

The Weekly Monitor

VOL. 42

BRIDGETOWN, ANNAPOLIS COUNTY, NOVA SCOTIA, JUNE 17, 1914

NO 10

ROYAL BAKING POWDER Absolutely Pure

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WORLD'S LARGEST STEAMSHIP

Maiden Voyage of the Steamship "Vaterland" to the Port of New York

(Scientific American)

With the launching of each "largest" steamship it was customary, a few years ago, to say of her that the limit of size had been reached, and that in future there would surely be a return to more moderate dimensions. To-day, we hear no such prognostications; for the dimensions so far from diminishing, give promise rather of increasing. It was less than one year ago that there steamed into the port of New York the "Imperator" of the Hamburg-American Line—the first ship to exceed a length of 900 feet, her length on deck being 903 feet, and her displacement 52,000 tons. This week sees the advent of the "Vaterland" of the same company, a huge ship, which exceeds the "Imperator" in length by 41 feet, in beam by 2 feet, and in displacement by no less than 6,000 tons.

The "Vaterland," which was built at the yards of Blohm & Voss, Hamburg, is 950 feet in length, 100 feet in beam, and she displaces 58,000 tons. We are informed by the company that during a trial cruise of over two days' duration she averaged a speed of 25.8 knots, her turbines developing 90,000 horse-power. In view of the fact that she was announced as a 23-knot ship, this is certainly a most surprising result, although the great work which has been done by her builders in the construction of high-speed German armored cruisers propelled by similar motive power, all of which greatly exceed their contract speed, should have prepared the public for very fine steaming results in this vessel.

Tags, the "Von der Tann," designed for 25 knots, made on a recent trial 28.1 knots; the "Moltke" and "Goeben," designed for 27 knots, on recent runs made, respectively, 28.7 and 28.6 knots. The motive power of the "Vaterland" is broadly similar to that of the cruisers, consisting of four turbines driving four propellers. As compared with the "Imperator," which was built at the Vulcan Works, the "Vaterland," to the eye of any but the expert, looks to be practically identical, her increase in length of 41 feet being scarcely perceptible on a ship of such great dimensions. Her under-water form, however, and the construction of the hull at the stern are quite different, the "Vaterland" having what is known as a cruiser stern, with a balanced rudder which is entirely below the waterline. The form of the "Vaterland" also differs greatly from that of the "Imperator," the successive water planes at being feller than those of the earlier ship. We understand that the changes in her model, as compared with the "Imperator," had much to do with the high speed which she achieved on her trial. A feature which adds to the appearance of the ship is absence of the monster eagle which is carried at the bow of the "Imperator." An eagle makes an appropriate figurehead on a clipper-ship, but it is inappropriate and quite inharmonious when placed at the top of a straight stemhead such as characterizes the modern transatlantic liner. The shield and scroll work of the "Vaterland" are in better taste.

The "Vaterland" is constructed

with both longitudinal and transverse bulkheads, the longitudinal bulkheads forming the inner walls of the coal bunkers, and serving as an inner skin. All the walls of the passenger decks have been coated with special fire-proof material. The bulkheads are of unusual stiffness, and the openings in them, where they pass through the passengers' accommodations, are closed by fireproof glass doors, thirty-nine in number, which will withstand a temperature of 1,000 degrees. The staircases are so enclosed with fireproof inclosure. A special fire department, composed of trained fire fighters, devotes its entire attention to fire protection. It occupies a special cabin, where all the fire alarm signaling devices are centered. There are more than 450 fire annunciators throughout the ship, which would instantly indicate a dangerous rise of temperature. A complete system of automatic fire sprinklers, comprising 800 water jets, is distributed throughout the crew's quarters. A special fire fighting device employing chemicals in place of steam is operated by the firemen. There is also a complete system of fire hose and pumps. The fire fighting installation fulfills the strictest rules laid down by the German building and police authorities. The "Vaterland" carries eighty-four lifeboats, including two motor lifeboats, which more than accommodate all on board.

