

The Weekly Monitor

AND

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NO 13

DOMINION COAL COMPANY STRIKE

Halifax Military Troops Called on to Protect Employees from Aggressive Strikers.—No. Six Mine To Be Closed.

Glace Bay, July 8.—Strikers stormed the gates at Dominion No. 6 last night, burned some property of the Dominion Coal Co., and poured volleys of shots into the buildings of the plant. The fence around the mine was almost demolished, and the small force of constables there had all it could do to prevent the rioters from getting at the machinery. That the presence of the troops is urgently needed, was conclusively proven by the attacks on No. 6 and there is wonder today that no one was killed in the melee.

A report that the strikers had planned a concerted attack on this colliery gained ground early yesterday afternoon, and a special train with eight county constables was hurried to the scene. They got there none too soon. Crowds of strikers were gathered around the plant and the few men who had gone in to work were chased and stoned.

When the train appeared, an attempt was made to drag the constables off it, but with drawn revolvers they forced the infuriated men back and the engine was run through the mob several times to disperse it, of whom as it became dark, the

of whom as it became dark, the fence was torn down, one of the gates was torn off, and only the drawn revolvers of the constables kept the strikers outside of the fence. Suddenly a volley of shots came from the crowd. Some of the men made their appearance armed with guns, and a fusillade was poured indiscriminately into the colliery buildings. A hole was shot through one side of the wall of the fan house and electric lights and insulators on the fence were shattered. While the shooting was going on, stones, sticks and all the missiles that the rioters could lay their hands to were hurled at the men working inside the fence, and many were the narrow escapes reported. As soon as morning dawned, the crowd dispersed, so that it was impossible to identify any of the rioters. Tonight a company of infantry with a machine gun will be probably stationed at No. 6, which is the most isolated of all the mines.

There is intense indignation in many sections of Glace Bay at the attitude of Mayor Douglas. At last night's meeting of the Town Council, the Mayor declared that there was no need of any military force, as the situation was under control of the civil authorities. Councillor Wilton, the Chairman of the Police Committee, declared that if the Mayor did not think there was need of military aid, he did. At several of the collieries he had seen occurrences that were nothing short of riots. To his knowledge, men had been beaten and stoned while endeavoring to go to their work, and if a man could not exer-

cise his right to go to work, it was high time that military aid was secured.

"Conditions are no worse than on pay night," the Mayor replied.

A resolution deploring the calling in of the military at this stage was carried by the casting vote of the Mayor. The vote was 5-5. The Conservative organ here classed the men who voted against the resolution as "Coal Company men" and the others as "Independents." Among the "Independents" is D. MacDougall, the head of the U. M. W.

Pending the arrival of the troops of the permanent forces sent from Halifax today, no very serious attempt was made to operate those mines of the Dominion Coal Company which were closed yesterday. At Dominion No. 1, there was a serious riot this morning when the men attempted to work, and in the melee, Policeman McRitchie was struck over the head with a stone, and had a serious gash cut in his forehead.

Epidemic Near Clementsport

An epidemic of smallpox is reported to have broken out in this county near Clementsport and the district of Victory. A number of cases have been reported and placed under quarantine by the municipal health officer, who is taking every measure to stamp out the disease, which is supposed to have originated in the lumber camps. One of the most serious features of the outbreak is the fact that the disease is of so light a character that many who were affected, failed to properly diagnose it and thinking it was merely an attack of hives, went freely about amongst the neighbors. In this way it is feared the disease may spread and assume more serious proportions.

Young Apple Trees

If you have young fruit trees in your orchard—trees that are from one to three years old—you ought to keep the ground well cultivated. Some of our most successful orchard-ists cultivate their orchards from year to year, regardless of the age of the trees. Others, however, seed their orchards down as the trees get from six to eight years old. Still others keep their orchards seeded to clover and other crops for a year or two, then break up the sod and cultivate the ground for a year or two. It depends upon the orchard as to which method to follow, but in all cases young orchards should be cultivated continuously for several years.

Caterpillars Causing Great Loss Along C. P. R.

A plague of caterpillars has been causing great annoyance and loss along the line of the Canadian Pacific Railway in this province for the past two weeks, says the St. John Sun. The country infested lies between Fredericton Junction and McAdam Junction and extends for twenty-five or thirty miles. The insects, which are present in millions, have stripped all poplar, birch and maple and fruit trees in this district to the last leaf, and the country presents the desolate appearance of late October.

