

The Weekly Monitor

THE WELFARE OF THE PEOPLE IS THE SUPREME LAW.

VOL 33

BRIDGETOWN, ANnapolis COUNTY, NOVA SCOTIA, WEDNESDAY, FEBRUARY 28, 1906.

NO 41

SUNLIGHT SOAP

is better than other Soaps but is best when used in the Sunlight way. Follow directions.

SUNLIGHT WAY OF WASHING

FIRST.—Dip the article to be washed in a tub of lukewarm water. Draw it out on a washboard and rub the soap lightly over it. The particular not to be washed, all over. **THESE** roll it in a tight roll, lay in the tub under the water, and go on the same way until all the pieces have the soap rolled on, and are well soaped.

Then go away for thirty minutes, to one hour and let the "Sunlight" Soap do its work.

SECOND.—After soaking the full time rub the article lightly on a washboard, and the dirt will drop out. Turn the garment inside out to get at the seams, but don't use any more soap. Don't scrub, but wash through two and three times with clean water. The water gets too dirty, pour a little out and refresh.

Third.—If a streak is hard to wash, rub some more soap on it, and draw the piece back into the tub for a few minutes.

LASTLY COMES THE RINSING.—which is to be done in lukewarm water. Taking special care to get all the dirty soap away, then wring out and hang up to dry.

For Woollens and Flannels.—Proceed as above. Shake the articles free from soap. Cut a small piece of Sunlight Soap into halves, pour into a glass of boiling water and whisk into a lather. Wash the article in the lather without rubbing. Squeeze out dirty water without twisting and rinse thoroughly in two waters of lukewarm water. Squeeze out water without wringing and hang in the open air.

For the most delicate colors may be safely washed in the "Sunlight" way.

\$5,000 REWARD will be paid to any person who proves that Sunlight Soap contains any injurious chemicals or any form of adulteration.

5c. Buy it and follow directions. **5c.**

LEVER BROTHERS LIMITED, TORONTO

BEFORE MOVING

We will sell our varied stock of wall Papers, and Chinaware at cost. Be sure and prove the above Bridgetown Book Store.

INTERNATIONAL BRICK & TILE CO.

Tenders will be received by the undersigned, at his office in Bridgetown, up to the 14th day of April, next ensuing, for purchase of the entire plant and outfit of the International Brick and Tile Co., situate at Bridgetown, in the County of Annapolis, consisting of the following, viz:—Real estate, nine acres, the larger portion being superior clay and sand, a forty H. P. boiler and engine, made by Matheson & Co., one sand moulding brick machine, capacity, twenty-five thousand brick per day; one pug mill for do.; one wire cut brick machine, capacity, twenty-five thousand brick per day; one crusher; two new kiln sheds; racks for drying bricks; one wharf, recently built; railway siding. All of the above in first class order and condition. Also pulleys, shafting, belting, wheelbarrows, trucks, and tools usually found in a well appointed brickyard. Sand and clay in abundance, and in easy reach of machines, very small expense in moving the clay and sand to the machines; no pumping necessary.

Each tender must be accompanied by a certified cheque for five per cent. of the amount of the tender. The highest, or any tender not necessarily accepted.

FRANK L. MILNER, Liquidator.

February 20th, 1906.

MILNER'S LINIMENT CURES COLDS, ETC.

THE GREAT DREADNAUGHT AN ENGINE OF DEATH

THE LARGEST AND MOST POWERFUL BATTLESHIP IN THE WORLD AND THE GREATEST NAVAL ACHIEVEMENT OF THE CENTURY

The battleship Dreadnaught was launched recently at Portsmouth, England, by King Edward.

The ceremony was the most simple possible, the King having vetoed all decorations and pageantry in honor of the death of his father-in-law, King Christian.

There was a moment of suspense after the King touched the electric button removing the last block, as the huge ship hesitated and appeared to be reluctant to take the water. But ultimately, she glided down the ways in safety.

Among the occupants of the royal stand were the American Naval Attaché, H. Gilboon, and the other attaches, the Admiralty officials and a few technicians, Lieutenant-Commander John privileged persons.

THE DEADLY DREADNAUGHT.

