

# The Weekly Monitor

AND

## Western Annapolis Sentinel.

VOL. 36

BRIDGETOWN, ANnapolis COUNTY, NOVA SCOTIA, SEPTEMBER, 30, 1908

NO. 24

### Visit of Lord Milner, Diplomat and Statesman, to Canada

The visit of Viscount Milner to Canada recalls the anxious days of the Boer war, for it was with the British occupation of South Africa that this Imperial statesman has had to do. Though he served his country faithfully in Egypt, he will be remembered chiefly as the Vice-Regent who had to do with the Boers before, during, and after the war which cost so much blood and treasure a few years ago. Differences of opinion there may be as to the wisdom of Lord Milner's aggressive policy. There can be no division, however, on the claim that he is one of the great statesmen of the day, and that he handled a difficult situation with strength and consummate skill.

Lord Milner is the son of Dr. Charles Milner, and was born on March 23, 1854. Educated in Germany and afterwards at King's College, London, he proceeded to Oxford, where he had a distinguished career. He graduated at Balliol, taking a "first" in classical honors, and subsequently became an honorary fellow of "New." In 1881 he was called to the Bar (Inner Temple), but, like many other men who qualify for "stuff," he was destined to achieve distinction first with his pen. In the early eighties he was associated with Mr. T. W. Stead, in the editorial control of The Pall Mall Gazette. When a general election of 1885 took place Lord Milner left the editorial sanctum for the hustings, and contested the Harrow Division of Middlesex in the Liberal interest. But he was not sent to St. Stephen's—the country had greater work for the budding statesman to do than he could have performed in the House of Commons. The formation of the Unionist alliance a year or two later afforded an opportunity to introduce him to public service in the capacity of Private Secretary to Viscount (then Mr. Goschen), who was in the Cabinet as Chancellor of the Exchequer. This position he occupied for two years, and the manner in which he acquitted himself may be judged by the fact that he was then selected as Under-Secretary for Finance in Egypt. He was thus brought into contact with Lord Cromer, and it cannot be doubted that in the land of the Pharaohs he learned many lessons at the hand of that great administrator which he has since turned to account when farmers' vital problems engaged his attention. Three years were passed in Egypt, and Lord Milner was then brought home to serve as Chairman of the Board of Inland Revenue, a post that he held for five years. It was during this period that he published his work, "England in Egypt" which attracted no little approving notice by reason of its breadth of view and the mastery of administrative detail to which it bore witness. In 1897 he was chosen to succeed Lord Rosmead (Sir Reculus Robinson) as Governor of the Cape Colony and High Commissioner of South Africa, and about the same time received the Grand Cross of St. Michael and St. George—the second honor awarded him, as he had in 1895 been created a Knight Commander of the Bath. He was raised to the Peerage in the spring of 1901.

Rarely has a young servant of the State been confronted with so grave a situation as that which Lord Milner found awaiting him on his arrival in Cape Town. The Jameson raid had not only "upset Mr. Rhodes' apple cart," to recall a homely phrase—it had awakened the bitter suspicions of the Transvaal Dutch with regard to British designs on their independence. The internal condition of the Republic was in a state of utter chaos. The grievances of the Outlanders cried out to the whole civilized world for redress, and from the Justiciary right down to the police wholesome reforms were urgently demanded. The right of British subjects to civil equality had to be established, and this had to be accomplished, if possible, without inflaming the opinion of the Cape Dutch, and in such a manner that there would be no repetition of the unfortunate hostility on the conti-

nent which had previously found expression in the German Emperor's famous telegram. It was Lord Milner who first realized the gravity of the crisis which he rightly judged to be inevitable. We see plainly enough now that no resources of statesmanship or diplomacy could have averted the catastrophe of war.

His career after the war has consisted mainly of that unremitting labor, accomplished, we may be sure, by ceaseless anxiety, which makes little outward show. There was one brief spell of rest—or we should perhaps say change of occupation—in the spring of 1901, when he paid a brief visit to England. The manner of his reception left no doubt as to the place he had won in the estimation of his fellow-countrymen. He was met on his arrival in London by the late Lord Salisbury, Mr. Chamberlain and a number of other Cabinet Ministers, Lord Roberts and many other distinguished personages. He was at once driven to Marlborough House, where he was received in audience by the King and was raised to the Peerage, with the title of Lord Milner of Cape Town. He was publicly entertained at lunch by the ex-Colonial Secretary, and was invited to the Guildhall, where he was admitted to the freedom of the City. His appearances aroused the greatest public enthusiasm, and the stupid invention that his homecoming was in the nature of a recall died a violent death.

