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LOSS OF LIFE IN FIRE

One Hundred and Fifty Women Imprisoned in Upper Stories of Shirt Waist Factory. Cut off by Flames, and Burn to Death or Hurt Themelves From Windows.

New York, March 26.—One hundred and fifty persons, nine-tenths of them Jewish and Italian girls from the East side, were crushed to death on the pavements or smothered, and others shriveled to a crisp in a factory fire yesterday afternoon in the worst disaster New York has known since the steamship General Slocum was burned to the water's edge off North Brother Island in 1904.

One hundred and forty-one bodies had been removed from the ruins at midnight last night, and seven of the fatally injured had died in hospitals. Two more were found to-day. Mothers, fathers and relatives, literally mad with grief, stormed the police lines at the morgue all night and to-day shrieking, sobbing and in some cases fighting the officers in their frenzy. Hysterical women fell writhing in the streets and had to be carried away in the already overburdened ambulances. Among the bodies were more than fifty burned beyond all semblance of human form, and they will perhaps have to share a common grave as unknown dead.

THE UPPER WINDOWS BLACK WITH GIRLS.

Pedestrians going home through Washington Square at ten minutes to five, were startled by the whiz of something rushing through the air before them. There was a horrible thud on the pavement and a body flattened on the flags. Wayfarers on the opposite side of the street shaded their eyes against the setting sun, and saw the windows of the three upper floors of the building black with girls crowding the sill. The only fire escape was in a small courtyard of the building.

"Don't jump, don't jump," yelled the crowd. But the girls had no choice. The pressure of the maddened hundreds behind them and the urging of their own fears were too strong. They began to rain on the sidewalk like peas from a hot skillet.

Four alarms were rung in within fifteen minutes. Before the engines could respond, before the nets could be stretched or the ladders raised, five girls had fallen so heavily that they broke through the glass and iron reefs of the subcellars and crashed through the very streets to the vaults below.

THE FIRE DID ITS WORST IN ONE FULL HALF HOUR.
In an hour the fire was out. In half an hour it had done its worst. Probably the death list was full in twenty minutes. The building stands on a corner with exposures on two sides, but the only fire escape was inferior, opening on a light and air shaft.

In all there were seven exits—the single fire escape, to freight elevators at

the rear, two passenger elevators in front, and two stairways. All of them proved almost useless, and particularly all who escaped, either climbed to the roof and scrambled thence to the roof of the adjoining building, or fled in the first rush for safety before the crush and the smoke grew too thick.

THE BUILDING STANDS WITH SHELL INTACT.

The building stands to-night with shell intact and barely scarred, rather only smudged.

The partitions of architectural fluting between floor and floor are sound, and it is impossible for one who did not see it to imagine how the flames in so short a space of time could have wrought such havoc.

ABSOLUTE DISREGARD OF PROPER SAFEGUARDS.

Fire Marshall Beers summoned the proprietors of the Triangle waist company and several employees to testify at a public investigation, largely to inquire into the truth of reports that doors leading to fire escapes were blocked.

"So far as I can discover," he said, "there has never been a fire drill in this factory. In my opinion it would take 700 girls three hours to reach the street by the one fire escape in that building. Nine-tenths of the employees cannot speak English, yet I could not find a sign in Yiddish or Italian pointing out the fire escapes." The marshal said he was convinced that a cigarette, lit by a cutter, and thrown in a heap of clippings, had started the fire.

Act to Prevent Spread of Insect Pests, etc.

The Hon. Provincial Secretary has introduced a Bill in the Legislature to prevent the introduction and spread of insects, pests and plant diseases, destructive to vegetation. No one can have in his possession anything that is likely to introduce a pest into the province. Persons can be compelled to take means to eradicate such pests. The occupier of any premises is compelled to notify the Secretary of Agriculture of the appearance of any pest or plant disease around his place. The government may confiscate any vegetable matter that may tend to the violation of the Act. Inspectors, acting under the Secretary of Agriculture, will be appointed by the government, and these inspectors may enter any place or premises in which they suspect that any plant disease, insect or pest exists. Any person violating the Act can be fined from \$20 to \$100. This Act will repeal "The Black Knot Act," and "The San Jose Scale Act," chapters 63 and 64 of our revised statutes.

Rector of St. James Lectures on English Reformation

This was the subject of a lecture delivered by the Rev. E. Underwood, in St. James school room last Monday evening. The lecturer met with a very cordial reception on the part of the fifty or so people who braved the somewhat inopportune weather in order to listen to him.