The most remarkable feature of the pest, however, is their ability to hold up traffic on the railway for hours. They do this by attaching themselves to the rails at night in such numbers as to completely cover them for miles probably attracted by the warmth which the steel retains after the ground becomes cold. A train running on to them soon stalls on account of the rails becoming thoroughly greased. The crew then have to sweep the rails clear and sprinkle sand on them before the train can make any headway.

The Montreal passenger train from Halifax was delayed forty-five minutes recently, and the same night the fast freight was held up for three hours. Next day, however, the passenger engines were equipped with nozzles which applied a jet of live steam on the rails just in front of the wheels. This cleared the track very effectively.

These caterpillars are known as the Forest Tent Caterpillar and are almost identical with the Apple Tent, the common grey worm seen so frequently on fruit trees in the early part of June. The female most lays from three to four hundred eggs at a time, and it may be wondered where this pest will stop. Nature, however, provides a remedy in the form of a little parasite fly, which lays its eggs on the body of the caterpillar. When these hatch the tiny larvae feed on the body of their host and eventually kill it when it has entered the chrysalis stage. So deadly are these parasites that it is seldom the caterpillars appear in numbers in the same locality for more than two consecutive years.

There is a lesson however in the season's experience, fall banding with the caterpillar is a sure preventive. This was carefully applied to the trunk of the tree. Castor oil and resin, pound for pound, is best for this purpose. In the first days of November, will absolutely prevent the female moth from depositing to lay the eggs for the following season's crop of worms. This remedy is cheap, simple and sure, and if used carefully will save a lot of trouble and loss.—S. C. P. in Maritime Farmer.

St. John Boy Who Died a Multi-Millionaire

Boston, July 7.—A phenomenal rise to fortune from comparative poverty to many millions and a commanding position in the financial world is the career of Robert D. Evans, a native of St. John, N. B., who passed away yesterday from the effects of injuries received in a riding accident.

About fifty years ago Mr. Evans came to Boston a poor boy. He left his birthplace at St. John when a lad to seek his fortune. After a varied career he became interested in rubber work and set about to master the details of the industry. With other men who realized the enormous profits in rubber, young Evans became a quick competitor. Within a few years he had organized a firm of his own. When the American Rubber Company was organized, he emerged from the process of organization with a controlling interest. Later he was made president of the United States Rubber Company.

Mr. Evans next turned his attention to mining. He bought up large blocks of the stock in the United States Mining Company. Then followed a bitter contest with a rival faction for the control of the company, ending in Mr. Evans disposing of his interests for an enormous figure. Mr. Evans organized the Yuba Consolidated Gold Mines Company, for gold dredging in California, and in this property alone he has been realizing an income of nearly \$1,000,000 a year.

Mr. Evans was elected a director of the Boston Museum of Fine Arts in recognition of his experience as an art collector. Pioneers in the rubber industry remember him as the most aggressive, ambitious and courageous fighter in the then undeveloped field. He saw the great opportunity and plunged his modest fortunes and energies into rubber. Mr. Evans' fortune today is estimated at from \$12,000,000 to \$15,000,000. Mr. Evans has been personally supervising the arrangements to entertain President Taft and has been looking forward to his coming.

The Canker Worm

"That which the caterpillar hath left hath the canker worm left. The canker worm eats the leaf, the caterpillar eats the tree, and the tree is dried up and the fruit is withered, even all the trees of the field are withered."—Joel 1, 4.

Evidently the canker worm is not a modern innovation. The old prophet must have been up against the real thing, and not being equipped with spray pumps and arsenics the trees of the field would wither away while he stood helpless. Even had Joel the best equipment of the present day, spraying outfit, Paris green, and all the necessities of modern orcharding he would still have had an uphill, losing fight in the presence of a bad attack of canker worm.

In theory the canker worm may be controlled with arsenical poisons applied in spray, in practise some of our best growers fail to handle them. This season has brought a larger crop of the pest than usual, and in spite of every effort they have gained ground. The conditions for fighting insects have been favorable. No rain has fallen in June to wash the spray from the trees. Every grower was on the lookout and warned by last year's failures, was ready for early work. The lime sulphur spray was supposed to destroy the eggs before they hatched, but this failed to have any particular effect. Paris green, arsenic of lead, arsenic of lime, have all been tried in various proportions, and while some report a measure of success, the majority are prepared to say that the dose of canker worm is too much for the spray pump.

