

The Weekly Monitor

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NO. 19

Maritime Board of Trade

Passes Resolution at Instance of E. H. Armstrong, M.P. of Yarmouth, Urging I. C. R. to Acquire D. A. R. and H. S. W.

E. H. Armstrong, M. P., of Yarmouth, brought up the question of the I. C. R. acquiring western railroads. He said the question of transportation is becoming very important and western Nova Scotia is not receiving the attention it should. All railway systems should be consolidated. The three systems should be one in order to accommodate trade. One management would mean one rate, more efficiency and more economy.

The principle of absorbing branch lines has been already followed by the government and the I. C. R. must gain by having feeders. Other railroads are constantly acquiring feeders and the I. C. R. should do likewise.

H. Logan, M. P., of Amherst, said that the I. C. R. should not only acquire, but should build branch lines. If it does not, it had better be owned by a private company which would expand. It is the policy of United States roads to absorb branch lines. The C. P. R. gets more freight from feeders in Nova Scotia than the I. C. R. This is not in the interests of the people.

THE UNEXPECTED MAY BE EXPECTED.

Hon. H. R. Emmerson said he had given considerable attention to the subject. The transportation question in Eastern Canada is so complicated that the unexpected may be looked for to happen. He agreed with the principle and would like to see the policy applied to every province entered by the I. C. R.

Prince Edward Island should also be connected by rail and without indulging in prophetic visions, but he believed that if the policy of acquiring feeders is not followed in eight or ten months, within five years the I. C. R. will cease to be an account of being short of its usefulness. It will become a financial failure if feeders are not acquired and built. He said he was heart and soul with the resolution, and he believed that only by adopting such a policy can the I. C. R. hold its own. Rome was not built in a day, but the scheme will be practicable within the next few years.

W. B. Snowball was in favor of acquisition and building branch lines.

THE TUNNEL SHOULD BE BUILT.

Mr. McNeil, of P. E. Island, said the tunnel should also be included in the resolution. Mr. Snowball said that solitude made brains and he was afraid a tunnel would deprive the P. E. Islanders of their solace and destroy the crop of college professors. Mr. McNeil retorted that the mainland might be badly in need of brains in mid-winter, and the island could not get them over with the tunnel. Loud applause greeted the apt remark.

The resolution was passed. It asks into the question of acquiring by purchase the government to at once inaugurate or lease, the railways of Western Nova Scotia and operate them as a part of the Intercolonial system.

GOVERNMENT GRANTS FOR HIGHWAYS.

A resolution was passed in favor of large government grants for the improvement of the highways in the maritime provinces. The resolution was heartily supported by the band as a body and it was agreed that the time had arrived when some of the money spent on new railroads might be diverted to the roads.

THE BOARD UNANIMOUSLY FAVORED THE PLACING OF RETRADE INSURANCE ON THE STOCKS OF RETAIL MERCHANTS IN ORDER TO SECURE WHOLESALE CREDITORS AGAINST LOSSES.

THE EXPORTATION OF PULPWOOD.

B. M. Calkin, of Kentville, moved the following resolution which was recommended:—

Resolved, that this board is of the opinion that the exportation of pulp and pulp wood from Canada should be prohibited by the federal government.

Mr. Calkin said the most should be made of our forest wealth. The

United States is after our forest wealth and is saving its own. W. B. Snowball, of Chatham, seconded the motion.

It was stated that in 1907 the United States used 3,000,000 cords of pulp wood. Last year 950,000 cords were used, of which 1,200,000 came from Canada. We get 75 cents a cord for the cut wood, whereas \$3.90 more would be expended if the pulp were made up here.

T. H. Morse, of Berwick, also spoke on the question and the resolution was passed.

RATES ON APPLE SHIPMENTS.

The following resolution was passed at the instance of the Kentville board:

Whereas, it is known that the steamship companies are making private arrangements with speculators and foreign apple receivers at home or abroad;

Therefore resolved, that the government be requested to compel steamship companies to advertise an equal rate for all under similar circumstances, and any steamship company departing from such advertised rate shall be deprived of their subsidy by the government.

THE TIDES OF BAY OF FUNDY.

Mr. Starr, from Wolfville, and E. M. Beckwith, of Canning, moved the following resolution:

That the Dominion government be asked to offer a prize for the best scheme to make possible the continuous use of tidal rivers of the Basin of Minas and Bay of Fundy, for the development of power for manufacturing and electrical purposes; and that the Nova Scotia and New Brunswick governments be asked to endorse the scheme.

Professor Andrews, of Sackville, said that there were 1,000 Niagaras in the Bay of Fundy. While the direct vicinity would benefit greatly, the maritime provinces could all gain great advantage. His idea, like Mr. Starr's, was to use compressed air.

Fernie Disaster

A Colchester boy writing home from Fernie, gives a very vivid description of the recent fire.