The launch of the Dreadnaught, the largest and most powerful battleship of the world's navies, marks the first stage in what the British admiralty claims as the greatest achievement in naval construction. On October 2, 1905, only a few days over four months ago, work was commenced at Portsmouth on the vessel, the first of a new class. The promise of a new class of battleships, the Dreadnaughts, then that she would be launched within six months. The admiralty has more than made good their boast and British ships have another cause for pride in their navy. Another twelve months, all going well, the Dreadnaught will be commissioned and join the Atlantic fleet, thus beating all previous records in battleship building by six months. There are two reasons why work is being rushed on the Dreadnaught. One is the great anxiety in Great Britain, and the other is that the ship is to some extent an experiment and it is desired to give her a good trial before commencing construction on any more of her class. Great Britain, it will be remembered, was the only power having battleships or observers on Japanese ships during the Russo-Japanese war, while expert British constructors were given every opportunity of learning wherein the ships of Japan proved weak or strong as the case might be. These men were busy from start to finish of the war, and immediately after the battle of the sea of Japan came home with their observations, which were submitted with suggestions, to a special committee on which sat not only the most experienced naval experts, but the directors of naval construction, Lord Kelvin, and a number of the leading private shipbuilders. The Dreadnaught is the outcome of their deliberations, an embodiment of the lessons of the late war in the Far East, a ship apparently invincible, capable at one discharge of her guns, of throwing with unparalleled force twice as much metal as any foreign man-of-war now afloat, while her armor will render her immune from attacks by any enemy's guns, and, some claim, even against torpedoes, fired at the usual battle range. The details of the Dreadnaught's construction remain a secret so well as the admiralty guarded the plans. Efforts of naval attaches to gather information for their governments have been fruitless. No information is forthcoming, the answer to all inquiries being the candid one that Great Britain intends to maintain secrecy as to what her experts learned as a result of Japan's experience for one year and by rushing to completion the Dreadnaught, will gain a year if not more in naval construction over all other Powers except her ally. Usually when ships are building a board is placed at the head of the ship giving her name, displacement, principal dimensions, horse power and speed. In the case of the Dreadnaught not an item in the design is revealed, the board containing the simple sentence, "His Majesty's Ship Dreadnaught, commenced Oct. 2, 1905."

TREMEMDIOUS COAT OF ARMS. When ready for sea the ship will displace 18,500 tons but, this is the least remarkable thing about her for besides the ideas introduced as a result of the Far Eastern war Britain is placing on her new fighting machine the heaviest armament ever carried by a ship. In

the past British vessels have carried four 12-inch guns throwing 850-pound shells; the Dreadnaught will have ten of these weapons of a new type with a muzzle velocity of 49,568, as compared with the 33,622 of the guns carried in as recent battleships as the Majestic, an increase in power of fifty per cent. In a great sea fight the Dreadnaught will be able to discharge every minute ten projectiles weighing 8,500 pounds with sufficient velocity to send them 25 miles or to penetrate about 116 inches of the hardest armor at a range of about two miles. Unlike all British and foreign battleships built in the past thirty years the new addition to the fleet will carry no guns smaller than the great 12-inch, eight except eighteen three-inch quick-firers for repelling attacks by torpedo craft. She will mount neither 8.2-inch, 7.5-inch, nor 6-inch guns, she will be the biggest warship afloat and she will have only the biggest and most powerful guns. The secrets which will be incorporated in the huge hull are still hidden, but it is known that they tend to economy as well as efficiency. The Dreadnaught will cost ten per cent. more than any other battleship. British will all through she will represent the last word in all details of her construction. In another respect the Dreadnaught will be unique, she will be the first battleship in the world to be driven by turbines. These engines will supply the power for four propellers, two more than any previously built British battleships, which should make her the fastest ship of her class afloat. Another advantage of

the turbines, as shown by the performances of the Carmaria, is that the gunners will have a steadier dock from which to handle the guns.

DEADLY POWER OF DREADNAUGHT.

The guns, armor, machinery, boilers, etc., are ready to be placed in the Dreadnaught, so there should be no difficulty in having her ready for sea in twelve months, when she will join the Atlantic fleet, based on Gibraltar, thus being placed midway between the Channel and Mediterranean fleets. As trouble threatens on the one side or the other the ships of the Atlantic fleet are moved, making them of the greatest use in the time of war, no matter who the enemy might be. Writing of this fleet as it will be when the Dreadnaught joins, a naval expert said: "Nothing as devastating as this concentrated destruction has ever been conceived in the brain of man. It is impossible to picture the result of one minute's well-directed fire at an enemy's ships, and when one minute is followed by others the effect would be too terrible for words, assuming the gunners get the range and fire as at target practice. To this length has the contest for sea power gone, and this is not the end, for the time is not far distant when the British ensign will fly over fleets and squadrons of Dreadnaughts, vessels costing a million and a half sterling or more, each with ten or twelve 12-inch guns, which will engage an antagonist when three or four miles distant, and will pour in a succession of shells each weighing 850 pounds carrying wholesale destruction in their wake."