There is a lesson however in the season's experience, fall banding with the caterpillar is a sure preventive. This was carefully applied to the trunk of the tree. Castor oil and resin, pound for pound, is best for this purpose. In the first days of November, will absolutely prevent the female moth from depositing to lay the eggs for the following season's crop of worms. This remedy is cheap, simple and sure, and if used carefully will save a lot of trouble and loss.—S. C. P. in Maritime Farmer.

Deal as Good as Closed Now

From all that can be learned about the city it appears that the transfer of the Rhodes-Curry concern is practically an accomplished fact. This deal has been in the air for at least two years. During that time it has been engineered by Mr. W. B. Tennant, of St. John, and Mr. J. R. Douglas, of Anherst, and from time to time rumors have arisen that it was near completion. It appears that now, at last, the transfer is about to be closed. There is no reason to believe that the Canadian Northern Railway has anything to do with the purchase, but it is not only possible but extremely probable that among the purchasing syndicate are a number of capitalists who are interested with McKenzie and Mann in the C. N. R. and that this railway will be one of the largest customers of the reorganized company. The transfer will be made to a private corporation, chiefly of Montreal men, and will be in the nature of a change of control rather than a complete selling out of the business. It is understood that the intention is to largely increase the capital stock for the purpose of extending the works.

Those who now are on the list of shareholders have the option of selling or remaining in the new company. The Rhodes-Curry concern has a paid up capital of \$346,000 and a surplus amounting to the magnificent sum of \$850,000. There is no bonded debt. It has been almost from the start a most profitable business, as is seen from the very large surplus, this having been created after most generous dividends had been paid. The cash dividends to stockholders have ranged in the vicinity of 10 per cent, but there have also been dividends in stock amounting in one year at least to 100 per cent. The present transfer came to a head about two weeks ago, but some little difficulty arose which prevented for the time the completion of the papers. If the necessary documents have not already been signed they are now ready for the signatures of the interested parties.—Exchange.

Claims of Middleton to Experimental Orchard

At a public meeting held at the auspices of the Middleton Board of Trade held on June 23rd, 1909, at which the proposed location of the New Provincial Experimental Fruit Farm was discussed, the following resolution was carried unanimously:—

"Whereas Middleton being centrally located offers the greatest advantages to the largest number of Counties and people who would be benefited by such an Experimental Farm; and Whereas Middleton can be visited from all parts of Hants, Kings and Annapolis Counties (where fruit is now being grown successfully) at much less expense and loss of time than at any other point in the Valley, from as far east as Windsor, west to Annapolis Royal, South to Caledonia and Lunenburg, people can visit Middleton and have from two to six hours in the town and return home the same day, which cannot be accomplished at any other point in the Valley, and

"Whereas the Counties of Lunenburg, Queens, Shelburne, Yarmouth, and Digby are those from which the greatest development of the fruit industry is to be expected if this experimental farm is to be of any practical use it should be located where it could be visited, without loss of time; the people of these counties can time and at as little expense as possible to and away from Middleton more economically both in time and money than at any point further east and

"Whereas the Counties named receive little or no benefit from the two existing Experimental farms of Nova Scotia, they being situated close together and in a distant part of the province, and

"Whereas an Experimental Farm at Middleton would distribute the advantages better than if located nearer Truro, and

"Whereas we all feel that it is the aim and object of the Government to have this Experimental Farm placed where it will be of the greatest service to the greatest number of people developing and benefitting those districts which are adapted to the growing of fruit but to which as yet little attention has been given."

Therefore resolved, that we request the societies and individuals receiving this resolution, to earnestly cooperate with us, at the earliest possible moment, in pressing for the choice of a location at Middleton by the passing of resolutions and by making representations to the Local and Federal Members of their respective Counties and by newspaper publication to urge the merits of this choice upon the Government.

Another New Boat

(Digby Courier.) Mr. Romans, manager of the Union Bank of Halifax at Bear River, has purchased from the Lloyd Mfg. Co. of Kentville, a trim little power yacht. She was brought from Kentville to Annapolis Friday on a flat car and was removed from there to the water by Mr. W. A. Chute, the well known building mover, who sailed her to Bear River on Saturday. The handsome craft is 28 feet over all and is propelled by a 12 h. p. Lloyd gasoline motor. Commodore Chute informs us that she made the run from Annapolis to Bear River, against a strong head wind, in one hour and fifty-two minutes. Mr. Chute can move boats or buildings either by land or water and has always been very successful in the moving business. Mr. Lloyd was at the engine during the run from Annapolis to Bear River which was made without a skip. We are pleased to welcome Mr. Romans to the yachting fraternity and would again suggest to all the boat owners that a meeting be arranged at some central place and a club organized to represent yachting on the entire Basin and its tributaries, which we think would be better than having a small club at each port.