"One of these is enough in a lifetime. I don't understand why the people didn't get nervous sooner, for right after dinner it got dark and the air was full of fire ashes. A little after three I left the office. Seeing things getting critical, I went home, fired most of my stuff into my trunks and got them out and lugged them out near the Coal Co's offices, which were right near in a kind of open space. They took most of the women and kids out of town in teams right at first before the fire really got into the town. The rest of them, about four hundred, gathered around the office, although a lot wouldn't stay there, thinking the building couldn't be saved. For a long while I didn't think it could be, and if it had gone, I imagine half the people there would have been burnt to death as the fire was all around. The wind was a perfect hurricane, coming from the west and I don't think it was more than two hours and a half wiping up the town."

SCHOONER LAUNCHED AT GRANVILLE FERRY.

Annapolis, N. S., Aug. 19.—There was launched today from the shipyard of A. D. Mills and Sons, Granville Ferry, a schooner of fast sailing lines of about 200 tons register, called the "Katharine V. Mills." The vessel was designed and built by John Wagstaff, of Granville Ferry, a well known builder and designer for the firm of A. D. Mills and Sons, and is a fine specimen of marine architecture. Her dimensions are 106 feet keel, width 30 feet, and depth of hold 11 feet. She will be commanded by Captain E. A. Sarty, and will be engaged in the West India trade.

Scottish Agriculturists

(Wolfville Acadian.)

Our province was visited this week by a party of gentlemen, numbering twenty-five, thoroughly representative of every district in Scotland. The Scottish Agricultural Commission to Canada, as the party is known, is composed of practical farmers and others interested in agricultural education and development, and their purpose is to follow throughout Canada the course of observation and enquiry which the similarly constituted commission followed in Denmark in 1904 and in Ireland in 1906, and who intend to publish a report as was done in both these cases.

The main subjects of study are Land Settlement, the Constitution and Operations of the Ministry of Agriculture, Agricultural Education and Research, Experimental Farms Live Stock, Mixed Farming, Wheat Farming, Dairying, Ranshing, Fruit and Vegetable Farming, Agricultural Co-operation, Transit, Cold Storage and Markets, etc.

The members of the Commission are drawn from all regions of Scotland, and the gentleman who are selected by the members to be their chairman is Dr. T. Carlaw Martin, an alumnus of the Edinburgh University, and Editor-in-Chief of the Dundee Advertiser, the principal Scottish newspaper in Liberal politics, and an important organ of agricultural affairs. Dr. Martin, who is perhaps the most outstanding figure of the party, visited Canada five years ago, but this was his first visit to the maritime provinces.

The party arrived at Rimouski on Thursday of last week from Liverpool, and left at once in two special pullman hotel cars for the maritime provinces, thereby starting a tour of Canada from ocean to ocean. After visiting P. E. I. and Eastern Nova Scotia, and spending Sunday at Halifax, they arrived on Monday morning at Grand Pre, where half of the party disembarked, while the rest of them went on to Kentville and Canning. Those who left the train at Grand Pre were met by Mayor Black and Mr. D. R. Munro with their automobiles and Mr. I. B. Oakes and others with teams, who drove them through Grand Pre and Gasperaw to Wolfville. Several of the fine orchards were visited and the visitors expressed themselves as delighted with the general appearance and prosperity everywhere apparent. After luncheon at the Acadia Seminary Hotel the party left for Cornwallis accompanied by citizens, and visited points of interest, joining their fellow excursionists at Kentville, in further exploration of our province and Dominion.

C. P. R. Running Rights Over I. C. R.

Toronto, Aug. 21.—A very significant meeting was held at the Union Station this morning, presided over by Sir Thomas Shaughnessy, President of the Canadian Pacific Railway, Mr. Osborne, General Superintendent, L. W. Leonard, General Manager of the Western Division, and some of lesser officials here. Sir Thomas arrived in his private car "Kilmurray," which was attached to the regular C. P. R. train from Montreal.

Young Men for the Home Market

(From Toronto Saturday Night.)

Canadians are proud of Canada. In the past ten or twelve years, the country has been making a progress second to that of no other country whatever. Before that the older provinces were raising young men and educating them for export. They were going into the western states, where many of them were extremely successful in business or in public life. But of late years it is not Chicago, St. Paul or Detroit, but Toronto, Winnipeg or Vancouver that draws the young fellow from the Ontario town or farm. At last we are raising young men for the home market. In earlier days, when our boys were crossing the boundary, they were but going where the call for young men was imperative. It is a call that will not be denied. And today it is not so much from the western states as from western Canada that the call is heard. The movement across the boundary into Canada has begun—the return movement destined to be greater in volume than the first—in already under way. The republic will pay us back with interest for the men loaned by us twenty and thirty years ago. They are coming in by rail and trail, day and night. Faith in this country grows hourly, for not a day passes but new evidence is recorded in the departments at Ottawa of the value of remote districts of the Dominion that had always been regarded as waste wilderness.