The several cabins of the "Vaterland" have been designed by the leading decorators of Europe; and the great liner with its paintings, sculptures, and decorations affords an interesting study of the decorative arts. The grand dining saloon, which seats 800 guests, is finished in white and gold, its ceiling being supported by Ionic columns. In contrast to this the Ritz Carlton is carried out in mahogany and walnut decorated with heavy garlands in bronze. The smoking-room is paneled in Flemish oak in low tones, while the main lounge, which may be converted into a ball-room, is decorated in warm red tones. The art treasures include paintings by old Italian masters as well as work of many notable contemporary artists. On the main staircase hang two landscapes by the Venetian artist, Giouanna Battista Pittoni (1691-767). Four large canopies by Laresse adorn the main saloon; and a portrait of King Ludwig of Bavaria, by Baumgartner, will be found in the ladies' saloon. The smoking-room is enriched by two marine studies by Prof. Schnars-Alquist, while a great panoramic study, by Kolsmperger, adorns the cupola of the dining-room.

The Truro Sun says there is a seemingly well founded rumor that the Dominion Government is about to dispose of the Windsor Branch Railway, Windsor Junction to Windsor, a distance of 32 miles, to the Canadian Pacific Railway Company, and that later on the company will extend to Halifax, some say to Dartmouth, by the purchase from the Government of the branch line that place. It is no secret that the big company have looked over prospective terminal sites on the Dartmouth side of Halifax Harbor.

Appalling Loss of Life on New Brunswick Coast

At Least One Hundred Fishermen Perished and the Property Damage Will Amount to Hundreds of Thousands

St. John, N.B., June 10.—Stories of appalling loss of life on the northern coast of New Brunswick still continue to drift in here, and the latest reports place the human toll at 100 souls, at least, and the damage to shipping and property on the coast amount to hundreds of thousands of dollars. On account of the poor telephone and telegraph service in that district details of the disaster have been hard to obtain, but it has been practically ascertained that nearly every fishing village on the Caraquez and Shippigan coast has paid heavily in lives and property.

A report from Bathurst tonight, said that an official of the Caraquez railway had been over part of the district affected, and he placed the loss of life at something above 100. This estimate, he felt, was very conservative. He had heard of fishing schooners which were seen anchored off Shippigan and when visited were found to be without a remaining member of the crew. In some instances only one man was left to tell of the fate of his companions.

According to his account schooners were driven ashore in large numbers and in many cases the male portion of families were almost completely wiped out, for it was the custom for a father and his sons to man a boat and carry on the fishing trade by themselves. The people lost were mostly French, and their villages were down close to the seashore and far from the centres of civilization, and on this account it was almost impossible to collect details.

A correspondent was in telephone communication with Caraquez tonight and learned that nine lives were known to have been lost, and other persons were missing, but it would not be known for several days how great the number would total. Four schooners were driven ashore there. Another small boat in which there were two men was also gone. Eleven bodies had been found there and it was expected that many more would be washed ashore along the coast.

From Shippigan, the report was that thirteen lives were known to have been lost, but it was expected that the total would be greater. Communication with other places along the coast could not be established, but from reports received at Shippigan it was evident that the loss of life has been very great.

There was a big run of fish on at the time the gale struck, and every available man was out following the fish. From Shippigan alone it was said that three hundred men had been out in the gale, and so far only about half had returned, but it was hoped that many of them had survived the gale.

The people of the northern part of the Province are anxiously waiting for further details of the calamity, but it is expected that several days more will elapse before full data will be available.

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During the past month over 800 persons have been turned back at Windsor Out, and not allowed to enter the United States. This is to prevent unemployed from becoming charges on the country when they cannot find work.

Farmer's Excursion to Truro

The College Management at Truro are making every arrangement to provide an interesting and profitable day for the excursionists who are expected from the Valley on Friday, June 19th. Of course, they have not lost sight of the fact that this is to be "A Day's Outing" and that the principal benefit will come from the pleasant social time spent on the College lawns and in the buildings. However, some little idea is given in the succeeding paragraphs of what the excursionists may expect to see and learn of an educational character.