Thus assured in the possession of the confidence of his King, the Government and of the country, he returned to the Cape to resume the work inspired by the spirit which a little while later he infused into the people of Johannesburg, who were then fast returning to the arts of peace. "Pitch your ideal sufficiently high from the outset," go for a big thing," this is the idealism, coupled with the ability to apply it, to the day's work in practical fashion; fearlessness tempered with tactfulness; patience linked with a wisdom that would tolerate no nonsense—these were among the chief qualities of the man who found in South Africa the cradle of a great reputation, and not, as so many who had come before him, its grave, and Lord Milner's elevation to the rank of Viscount in 1902 was regarded by all classes as a distinction which had been well won. Lord Milner remained in South Africa as Governor of the Transvaal and Orange River Colony from 1901 to 1905, and as High Commissioner for South Africa from 1897 to 1905.

### Practical Jokers

#### Cause Man's Death

Chicago, Ill., Sept. 25.—Andrew Babo was taken from Burlington, Indiana, to the South Chicago hospital of the Illinois Steel Company, with his vital organs torn by a jet of compressed air. He will probably die. He was the victim of a practical joke played at the plant of the Buffington Cement Company, a subsidiary concern of the United Steel Corporation, where he was employed as a laborer. Because of his ignorance he was made the harmless victim of turning a jet of compressed air down his neck and catching the dust fly from his clothing. As Babo took little notice of this, his persecutors grew bolder. They put the nozzle of the air jet in his mouth and opened the stop cock, injuring his internals in a frightful manner.

### Freight Train Plunged Through Wooden Bridge.

Hamilton, Ont., Sept. 27.—Three instantly killed and a fourth man seriously injured is the appalling result of an accident which occurred about six o'clock this morning on the line of the Toronto, Hamilton and Buffalo railroad near Mineral Springs when a freight train crashed through a wooden bridge, and fell to the ground below, a distance of probably twenty feet.

### Far Away Fields

Far off fields are green. Many a young man from the east has realized the truth of this saying during the past two weeks.

At all the great wheat growing centres there are scores of men who have been unable to get employment, and the C. P. R. refuses to carry them back until they have worked the required thirty days.

In the spring and early summer everything indicated a record breaking harvest for the Canadian West. A prolonged drought in July changed these conditions somewhat. In sections where there had been no July showers the wheat dried and ripened and harvesting operations were forward before the excursionists arrived. In that wonderful country between Winnipeg and Regina, even as early as August 17th, there were numbers of fields in stock. Others showed green among the ripening gold and there were great stretches that danced in the level beams of the setting sun like millions of twinkling minted sovereigns. The grain West in harvest time beggars the Arabians Nights.

Circulars were issued by the C. P. R. to the effect that 25,000 men would be wanted to take off the crop. Thousands of young Easterners, moved by the spirit of adventure, left good jobs and hid them out on the harvest excursions, expecting to reap dollars as well as grain, and to have the picnic experience thrown in. They have had the experience with a vengeance.

The crop, estimated at 102,000,000 bushels will require about half as many men as were advertised for in the harvest circulars.

LABOR CONDITIONS.

Crop shrinkage, early ripening, and the increased population of the western provinces have affected labor conditions. The excursions brought far too many men, and thousands of strong active young fellows are now stranded in western towns and cities. Many of them have no money and are absolutely dependent for food and lodging. Some have the ticket amount, but if they have to remain thirty days and cannot get work, there will be little left. As a consequence men are scouring the prairie in every direction, begging for work. In Regina a deputation of the "hard-ups" made application to the C. P. R. to furnish them transportation home again but the company refused to carry them back until they had worked the required thirty days. Mayor Smith, the Relief Committee, the Publicity Commissioner, and the citizens of Regina, generally, have interested themselves in the hundred or more unfortunate harvesters stranded here.