THE STRENUOUS LIFE

It is not alone the haste to get rich that afflicts the generation of Americans now upon the stage of active life. It is the apparent inability to realize that enough is sufficient, that there is a time to stop, that accumulations should not be pushed forever to accumulate more.

For the youth, the call of the strenuous life is imperative. He has his place to make in the world. He has unknown but insuperable duties and responsibilities before him. He must fortify himself to provide not only for his own future in the time to come when his powers shall flag, but for the future of the family which, if he is a whole man and rightly minded, he expects to rear. For him life is a struggle in which the gain of a competence is an honorable as well as a necessary aim to which he may devote his most arduous endeavors.

But is there not a natural and indeed an obligatory end to his life's period? Should the contest, begun in youth, be prolonged into age? Is it not better to rest content with ample, with reasonable, attainment of desire and stop out of the scramble for greater wealth?

If we were to eliminate from the army of world-workers those men who have piled up great wealth, who have no more to ask of fortune in that way, it would doubtless be detrimental to human progress. The experience of the successful masters of industry counts largely in the development of affairs of universal importance. In science, in literature, in philosophy, the world would be poorer today if men had stopped work when they became rich through the fruition of early endeavor.

It all depends upon the motive, upon the end sought; and it is inconceivable that the influence of money-getting in the hurried rush of modern life is to obscure the ideal and to give prominence to the material. The man who gets much money too often comes to look upon money-getting as the highest aim. "Auri sacra fames," the cursed hunger for gold—compels men today as it did in the time of Virgil and for ages before.

What is the good of it? Too often the result is evil, undignified, to the man himself. The heads of the three great life insurance companies in New York, men past middle life although not yet having reached old age, carried their effort for greater wealth into their later years. Each today is a wreck, mentally and physically. The strenuous life, too long extended, led them into a path of conduct ethically

deplorable and resulting in the weakening of their powers of resistance to fate when the end came.

The battle of life may seem to be won when it is only a truce with fortune. Whether it is a real victory depends upon the man himself. It is a matter of individual conduct and individual conscience.

Young Mr. Rockefeller, who deals in multitudes with surprising facility to his success, and finally if it would have been a real victory with remarks of extraordinary pertinacity. "A friend of mine," he said, "told me that when a business proposition was put to him he always considered first whether it was square, then whether it was safe, and finally if it would pay. Many business men nowadays leave out the question of squareness altogether, or, if they do consider it, they put it last. The best way to treat our friends is according to the golden rule. If we stick to that our lives can't be far from right."

Page Wire Fence Prizes

"During 1905 an interesting contest was carried on among the three hundred dealers of the Page Wire Fence Co., Limited, in the Maritime Provinces and no doubt it will interest many to know who were the winners of the liberal prizes offered. In New Brunswick, Mr. W. Alanzo Smith, Middle Coveville, succeeded in selling the largest amount of Page Wire Fence; he also got in his whole of the Maritime Provinces, and was presented with a valuable gold watch, suitably engraved.

Mr. James E. Poole, Aitkens Ferry, was successful in P. E. Island, and Mr. Rod. McLean, Hopewell, in Nova Scotia. Each were presented with handsome clocks.

To encourage new dealers appointed during 1905, two prizes were given: Mr. Sylvian Arsenault, Tracadie, N. B. won that for New Brunswick and Prince Edward Island, a mantel clock and Mr. S. G. Chiffet, Dartmouth, N. S., the handsome silver towel given in Nova Scotia.

The business done by this enterprising company is increasing to a wonderful extent, evidence, that high quality and honest dealing are sure to win out in the end."

TO CURE A COLD IN ONE DAY Take LAXATIVE BROMO Quinine Tablets. Druggists refund money if it fails to cure. E. W. GROVE'S signature is on each box. 25c.

For Breakfast Luncheon or Tea

A few small biscuits easily made with Royal Baking Powder. Make them small—as small round as a napkin ring. Mix and bake just before the meal. Serve hot.

Nothing better for a light dessert than these little hot biscuits with butter and honey, marmalade or jam.

You must use Royal Baking Powder to get them right.

ROYAL BAKING POWDER CO., NEW YORK

When Princess Ena Weds the King of Spain

Madrid, Feb. 23.—Your correspondent obtained at the court marshals' office the full programme concerning the marriage arrangements and ceremonies decided upon for the nuptials of Princess Ena of Battenburg and King Alfonso.