The Farm Department, under the management of Prof. Trueman, in its splendid condition and the live stock never looked better. Among the new horses added to the College stud since the last excursion is the International First Prize Clydesdale stallion Lord Ullin (Imp) generally regarded as the finest individual stallion of the breed that has ever been in Nova Scotia. The cattle too are in splendid shape and well worth coming a long way to see. The people will have every opportunity to see the cows that have reacted to the tuberculin test and to secure all information in regard to tuberculosis and other disease of cattle. Mr. Trueman is making a specialty of the production of sanitary milk products and has some very interesting exhibits which will prove valuable to those who are engaged in dairying.

The Horticultural Department, under Prof. Shaw, has been greatly enlarged during the past year. Those who are interested especially in vegetable and flower growing can profitably spend the whole afternoon going through the greenhouses and gardens.

In the entomological and Plant Disease Department, Prof. Brittain will have some very interesting material and will discuss insect pests and plant diseases and give demonstrations along this line. Mr. Brittain has recently carried on experiments in regard to the more economical use of Black Leaf Forty and similar preparations, which are well worth inquiring into.

In the Botanical Department, Prof. Smith is preparing an attractive exhibit and will be available during the whole day to answer questions and discuss matters in regard to his special subject.

Prof. Landels will have an exhibit of tile and drainage machinery of unusual interest. He will also discuss with the farmers the matter of free surveys of farms for drainage purposes. Mr. Landels is in charge of the drainage machine and will take the opportunity of discussing with the farmers the matter of drainage of farm lands with this machine.

The Poultry Department has never been in as good condition as at the present time. The hen brooders and colony houses are proving a great success and every poultry fancier should make a point of seeing the hundreds of healthy chickens that have been reared under artificial conditions.

There are other features at the College which have not been referred to in the foregoing but enough has been said to indicate that every person should find something of interest at the Agricultural College.



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BRIDGETOWN BRANCH
J. S. Lewis, Manager

Ottawa Letter

Dear Sir:—Once more I presume the pen to write a line for "The Monitor," Annapolis County's leading journal, and to begin, I first will mention the local campaign that is on now and on which people will vote on the 29th, inst. Probably just such a peculiar campaign was never waged in this or any other province of Canada before. For many years Ontario has waged a fierce fight against the liquor traffic, and have succeeded in a large number of ridings in carrying local option. In this campaign, the opposition leader has adopted as one of the main planks in his platform—"Abolish the Bar," and the Temperance Alliance has called upon all true temperance men and women, to support Mr. Rowell in this policy, so now it remains to be seen just how far the people will put principle before party. One thing is sure, if the constituencies do not give a very pronounced vote in its favour it will so encourage the brewing and distilling interests that the temperance cause will be materially set back. Personally I do not take much stock in the "Abolish the Bar" cry. In theory it is grand, and without doubt no greater blessing could be conferred upon the people than to get out the pernicious habit of patronizing bar rooms. And if the agitation is continued by the churches and the temperance organizations, it will ultimately be accomplished. Parliament closes on Thursday. Whether it will prorogue or adjourn has not yet been decided upon. The government is very anxious to get the Canadian Nothern Aid Bill through, and also the Civil Service improvement Act, both of which are laid over for the time being. Also the Redistribution Bill. So it is just possible they may come back to put them through and some think they may appeal to the people, but all this is mere conjecture. As people have a penchant for trying to guess what the party in power intend doing, and as the government have the happy faculty, as a rule of keeping their good intentions to themselves, it is certainly largely guess work on the part of the public at large.

Ottawa is certainly looking its best now. Our various parks, which are so beautifully and artistically laid out, are very attractive to the eye; also all our beautiful drive ways which are lined by all kinds of foliage. Beautiful flowers, put there under the guidance of an expert landscape artist are much appreciated and patronized.

The weather man during the month of May and so far in June has given us ideal weather. May dry and warm, and June with sufficient rain to keep vegetation advancing very rapidly, so good crops are generally predicted. A year ago now the country far and near was deluged with caterpillars, and they devastated acres of foliage, but fortunately this year there are hardly any to be seen and the people are in a very thankful mood in consequence.

