between Canada and the mother-land.

These Atlantic ports and harbors of Nova Scotia will all be connected by railways at no distant day. As a fact, the majority of them are already in direct touch with the whole North American system of railway transit. They are equally as available in summer as in winter, and the "*Whistle of the Hong Kong Train*" has long been a familiar phrase of popular humor at public transportation gatherings.



#### Before and After.

George—"Don't you think a girl should marry an economical man?"

Dolly—"I suppose so, but it's just awful being engaged to one."

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A PRETTY BIT OF SCENERY IN POINT PLEASANT PARK, HALIFAX

**"The Land of Evangeline" and the South Shore of Nova Scotia.**

*(Continued from page 23)*

The patriotic Canadian visitor will never regret a visit to Annapolis.

"Annapolis, do thy floods yet feel  
Faint memories of Champlain's keel."

Skirting the Annapolis Basin, the picturesque town of Digby is reached, affording rapid direct communication with St. John by a few hours' pleasant sail across the Bay of Fundy. Bear River and Digby stand high in the estimation of visitors from half the States of the Union.

Yarmouth, sometimes humorously designated the jumping-off place of the Province, is a typical New England city in miniature, hustling and progressing, with a solid air of prosperity reflected in the elegant appearance of more than the average number of handsome residences,

trim lawns, hedges, gardens and parks. A notable ship-building and ship-owning community in the old days of wooden vessels, it still retains importance as one of the chief marine gateways of the Province of Nova Scotia, and enjoys a large and thriving volume of trade.

The South Shore Railway gives the visitor an opportunity of making a full circuit of the coast-line of the western half of the eastern end of the Dominion. In this district are large tracts of country where the snort of the "iron horse" has been hitherto an unknown sound.

As a scenic route the South Shore Railway will stand in the very forefront, notwithstanding the well-earned reputation of the "Evangeline Route."

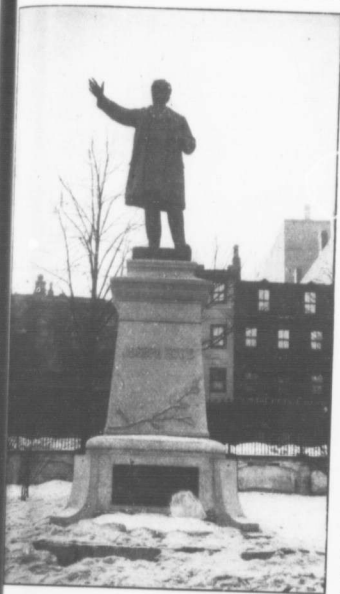
The Sun Life of Canada is  
"Prosperous and Progressive."



THE LAND OF EVANGELINE AND ITS HEROINE.

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The Joseph Howe Statue, Recently Unveiled at Halifax, N.S.

On December 13th was unveiled, at Halifax, a statue to the memory of Joseph Howe, one of Nova Scotia's most honored sons. Howe was born December 13th, 1804, and died on June 1st, 1873. The statue was in part subscribed for by the people of Nova Scotia and part by the Provincial Government. The sculptor was M. Philippe Hébert, C.M.G., of Montreal, and the casting was made in Paris. The granite base weighs eight tons. On the die is the name "Joseph Howe." On the sub-base is the following inscription: "Journalist, Orator, Poet, Statesman, Prophet, Patriot, Briton, Born at Halifax December 13, 1804. Died in Government House, June 1, 1873." Beneath this quotation: "I wish to live and die a British sub-

ject; but not a Briton only in name. Give me, give my country, the blessed privilege of her constitution and her laws. Let us be content with nothing less."

The statue is twenty-seven feet high, the base and pedestal is eighteen feet, and the figure nine feet. On either side of the statue are *bas-relief* representing historic scenes in Howe's career—one, the famous trial for libel; the other, Howe addressing the House of Assembly. On the four cartouches on the corners of the sub-base are the following inscriptions, representative of outstanding qualities of the great Nova Scotia statesman: "Integer Civis," "Vir Probus," "Dicendi Peritus," "Justitiæ Vindex"—"Upright Citizen," "Honest Man," "Skilled in Speaking," "Upholder of Justice."

The figure represents Howe in the act of speaking, with his coat thrown back and his arm uplifted, and with that point of the finger so familiar to all who have heard come from him words that stirred the multitude to action, quieted the turbulence of the crowd, or addressed Mr. Speaker in the assembly of his compeers.

#### Practical Religion.

"A short illustration of practical religion," said the preacher, solemnly, "is life assurance. Love is the heart of religion, and the thoughtful care of those dependent upon you in life is the best expression of love. I always feel that a man has somehow failed to apply his religion to the facts of living when he neglects to assure his life. It seems to me to be as much a duty as daily labor." —The Virginian.

On page 32 will be seen the growth of the SUN LIFE OF CANADA in eight-year periods. Prosperous and Progressive.

## RESULTS FOR 1904

### Sun Life Assurance Company of Canada.

Assurances issued and paid for in Cash . . . . .	\$15,911,904.24
Increase over 1903 . . . . .	\$1,744,698.77
Cash Income from Premiums, Interest, Rents, &c. . . . .	4,561,936.19
Increase over 1903 . . . . .	\$575,796.69
Assets as at 31st December, 1904 . . . . .	17,851,760.92
Increase over 1903 . . . . .	\$2,345,984.44
Undivided Surplus over all Liabilities, except Capital (according to the Company's Standard, the Hm. Table, with 4% interest on policies issued before December 31st, 1899, and 3½% on those issued since) . . . . .	1,279,446.09
Increase over 1903 . . . . .	\$278,063.60
Profits paid Policyholders . . . . .	117,238.21
Death Claims, Matured Endowments, Profits and all other payments to Policyholders during 1904 . . . . .	1,374,045.92
All payments to Policyholders since organization, . . . . .	11,470,082.57
Life Assurances in force, December 31st, 1904 . . . . .	85,327,662.85
Increase over 1903 . . . . .	\$9,646,473.98

### PROGRESS IN EIGHT-YEAR PERIODS.

	Income.	Net Assets exclusive of Uncalled Capital.	Life Assurances in force.
1872 . . . . .	\$ 48,210.93	\$ 96,461.95	\$1,064,350.00
1880 . . . . .	141,402.81	473,632.93	3,897,139.11
1888 . . . . .	525,273.58	1,536,816.21	11,931,316.21
1896 . . . . .	1,886,258.00	6,388,144.66	38,196,890.92
1904 . . . . .	4,561,936.19	17,851,760.92	85,327,662.85