The Canadian Northern Railway Company's generous offer of one cent a mile out of Regina on their branch lines to harvesters looking for work was greedily accepted. The men are asking to be sent East in box cars and are clamoring for work of any kind, in preference to trying out in the rain and searching autumnal winds.

Meanwhile two meals a day are provided in the City Hall for the hundred and more disappointed seekers for work in this land of milk and honey.

C. R. FRAME, Regina, August 28th, 1908.

### Four Inches of Snow in Calgary

Winnipeg, Man., Sept. 25.—So far eight million bushels of wheat have passed through Winnipeg and been inspected as compared with only one million bushels up to the same date last year. But the most encouraging feature is that of this amount no less than eighty per cent. is high grade milling wheat which almost constitutes a record percentage. If the wheat continues to grade to the high average the crop will be very profitable.

Snow fell last night in many parts of Alberta, Calgary, getting as thick as four inches. This was by the sudden change to cold weather and depression from western states. The temperature dropped to 30 at Calgary and at Edmonton to 24. In Saskatchewan it was a little higher, being around 32. In Ontario it was around 35.

### Edison Talks of Navigation of Air

Spokane, Wash., Sept. 23.—"Navigation of the air will surely come; it is simply a question of applying a mechanical construction in a new way, and I believe Henri Farman, who recently visited this country, has started in the right direction."

Thomas A. Edison, who with Mrs. Edison and daughter, is touring the Pacific northwest, made the foregoing statement in the course of an interview, adding:

"The airship of the future will be lifted by a mechanism something like a spiral. It will have the ability to rise without first giving it momentum and will imitate closely the flight of a bird.

"With the helical lifting appliance, improved propellers and device for maintaining its equilibrium in the air, the future airship will fly into the teeth of the wind and it will rise to heights where favorable currents may be found or skim the surface of the earth.

"I have little faith in the aeroplane or the dirigible balloon as a means of aerial navigation. The aeroplane of the Wright brothers depends too much on the personal equation. Place some other man in that aeroplane and it will not work. Flight depends upon the skillful handling of the machine by the inventor.

"It is also unlikely that the efforts of inventors who have pinned their faith to the dirigible balloon will meet with success. When you have something which is lighter than air, it must be apparent even to the layman that it is a toy of the winds. It is wadded about like a thistle-down when a strong wind is blowing. The aeroplane and the dirigible balloon will be improved, no doubt, but I look to see the appliance of a principle different from either in the successful airship.

"It is likely I shall give some attention in the future to the navigation of the air. I have done so in the past, but I had not time to make serious effort. I am firmly convinced that the time is near at hand when it will be possible to sail through the air as easily and as safely as we now go by land or by water."

Mr. Edison declared, also, that the available water power in the state of Washington, estimated at 3,000,000 percentage is used, and that in adjoining states and British Columbia, will be fully utilized within twenty years by the transcontinental railroads in moving their passenger and freight trains from the Rocky Mountains to the Pacific Coast and Puget sound, "and," he added, "when the water-falls are harnessed the trains will be operated faster and much cheaper than at present.

"I may say, too, that within a few years the electrically propelled motor car will be the automobile most in use. It will not supplant other forms of automobiles until provision is made for recharging the storage batteries at convenient places, but in Spokane and other cities where electrical energy may be had cheaply and easily, electric cars will do the work of truck horses and in general furnish transportation for the people."

### Walked to Her Death in Her Sleep

Montreal, Sept. 27.—Miss Margery Robertson, daughter of James M. Robertson, of the Thomas Robertson Company, met with a horrible death on Saturday evening. The family are still occupying their summer residence at Beaconsfield, on the lake shore. Miss Robertson, it appears, was a somnambulist. Late Saturday evening she was discovered to be missing from the house. Search was at once instituted for her and she was soon found lying in a dazed condition beside the C. P. R. tracks, which run some distance in the rear of the house. She was clad only in her night dress and slippers. She was removed to the Royal Victoria Hospital in this city, but died without recovering consciousness. She was twenty-three years of age and was engaged to be married in the near future to Charles Shearer, of Montreal.