As a basis for his lecture Mr. Underwood took as authority Deane's definition:—"By the Reformation of the English Church we mean that series of Political, Social, and Doctrinal movements, extending over 120 years, as the final result of which the ancient church of the country was freed from the political dangers of papal and royal tyranny from the social evil of institutions which had outlived their usefulness, and from the doctrinal errors of Romanism at one extreme, of Puritanism at the other."

Analysing this definition the lecturer then took the points somewhat seriatim combating the fiction (believed by some) that King Henry the 8th. founded the Church of England, and then outlining the causes leading to the Reformation, the broad facts of the Reformation itself, and its results, concluding with the following:—"As a result of the English Reformation we find the English Church restored to primitive purity in doctrine and discipline. No one undoubted Catholic doctrine, practice, or institution was abolished; no one novel doctrine, practice, or institution was imposed."

The three ancient orders of the ministry were "continued and reverently used and esteemed." The ancient Sacraments were retained in their full honour as in the Primitive Church. The entire "Canon of Scripture" was contained as the supreme rule of faith and urged with great earnestness upon the people.

The three Creeds, in which the four Ecumenical Councils and Catholic antiquity had gathered up the fundamental teaching of Scripture, were handed on unchanged, enshrined in services composed in language understood by the people. Thus a conference of Anglican Bishops assembled at Lambeth declared:—"We, Bishops of Christ's Holy Catholic Church, professing the faith of the primitive and undivided church, as based on Scripture, defined by the first four general councils, and confirmed by the Fathers of the English Reformation, etc., etc., etc." "The faith and discipline of the undivided church was the principle of the English Reformation."

Hence, the Church of England has a continuity of essential doctrine. She has the same Scriptures, and uses the same Creeds which she received from the beginning. The people receive the same Sacraments through the same Ministry. In outward form, in essential beliefs she has gone through many changes—some willingly, some unwillingly. But in essentials she is primitive, scriptural and catholic. We may therefore make the words of Archbishop Bramhall our own:—"I have not the least doubt that the Church of England before the Reformation, and the Church of England after the Reformation, is as much the same church, as a garden before it is weeded and after it is weeded is the same garden."

The lecture was followed by some twenty lantern views illustrating some of the matters already dealt with and eliciting others.

At the conclusion a hearty vote of thanks was tendered the lecturer.

Mr. Underwood goes to Weymouth next week to deliver this lecture in St. Peter's Church on Monday evening, and in St. Thomas' Church on Tuesday, it being one of a series given there during this Lent.

R. M. MacDonnell gives notice that he will introduce a resolution in the house of assembly urging upon the government that they memorialize the Dominion government in favor of passing a rule that the Intercolonial railway shall carry no intoxicating liquors into counties where the Nova Scotia Temperance act is in force.—Herald.

Railway and Steamship Notes

The Yarmouth Times learns that the proposed excursion on the Canadian Northern steamer from Halifax to England, in May, has been abandoned, a sufficient number of people failing to take advantage of the low rates.

Rumor has it that the C. P. R. may build a line of railway from Yarmouth to Weymouth, along the Bay Shore. There are perhaps 15,000 people living in that district who would be glad of the opportunity to use the line for freight and other purposes.

It is needless to point out the advantages to Yarmouth of such a line. Now the merchants do very little business on the Shore, about all the trade going to St. John, but if there were a road along the Shore it would be different. Nothing could happen from a railway point of view that would be of so great a benefit to Yarmouth and our business people should not lose a moment in beginning an agitation for the road. The federal and local governments have and are granting substantial subsidies to railways in other parts of the province, but none of these show anything like the business possibilities of the Yarmouth-Weymouth line. Of course the C. P. R. people see the value of the undertaking.

According to a Halifax paper, the C. P. R. will take over the D. A. R. next week. The Times' information is to the effect that there will be no change until the end of the year—if then.

At the Cornwall division court, before Judge Biddell and a jury, Duncan Monroe, of Cornwall, sued the G. T. R. for damages for loss of time, inconvenience in injury to health consequent upon the company's train not stopping when signalled at a flag station. Mr. Monroe was awarded \$50 damages and costs. So far as the public legal records show this is the first action of this kind in the province of Ontario. Mr. Monroe went to Grenadier Island on October 11, 1910, and, coming home, went to Malloytown, a flag station, and asked the night operator to flag the express due about 3 a. m. This was done, but the express did not stop. Neither did the next train, and in consequence Mr. Monroe, after being up all night, lost a day from his business and took cold. It was stated in the case that as a matter of law a time-table is practically a contract with the public, and the failure of the train to stop when signalled was a breach of contract. This resolved itself into a question of damages with the result that the plaintiff was awarded \$50.