Some people look upon tea as a mere drink. It all depends upon the tea. "Salsada" Tea is a delicious and refreshing beverage. Sold only in sealed lead packets.

SPECIAL SESSION OF MUNICIPAL COUNCIL

Resolution to Restrict Running of Motor Vehicles on Saturdays and Sundays Passed.—Waiting Rooms to be Built at Granville Ferry Slip.

Council met in the court house at Annapolis Royal, in special session, on Tuesday, the 29th day of June, A. D. 1909, at ten o'clock in the forenoon, pursuant to public notice given by W. G. Clarke, Warden of the Municipality of the County of Annapolis, as provided by the Statute in that behalf. The following resolutions were passed:—

1st. The voting of additional funds to complete repairs to Ferry Slips at Granville Ferry and Annapolis.

2nd. The taking of such measures as may be necessary to restrict the running of Motor Vehicles certain days in each week within this Municipality.

Present: The Warden, Councillors—Outhit, Charlton, Fitch, Armstrong, Bishop, Grimm, Thomas, Buckler and Porter, Rawding, Healey, Piggott, Brown.

The committee appointed to make repairs on the Ferry Slip between Annapolis and Granville Ferry made a verbal report on the same by their chairman, E. H. Porter. Ordered, that the Treasurer of the Municipality be authorized to pay the amount required to complete the work at the Ferry Slips and to provide the waiting rooms, said amount not to exceed six hundred dollars.

This resolution was moved by E. H. Porter and seconded by W. E. Armstrong. Ordered, that the following Section be added to the by-laws and become law of this Municipality: Be it ordained by the Municipal Council of the Municipality of Annapolis County,—That the running of Motor Vehicles in the Public Roads

of the Municipality of Annapolis County is prohibited between the hours of eight o'clock a. m. and twelve o'clock p. m. of Saturday and between the hours of eight o'clock a. m. and twelve o'clock p. m. of Sunday of each week and that the penalties for violation of this by-law be the penalties provided in the Motor Vehicle Act of the Province of Nova Scotia, Chapter 44, Acts of 1907, and the amendments thereto and proceeding for the recovery of penalties under this act shall be taken and carried on under Chapter 161 of summary convictions Revised Statutes of Nova Scotia, 1900, and such proceedings may be taken by direction or by any person and all fines and penalties recovered shall be paid to the Treasurer of the Municipality.

This resolution was moved by Councillor Haley and seconded by Councillor Grimm and was discussed by a number of councillors. By order in council Mr. E. R. Clark and Judge Owen were heard, the former in favor of the resolution, the latter opposing it.

The resolution being called for the motion passed.

Ordered that fifty notices (similar to the ones in the case of the late Mrs. J. J. Prince, distributed and posted throughout this Municipality.

Councillor Charlton gave notice that at the January session he would move that the motion passing the by-law restricting motor vehicles be rescinded.

Council adjourned sine die.

O. S. MILLER, Municipal Clerk.

A Valuable Catch

While out fishing the other day about three miles from the island, Capt. G. A. Thurber caught a large haddock which upon being thrown into the boat spued up a solid gold brooch. This valuable pin, together with the large number of fish, made a very successful day for the genial Captain. Anyone wishing to see this pin and hear the story related more particularly can do so by calling upon the Captain at the Freeport House where he is stopping during the absence of Mrs. Thurber.—Freeport Items, Digby Courier.

The Canadian Idea

(From the Toronto Star.) The American Senate has decided to admit wood pulp upon somewhat more favorable terms than those proposed by Senator Aldrich. But it still clings to the notion that the industry of manufacturing Canadian wood into paper is to be carried on in the United States, which is very far from the Canadian idea.

Got a Verdict from Man Who Ruined Her Husband

Detroit, Mich., July 8.—A decision far-reaching in its importance, and one which will be of interest to the cause of temperance everywhere, was handed down by the Michigan supreme court yesterday. Mrs. Nettie Marriman, of Brass Lake, brought suit against one Frederick, a saloon-keeper, in the same town, claiming \$10,000 damages for having sold liquor to her husband, thereby rendering the latter a drunkard, as well as causing the plaintiff to lose her home her money, and the companionship of her husband.

It was shown to the satisfaction of the court that until Marriman took to drink he was a prosperous railway telegrapher, and stood high with his employers. Drink caused him to lose everything and finally his wife was obliged to leave him. On an appeal the supreme court gave a verdict against the saloon keeper for \$5,225.

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