### Canada Has Whip Hand

Appleton, Wis., Sept. 17.—"Because raw material is much cheaper in Canada and labor is considerably cheaper, we would have to go out of business, and would go out of business, if the tariff on wood pulp were to be cut off, unless we could obtain higher prices for our sulphite than we are receiving at the present time."

said Mr. N. M. Jones, of Bangor, Me., Manager of the Katahdin Pulp and Paper Company, at Lincoln, Me., before the Congressional Investigation Committee here yesterday. Continuing, Mr. Jones said: "Unless we can get our material as cheaply as the Canadian mills do, we would have to quit business, for we could not compete with them."

Chairman Mann, of the Investigating Committee, asked Mr. Jones, if in his opinion, the pulpwood supply is ample in this country for an almost indefinite period. Mr. Jones replied by saying that in Maine the supply is, perhaps, practically inexhaustible, but in the middle west, especially in Wisconsin, Michigan and Minnesota, where most of the paper mills are located, the manufacturers will soon be obliged to procure their pulpwood from Canada.

"The only thing I see to do," said Mr. Jones, "is to make a treaty with Canada. Not as a tariff, not as a Republican party today and a Democratic party to-morrow, but a treaty whereby the tariff on wood pulp would be cut off if our mills were allowed to purchase pulpwood in Canada at the same figures that Canadian mills do, but I would also increase the duty on European pulp 100 per cent. Europe is our greatest competitor, not Canada. The market of the United States and Canada is large enough to use all the wood pulp, sulphite and paper manufactured in this country and Canada if a treaty were made and the duty on European goods increased."

### The Hot Weather Ignorant to Fruit

(Acad. Orchardist.)

While the fruit in the Valley is growing to an enormous size and also putting on an exceedingly fine finish, still the elements appear to be overdoing the job, with some varieties. Never in the history of fruit industry has such a long continued spell of warm weather been experienced at this season of the year as during the past fortnight.

Several orchardists are being surprised upon picking their Kings to find quite a large percentage "water-cored." In some orchards this premature decay is not apparent until the fruit is cut into with a knife, when in many instances nearly every apple taken from the trees and cut with a knife has been found to be "water cored."

Just what effect this is going to have upon the crop of Kings in the Annapolis Valley, (which by the way is a very large one this year) no one up to the present has dared to predict. Nevertheless one thing is certain, all Kings should be immediately picked and stored in the coolest cellars, not left in out buildings as other years, to prevent the inward decay starting in the still sound fruit, for if apples with the water-coring already started, is shipped to England, it will, as in the past, arrive more or less black or unsaleable. By the present tone of the British fruit market it would appear that it will only pay to ship apples of first class quality. Therefore, this is a year we cannot afford to take any unnecessary chances.

### Hot in Halifax.

Halifax people on Saturday and Sunday were sweating in the intense heat that prevailed. All day Saturday there was not a breath of air, and the same conditions prevailed on Sunday. A thick pall of smoke hung over the Harbor on both days, and the sun went down last night very red. There are indications that rain is coming, and there is pressing need just now all over Canada. Two years ago about this time of year, oppressive heat was experienced, but it is most unseasonable weather.—Chronicle.

### Passing of Two of Bridgetown's Eldest and Most Esteemed Citizens

JOHN E. SANCTON.

A deep feeling of regret and sympathy pervaded the town and community on Thursday morning last when it was learned that Mr. John E. Sancton had passed away on the previous evening. In his death the town loses one of its best and most widely-known citizens, one who has been closely identified with the progress of the town for over half a century and who has been associated with various enterprises and many movements in its advancement.



His first association with the business element of the town was in starting the Bridgetown Foundry. In this enterprise he had as partner Mr. James Hillis, now of the Richmond Foundry, with whom a warm friendship was then initiated and which continued to his death. When this business passed into the hands of others, Mr. Sancton took up the watch-making and jewelry business for which he had received his training in his former home in St. John. In this business he continued up to the time of his death.

In 1878, Bridgetown was without a newspaper, the "Free Press" edited by Mr. Gidney having suspended publication. Associating with him Henry S. Piper, then a young printer, within a few months of attaining his majority, "The Weekly Monitor" was established and made its first appearance on April 10th, 1878. Mr. Sancton editing and managing the business end of the paper while Mr. Piper looked after the mechanical department. In 1878, Mr. Sancton's share in the business was bought out by the junior partner, who assumed full ownership and management. Until the day of his death, however, Mr. Sancton retained a strong personal interest in the paper, and the present editor acknowledges a debt of gratitude for many kindly expressions of encouragement and sympathy.