Bills have been introduced in the Nova Scotia legislature to incorporate companies for the purposes of building railways from Shelburne to Bear River and from Caledonia to Liverpool. Then there are the roads from Brazil Lake to Kenyatta and from Yarmouth to Wedgeport. The former has done duty at election time for a quarter of a century, while the latter passed through a whirlwind campaign in October, 1908. On that occasion a large contingent went down to Wedgeport and assured the people of that enterprising place that they were to have a railway at once if not sooner. If they push their claims the party may do something for them between now and the local election, which will take place the latter part of May or early June.

The Times is informed on excellent authority that the C. P. R. will purchase or erect a hotel and establish machine shops in Yarmouth. Of course there will be nothing done in the immediate future but substantial improvements will certainly come.

Another line of railway is to be built from Quebec to St. John, reducing the distance from Point Levis to St. John to 402 miles, or about 150 miles, less than by the present route. It is said that Thomas Macdonell, a well known contractor will build the road.

Henry M. Tait, formerly a travelling passenger agent of the Canadian Pacific Railway at Seattle has been appointed general agent of the C. P. R. Atlantic steamship lines at Minnapolis. Mr. Tait entered the service of the C. P. R. in October, 1907, and was transferred to Seattle in January, 1909. J. J. Fraser, formerly chief clerk in the Atlantic steamship department at Chira, has

The Bingville Bugle on Reciprocity

While exploring our mental attic, as you might say, for a subject to write an editorial about in this week's Bugle the question happened to occur to us. "Why don't we write an editorial on reciprocity, or the open door policy?"

We have noticed that the editors of some of the biggest city papers in the country, copies of which have been sent to the Bingville Post Office by mistake now and then and been lent to us to read by Eph Higgins our accommodating P. M., have written on this subject and we calculate it is about time for the Bugle to contain an editorial on the same topic, so we therefore take our pen in hand to dash off an editorial in the sweat of our brow, on "Reciprocity or the Open Door Policy."

Reciprocity means that one good turn deserves another. For instance if Mrs. Lenn Brown's iron is all rusty and she borrowed a iron to iron with from her neighbor Mrs. Cy Hoskins, and then if Mrs. Cy Hoskins borrowed a clothes line a day or two from Mrs. Lenn Brown, that's reciprocity. We might make reciprocity more clear to our readers by giving another instance:

"Suppose we have labored and toiled to make the Bugle the best newspaper in this end of the Co. and have sent it year after year to dead beat subscribers who have never paid us a cent for same but have kept on reading the paper and lending it to their nabers who ain't subscribers and run it down when they don't happen to be mentioned as often as they thort they ort to be, that ain't reciprocity—that's a sin and a shame."

If a man has got a grudge against you and slaps you on the left cheek and you turn the left cheek to him to be slapped, that ain't reciprocity either, but instead of turning the left cheek to him you haul off and knock him heels over head, that's reciprocity.

As to the open door policy, we don't think much of it—especially in winter time. Day after day, when the thermometer is down around zero folks comes into the Bugle office and leaves the door open behind 'em and set awhile and then go out and leave the door open behind 'em, which is aggravating in the extreme and keeps us shuttin' the door most all the time. Some folks act as if they was borned and brought up in a barn and we would take it very kindly, if hereafter when they come to this office to renew their promises to pay their subscriptions they will close the door behind 'em, going and coming.

We could write a good 'ol more about reciprocity, if we wanted to, but what's the use—the chances is, nobuddy would understand it if we did and to pursue this subject farther at this time, would be like wasting our knowledge on the desert air as it were.

Next week we'll write a red-hot editorial on some other subject, but we don't know what at present—look out for it!—Bingville Bugle

been appointed to succeed Mr. Tait as travelling passenger agent at Seattle. By an amendment introduced by Attorney-General Macdonell, \$13,500 per mile will be found by the province for the construction of the Dartmouth-Guyborough road and the Dominion government may give \$5,000 per mile, more or less. Nothing definite however, can be learned until after the provincial elections. When we say definite we mean nothing upon which the voters in Halifax and Guyborough can depend.