Royal Arcanum at Sackville

On Wednesday the Royal Arcanum took possession of Sackville when the Grand Council of the Maritime Provinces met in its sixth annual session in Oddfellows' Hall with Grand Regent McQueen presiding. Some forty members gathered to attend the sitting. In the morning a considerable amount of routine business was transacted. In the afternoon came the presentation and consideration of reports and the election of officers. The election resulted as follows:—

Grand regent, Mr. Frank Powers, Lunenburg; grand vice regent, Mr. G. N. McAndrews, St. Stephen; grand orator, Mr. S. J. Huston, Moncton; grand grand regent, Mr. J. A. McQueen, Dorchester; grand secretary, Mr. J. F. Allison, Sackville; grand treasurer, Mr. C. W. Burnyeat, Moncton; grand chaplain, Rev. E. A. Hall, Dorchester; grand guide, Mr. Sydney Grey, Charlottetown; grand warden, Mr. Hiram Goudry, Yarmouth; grand sentry, Mr. T. H. Frances, Halifax; grand trustees, Messrs. J. D. McKay, Fredericton, William Crowe, Halifax, C. A. McLennan, Truro.

In the evening a large number of the members of Crystal Council, No. 480, with the members of the Grand Council and members of other subordinate councils met for the initiation of a class of new members. All together some twenty-five candidates were initiated. At the conclusion of the initiation the members of the order were entertained at a banquet at the Brunswick House given by Crystal Council. After the banquet, which was served in a manner most creditable to the hotel, a number of toasts were honored. These included The King, the President of the United States, the Supreme Council, the Grand Council, the Initiation Class, the Ladies and the Brunswick. The toast to the Supreme Council was responded to by Mr. J. K. Baker, of Augusta, Me., the representative of the Supreme Regent at the Grand Council meeting. During the evening a short speech was also made by Mr. A. B. Copp, M. P. P., who had been invited to join the members of the order at the banquet.—Tribune.

IRA D. SANKEY HAS PASSED AWAY

New York, August 11.—Ira D. Sankey, known as an evangelist throughout the Christian world, died last night at his home in Brooklyn, but the news of his passing away did not become generally known until today. Mr. Sankey was 63 years old, and for the last five years he had been blind and suffering from a complication of diseases, brought on from overwork. Almost to the very last he worked at hymn writing, the gift which had brought him fame from every corner of the earth.

His tours throughout this country and Europe with Dwight L. Moody, the evangelist, brought him into wide prominence. Sankey, it might be said, wrote the gospel hymns of the world. Among Mr. Sankey's most familiar compositions are "The liberty and nine" and "When the mist has rolled away." His songs are said to have a circulation of more than 50,000,000 copies. Mr. Sankey was a rapid composer, some of his songs being written in the afternoon and sung at the evening service.

OUR FRIENDS THE BIRDS.

It is evident that the insects of the air are well provided against if they will only encourage our aerial friends as they deserve. Birds are a most potent factor in making crop production possible. Without them we should be over-run with pests and so we should overlook their few shortcomings. They take a small amount of fruit, a few fruit trees may be disshaded, in cornfields some corn is pulled up, but about the only big offence that we find it difficult to forgive is the robbing of the poultry yards by hawks and owls.

Run-down Advertising

A store's advertisements tell the people what is "doing" at that store—what is new, what is inviting; why today is a good time to visit the store. People look for the ads. to tell them these things just as naturally as they would look at a clock to tell the time.

Sometimes a clock does not run—sometimes a store's ad. does not. A "run-down" clock or ad. are about equally unsatisfactory, unserviceable, misleading.

Curious thing about it is that a merchant who would think it absurd to have a "run-down" or out-of-repair clock will, sometimes, deliberately let his ad. stop running. It's not wise, nor "good business," nor defensible on any known grounds—but, it's sometimes done.

King, Kaiser and Emperor

The Triple Alliance is a hard and fast league, the members of which are Germany, Austria-Hungary, and Italy. The Dual Alliance is a similar league of Russia and France. Great Britain some time ago arrived at an understanding with France regarding their mutual interests in Newfoundland, Egypt, and Central Africa. More recently a similar understanding was arrived at by Great Britain and Russia regarding Persia and Afghanistan.

The philippic against Britain in the German Press show that the motive and scope of these understandings are not clearly comprehended in Germany, and now it is announced that King Edward will, on his way to his favorite watering-place in Austria, meet the German Emperor at Coburg. As he is to be accompanied by the Permanent Under-Secretary of the Foreign Office, the inference is obvious that the meeting will be at least quasi-official.