King Alfonso will send an ambassador extraordinary to London to sign the marriage contract and attend to other legal formalities. The contract will be immediately ratified by Edward VII. on the one hand, and Alfonso XIII. on the other.

ENTRANCE INTO SPAIN.

The Queen will enter Spain by way of Irun and at this point at the frontier all the grandes of Spain will await her arrival in full panoply, wearing their ancient robes and coronets. There will also be a great military display, horse, foot and artillery, the contingent being composed of regiments that have never been defeated in battle but, on the contrary, covered their flag with glory. The speech of welcome will be made by the chief of the special embassy appointed by King Alfonso for this occasion. The English ambassador will attend, too.

After these ceremonies, her Royal Highness, her mother and suite will embark on a special train for Madrid. Spanish railways are proverbially slow, but less time than usual will be made by the train carrying the bride as deputations and officials must be received at every station. And there will be a steady current of oratory, music, military display and gun firing.

ALFONSO IN WAITING.

Ena and her mamma will meet Alfonso outside the park of Castle Pardo, four miles from Madrid. Pardo has no railway station, but the King is building one for his girl. When the train stops, the young King, his mother, the royal family, ministers, generals and officials will be in waiting, and there will be more music, speeches and cannon firing. After that is over the bride and groom and the two mamma's will mount an enormous state coach, drawn by sixteen horses, and travel to the palace. But the King must not enter, he must kiss Ena good-by 500 paces from the palace door and return immediately to the station. Even his mother is not allowed to enter—Spanish etiquette says she might feel called upon to harrange, or harass her future daughter-in-law. Six days Ena must wait before she can be made a bride according to Spanish etiquette, and each hour during these six days is spoken for by deputations from the Senate, courtiers, provincial and other authorities, generals, grandees, officers, citizens and who-not?

MARRIAGE CONTRACT PUBLICLY READ.

Two days before the wedding the marriage contract will be publicly read, even the financial settlements being made public. However, the Spaniards have a way of mauling

when it comes to mentioning figures. So if Edward is unwilling to invest much money in Spain the world at large will not know it.

Meanwhile all Madrid will be admiring and criticizing the bride's trousseau on exhibition at the palace of the Council of State. Every time she will wear as Queen of Spain will be shown, except the stockings, for Spanish etiquette says that Queens of Spain have no legs. But they have feet, hence a whole roomful of shoes and slippers. The exhibition is so public that even beggars may gaze on the Queen's things, while a hundred Haberdashers stand guard over them.

THE WEDDING DAY.

On the wedding day Ena and her mother leave the palace in a simple closed carriage, under guard of policemen and detectives, who, however, must know enough to conceal themselves, and travel Madridward. Even if a dozen ministers of state and a hundred grandes de la corte are on the way, they would take no notice. Soldiers will have no notice for her, and cannon and brass bands are silent, for—mark the word—her majesty-to-be is strictly incog. But the carriage has slowly left the park when a horseman appears, bows low and silently rides at the side up to the gates of Madrid. The horseman is Alfonso of course. Kings of Spain have performed this stunt for time immemorial on their wedding day.

Ena is hustled to the palace of the State Council and into a large room there, the windows of which are covered with mirrors. In the room are twelve duchesses, all of them blessed with the hereditary privilege of helping to disrobe the Queen-to-be. Ena must change her linen, everything, and is then dressed in the wedding gown. The dressing room, by the way, is on the ground floor, and when Ena steps out in her finery the twelve duchesses carry her train, a dozen grandes bow to the ground, all kneeling, crumms boom, a dozen regimental bands bray and toot, and the assembled multitudes greet her vociferously. There is a sixteen-horse coach for her, the most gorgeous crystal palace on wheels one can imagine. No more incognito. Then Ena proceeds to church, to leave it as Queen of Spain.

Common Colds are the Cause of Many Serious Diseases.

Physicians who have gained a national reputation as analysts of the cause of various diseases, claim that if catching cold could be avoided a long list of dangerous ailments would never be heard of. Every one knows that pneumonia and consumption originate from a cold, and chronic catarrhs, bronchitis, and all throat and lung trouble are aggravated and rendered more serious by each fresh attack. Do not risk your life or take chances when you have a cold. Chamberlain's Cough Remedy will cure it before these diseases develop. This remedy contains no opium, morphine or other harmful drug and has thirty years of reputation back of it, gained by its cures under every condition. For sale by S. N. Wear.