WRECK OF NEWFOUNDLAND STEAMER

Steamer Bruce from Newfoundland for Halifax Founders on Cape Breton Coast.—Crew and Passengers Escaped in Life Boats.—One Seaman, One Passenger Drowned.

Louisburg, March 24.—The Reid-Newfoundland steamer Bruce, which for fourteen years has been running between North Sydney and Port-au-Basque, Newfoundland, was lost this morning at Port Nova, eight miles from Louisburg. She had 128 passengers and a crew of twenty-seven.

Two of the passengers were drowned and the steamer is a total loss. The drowned are Thomas Shea, aged twenty-six, a native of Bay of Islands, one of a party of forty fishermen, who were on board bound for Vancouver. The other man was Jas. Pike, of Carbonar, Nfld.

She was assisting in the launching of the boats and as the boat was being shoved over the side into the sea, he lost his balance and fell into the sea, which was so heavy that it was impossible to do anything to save him. Pike was drowned fifteen minutes later. As he was about to step into the boat a heavy sea carried him overboard, and he was not seen after he sunk.

The Bruce left Port Aux Esques at eleven o'clock yesterday morning. She encountered a very great quantity of heavy drift ice, and had difficulty in making headway, until noon yesterday, when the ice cleared, and she made good time.

The steamer in making for Louisburg took the inside course for Scaterie, which was unusual, and arrived off Port Nova during the night.

AT FOUR IN MORNING
When she struck the rock it was four o'clock in the morning and about dawn. Captain Drake was on the bridge at the time, and had but a few hours before relieved First Officer Taylor. The passengers were all asleep and had barely time to get to the deck, with what clothes they could throw on in the hurry, and rush on deck, as even as they got out of their berths the water was coming into the vessel and they stood up to their ankles while trying to get to the deck.

SCENE ON DECK
AFTER THE STRANDING.
The scene on the deck after the steamer struck was thrilling, according to the story told by one of the survivors who arrived here this morning. There were about eighteen women passengers, several of whom had babies in arms. The cries of the women and children mingled with the prayers and hoarse cries of some of the male passengers rendered the first moments of the wreck the most trying ever passed for those aboard.

The boats were at once launched, and, though they were leaking badly, the passengers were rowed ashore in safety, the women and children being taken first, and then the men.

The captain and first officer remained on the steamer, which was settling rapidly. **TOOK HALF AN HOUR TO REACH THE SHORE**
The boats were in a very uneasy condition, according to one of the passengers, and they had to be continuously bailed. It took about half an hour to reach the shore from the wrecked steamer, owing to a long detour which had to be made to clear the rocks. It was eight o'clock before the last boat load was brought to the shore.

Many of the passengers suffered greatly from the cold after reaching the deck and getting ashore, one of whom, A. W. Crawford, of Boston, well-known lumber dealer, had his feet frozen, while others suffered similarly.

BUILT HUGE FIRE ON THE SHORE.
After getting ashore, where there were only a few small huts, but to accommodate them, a huge fire was made, which served to help the half-perished survivors, and about half an hour later a large number of teams arrived and those who wished to drive to Louisburg did so. The others were taken off by the Dominion Coal Company's steamer Louisburg and the tug D.H. Thomas.

The steamer arrived about nine o'clock and about two hours later had embarked the remaining passengers, bringing them to Louisburg, where they arrived at two o'clock. The steamer is said to be in a very dangerous position, and will probably be pointed to pieces on the rocks. The mails and baggage and freight are still on board, and it was impossible to make any effort to recover anything today. The officers and crew are standing by the wrecked steamer.

THE BRUCE WILL BE A TOTAL WRECK.
The Bruce will be a total loss. A telephone message from Louisburg late tonight says that the steamer steamer is parting in the centre. An effort was made late this afternoon to recover some of the mails and baggage by the crew and officials, who succeeded in securing a number of the sacks of mail, but were obliged to desist.

Captain Drake, master of the steamer, refused to make any statement as to the cause of the wreck. There are many surmises as to the real cause of the accident. It is known that the steamer was at least ten miles out of her course. One of the passengers heard the steward tell the captain that there was land ahead, a few minutes before the steamer struck, but he realized that it was ice, not land.

The vicinity of today's wreck is regarded as the "graveyard" of this coast. It was within half a mile of the scene of the wreck of the Ben Farachan last year. There have been a number of other important losses to shipping there within the past ten years.

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