There is the usual activity in the building line. Many large buildings are being erected for business purposes, and many improvements are noticeable all over the city. The sad affair of the loss of the beautiful steamer "The Empress of Ireland," cast a deep gloom over our fair city, for on board were many Ottawans, bound for Europe, and very few of them were saved. I knew some of them personally. One of the saved was the head book-keeper of the J. R. Booth Co. He and his wife were both saved. They jumped from the steamer and were in the icy water of the St. Lawrence for over an hour before being rescued. Another of our leading citizens, Mr. A. Seybold, was saved but his wife was lost. They went down together hand in hand when the ship sank, and it was due to an explosion of the boiler under water, which blew him to the surface, that he was saved. But the explosion separated him and his wife, and he received severe scalds upon his arm and side. He is still in a precarious condition. His wife was picked up dead and brought to Rimouski and there identified by some one who knew her and the body was forwarded to Ottawa for interment.

Oh, what a sad funeral! These visitations of Providence are hard to understand. It is just possible there was carelessness on the part of one or the other of the ships. I trust an impartial investigation will show just where the blame belonged. I feel now I have made this letter already too long so must cease scribbling. Trusting you may find this of sufficient interest for publication.

I remain as ever,
H. W. N.

Prof. J. William Hart Was Shot Dead

Granville Ferry, N. S., June 10.—News has been received of the tragic death of Prof. J. William Hart, eldest son of Rev. J. R. Hart, of Granville Ferry. Prof. Hart was shot and instantly killed while doing his duty.

He had recently taken a position with a millionaire company, the Jekyl Island Club, Brunswick, Ga. His family expected to join him there as soon as the schools closed in Athens, his former home. Accompanied by two men, friends from Athens, he had gone to Jekyl Beach, turtle-hunting. When the party arrived at the beach they found one of the coastguards hunting outside the territory allotted to him. Prof. Hart ordered him off, attempting to enforce the regulations of the Island. The guard thereupon drew a revolver and shot him in the head. The body was taken to Athens, Ga., where a large and impressive funeral was held, hundreds of friends crowding the church to pay a last tribute to the deceased.

He is survived by a widow, formerly Miss Dykeman, of Fredericton, and four children.

He had an exceptional career. Soon after graduation from Guelph Agricultural College he went to South Carolina where he was on the faculty of Clemson College. He then went back to Kingston, Ont., as head of the School of Agriculture. Later he spent some years at the University of Illinois, as a member of the faculty, and then went to Brazil as head of the first agricultural college of that South American republic.

Soon after leaving Brazil he went to the University of Georgia, being engaged by the State College of Agriculture and Government Bureau of Animal Industry jointly. He was a recognized authority in two countries on dairy and silage subjects. This position he gave up a month ago to take one with the millionaire company of Jekyl Island.

The news of his death has cast a gloom over Athens, where he was prominent in educational, church and social circles.

Empress on Her Side in 180 Feet of Water

Quebec, June 8.—Further progress towards the recovery of the bodies which are imprisoned in the wreck of the Empress of Ireland off Rimouski, was rendered impossible when a strong easterly gale sprang up today. Divers had previously descended from the Canadian government steamer Druid, and sought out the best means of access. They found the Empress lying on her side in 180 feet of water.

A determined effort will be made to release the bodies as soon as possible, this task having been entrusted to Mr. Wetherspoon, the wrecker who was engaged to float the Royal George when she went aground—up here more than a year ago. Embalmers are also on the spot to prepare the bodies for burial as soon as they are brought to the surface.

FIFTY BODIES HAVE NOT BEEN IDENTIFIED

Montreal, June 8.—Mr. Wm. Stitt, General Passenger Agent of the Canadian Pacific Railway, who returned from Quebec to-day, stated that there were still approximately fifty bodies which had not been identified. These he said had been most carefully embalmed and would be kept in vaults as long as possible. In the meantime every possible mark which might lead to ultimate identification has been recorded. This, in conjunction with the wide dissemination of the particulars of the disaster, it was hoped, would lead to the recognition of a number of bodies at present unidentified.

Some eighty-nine oil companies have been incorporated in Calgary with a capitalization of \$150,000,000. The woods there must be filled with "wild cats" in such a frenzy of speculation.

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