In the early eighties when the present water system was introduced into the town, Mr. Sancton was one of the originators of the movement and was one of the water commissioners until the incorporation of the town, when the system became a town service. Although well past his three score years and ten, his interest in anything pertaining to town advancement never failed him, and only a few weeks ago he was the leader in a movement to make a watering-cart a part of the town equipment. The petition then presented by him to the town council, though he did not live to see his wish fulfilled, resulted in the council taking action toward the introduction of such a service another season.

Mr. Sancton was a native of St. John, a son of Thomas Sancton, who was for forty years connected with the Bank of New Brunswick. Of his family, one sister, Mrs. Hammond, of New Haven, Conn., survives, and several half-sisters and sisters, two of whom, Robert and Miss Jane Sancton are living in St. John, and Miss Annie and Harry in Bridgetown. For his first wife, Mr. Sancton married a Miss Fleet, by whom he had a large family. The two eldest, Will and Augusta, died in early manhood and womanhood. Those who survive are Mrs. Ham-

mond, of Bangor, Maine, Mrs. French of Everett, Mass., Mrs. Bannister and Mrs. Holbrook, of Scharon, Mass., and Herbert, of Oldtown, Maine. He is survived also by the wife of his second marriage, formerly Mrs. Edward Walsh, of Granville, and by his step-daughter, Miss Hatfield Walsh, who have the heartfelt sympathy of the community in their irreparable loss.

The funeral took place on Saturday at 2.30 p. m., from his own residence, all the members of his family except one being present. The service was conducted by the Rev. G. F. Johnson, pastor of the Methodist Church, of which the deceased was a consistent member and supporter, assisted by Rev. A. S. Lewis and Rev. Dr. Jost. The floral tributes were lavish and beautiful and the house was filled with sympathizing friends.

### CAPTAIN PETER NICHOLSON.

At his home, Bridgetown, after a lingering illness of paralysis, extending over several months, our venerable and esteemed citizen, Captain Peter Nicholson, passed to his rest at the advanced age of eighty-five years.

Captain Nicholson was born at Dumfries, Scotland, in 1823. At the age of nine years he came to Nova Scotia with his family and settled at Aylesford. While a youth he entered the sea-faring life and was master of various sailing vessels trading at home and abroad. Leaving the sea about the year 1862, he married Miss Cortitt, of Bridgetown, and became a citizen of this town, opening a grocery store on Water Street. Here he spent an active business life and identified himself with the interests of the town. His name soon became synonymous with integrity and honor, and a generous and warm-hearted nature attracted a large circle of personal friends. With declining years the infirmities of age laid him aside from active life, but on his occasional outings through the town he was always sure of hearty greetings from the old friends and acquaintances he chanced to meet. He was one of whom we might say that "the world is better because he lived."

Captain Nicholson is survived by his wife and one daughter, Mrs. A. Stewart, of Boston, who have the sympathy of a large circle of friends in their loss.

The funeral on Sunday afternoon was conducted with Masonic honors, Rev. A. J. MacDonald, assisted by Rev. A. S. Lewis, officiating at the services at the house. A very large concourse assembled at the grave in the Bridgetown cemetery and listened with reverence to the impressive Masonic service.

### Grand Trunk Pacific Trains Now Running in the West

Winnipeg, Sept. 22.—The first Grand Trunk Pacific train left Winnipeg for the west this morning, sharp on time at 8.30 o'clock, thus officially inaugurating a new railroad service and almost a new era in the west. There was a large number of railway officials and other citizens at the C. N. R. depot to see it off, and it made a fine appearance as the conductor in charge, Frank Nidderly, gave Engineer Culbertson "highball." At the same moment the depot master broke a bottle of wine on the engine when the wheels began to turn. No formality was omitted which, from ancient usage, would help toward the successful inauguration of the service. At the same hour trains left the various divisional points of the system, completing the service. Westbound trains left Winnipeg, Melville and Watrous, while the eastbound train left Watrous and Melville. This means that for the present the service will be wholly a daylight one, though Pullman cars and diners are on order, which will be put into the night service as soon as traffic conditions warrant such a step.