The further announcement has been made that King Edward will meet the venerable Austro-Hungarian Emperor at Ischl, in Austria. These two meetings on two successive days suggest the probability of conferences about the pending revolution in Turkey. The German Government has long taken a special interest in the Porte. Austria-Hungary has since 1878 administered, but has not possessed two large Turkish provinces, Bosnia and Herzegovina; Great Britain has held Cyprus during the same interval and Egypt for a shorter period, each being nominally part of the Turkish Empire. This condition of affairs raises some difficult and delicate questions, about which it may be useful to have some common understanding beforehand. So long as such meetings make for the effectiveness of the European "concert" and the maintenance of the world's peace the world is to be congratulated on their occurrence, the more of them the better.

MAN-OF-WAR MAKES RECORD TRIP

The great war vessel of the British navy left Quebec at 4.10 o'clock on the 24th of July and arrived at Portsmouth at 9.40 o'clock on the 2nd of August. Without allowance for difference in local time, the voyage was made in four days and seventeen hours; with the necessary time allowance it was made in four days and a half. No attempt was made to lighten the vessel for the speed trial; she carried her heavy guns, her magazines full of ammunition, and all the equipments of active service. No wonder the engineers are satisfied with the result and convinced that the steam turbine is a success. From land to land the average speed was twenty-five knots, and the voyage was the shortest ever made across the Atlantic.

The officers of the Indomitable had no unworthy motive in testing their fine vessel, nor would the Prince of Wales have been a party to any mere bluff. It was an excellent chance to test a warship that has been regarded as an experiment, and it would have been unwise to miss it. There were some risks attending the trial, of course. Fortunately there was little delay on account of fog, but many icebergs were sighted. There will now be efforts made by merchant vessels to beat the Indomitable's record, and it will be interesting to watch the results.

"The Rev. James Carruthers is one of the finest elocutionists ever heard in Canada; consequently his readings serve a double purpose, in instructing as well as in entertaining."—Colonial Standard, Pictou.

THE C. P. R. STRIKE

Management Treat Men as Dismissed Workmen.—Strikers Claim They are Holding Their Own, May Control Situation.

Montreal, August 21.—From the little likelihood of any difficulty in handling the western grain when it started moving, as by that time the company would have completely recovered from any inconvenience which was caused by so many men going out in a body.

In pursuance with its policy of treating the strikers as dismissed employees, the company today issued notices to the men to call and draw the pay for the few days they worked this month. The union, however, instructed the men not to do so, and most of them obeyed the order. This was done apparently with an idea that as long as the men did not draw their last pay they would still maintain their status as strikers instead of ex-employees.

Another despatch says:— "A large number of strike breakers have certainly been drafted into this city, but in squads of two or three, so as not to challenge any hostile demonstration. The men claim that they are holding their own, and that no strikers have gone back to work, and say that the effects of the strike are plain in the number of engines out of commission, and that the company will be greatly crippled by lack of power as soon as their operating departments feel strain of moving the crop."

The most significant feature of the situation is apparently well founded. J. H. McVety, who has charge of the strike, is working hard to organize all the various trades of the C. P. R. under a central control. Should McVety now succeed they claim they will control the situation.

To Save California Lumber

To supply California, the southern half of which has been badly denuded of its original forestation, with an abundance of timber, to aid in the increase of rainfall over a dry area which is destined in the near future to be called on to support an immense population; to supply more than 12,000,000 ties yearly to the rail roads of the United States, and, last, but not least, to furnish a perpetual bee pasture for hundreds of apiaries—these, all these, are the things which are beginning to be written in the history of one tree in California.

That tree is the eucalyptus, of many species, and the lumber from which has but lately been discovered to possess qualifications for use in certain industries possessed by no other tree, wild or domestic, known to man.

As a mere beginning of this plan the Santa Fe Railway Company has bought ten thousand acres of land in San Diego County, Cal., and is planting it as fast as possible to young eucalyptus trees, six to eight inches tall. Several hundred acres of this vast tract have been set out already, and fully 95 per cent. of the trees have taken hold in good shape and shown signs of growth.

One of the most interesting things about the eucalyptus is its varieties, of which there are at least 150 good species, with probably a third as many sub-species which are not commonly listed in the catalogues.

At eighteen years of age a tree will cut into at least two railroad ties. A blue gum six or eight years old, if cut to the ground, will send up shoots that will be seventy-five or one hundred feet tall in another eight years.

IT GOES TO THE RIGHT SPOT.

In the tropics the people know by experience that nothing goes to the spot like the juice of the lime—It's the natural thirst quencher!

SOVEREIGN LIME JUICE

is simply the juice of the best Lime Fruit obtainable, put up in bottles and ready for immediate use. You should always have a bottle on hand. All grocers sell it.

NATIONAL DRUG & CHEMICAL CO., LIMITED, HALIFAX, N. S.