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An Attractive Resort in the Sunny South

To the Monitor-Sentinel:

While we are thinking of spring and are looking for the buds on the trees, and also mayflowers, we here in Alken, S. C., are enjoying the summer, for it is summer here with the temperature eighty-five to ninety. The heavens are one blaze of light with the millions of stars so bright, and just a soft, gentle breeze rustles the leaves. The air is heavy with the exquisite perfume of the ever-blooming roses and the magnolias.

It is now nine-thirty and all is quiet but for the tinkling of a cow-bell, and an occasional street car as it goes down to the town and gets its passengers for Augusta, Georgia, which is about twenty miles distant. We hear the twanging of the banjo and mandolins and a dapper quartette singing some of their songs, and such delightful melody they produce, the evening, the scenery, and music make it all so very enchanting, one thinks it might be Paradise. The mocking birds are singing so sweetly, for it is so light that they sing as well at night as in the day.

The cotton fields are green now with the newly planted cotton, and the corn fields, the corn about a foot and a half high, are green looking. The long level fields stretch miles and miles. The oat in the fields is ready to reap, the blackberries are ripe, and the plums, peaches and figs are ripening very fast.

We had a very heavy rain and a severe thunder storm here yesterday and last night, a very damaging hail storm, which cut the corn and cotton and destroyed a great deal. This morning the rain had been so deep that the main street looked like a small river. The water was so deep one could not cross the street, but after the sun came out and the rain had stopped, inside of two hours, you would not know that it had rained, for the soil here is so very sandy that the rain soaks into the soil very quickly, and that is one reason Alken is not stay in pools and become stagnant, and, therefore unhealthy.

We have a very nice water supply here. The water is from artesian wells and is the best water to be found anywhere in the United States. All our ice is manufactured in the ice plant here and frozen by chemical, which are pumped through pipes that line big vats. The ice is purer and more healthy than the natural ice, for all the water is filtered.

The water that is used in Charleston, S. C., is all distilled rain water, caught in cisterns, and it is really unsafe to drink, and that alone is the cause of so much typhoid there in the extreme hot weather.

Alken very seldom has a case of typhoid, for it is a very healthy climate. Mr. William C. Whitney, of New York, built a large race track here, where they hold race meets every year, and he also built a drive which is famous as the "Whitney drive." It is seven miles long, and is very picturesque, with all kinds of tropical shrubs and vines and little rustic bridges. There is a deer park, and "Lover's Lane," and a little picturesque spring called Coco Springs, and paths winding over hills and ravines that have been washed out by some terrific storms long ago. Now they are covered with mountain laurel, honeysuckle, jasmine, and wild azaleas in profusion. Under arches of beautiful dog-wood trees, there by the ponds, are an old cotton gin and saw-mill, probably over a hundred years old, over which you can see the old mill race, with water, cherries, roses, honey-suckle, and a dozen other kinds of vines run riot. Like a maze, there are a dozen different roads, and all so pretty that one would get lost if they did not all terminate at one point at the end. That road is one which has made Alken famous. It is the first drive a tourist takes when he comes to Alken.

When there are the golf links, the many hunting fields, the track, the lovely horse-back

Chronicle of Clarence Schools and Churches

The following interesting paper was prepared and read by Miss Durling at the Public Examination of the Clarence Centre school on Friday last, and is published by request:

I have attempted to write something of a history of the Section now called Central Clarence, but find as I glance over the information I have received from persons in the community that my outline is almost wholly educational. In regard to education—the first school-house was on land now owned by Mr. Robert Marshall, very near the mountain road. The last teachers employed in that schoolhouse were Mr. Henderson, 1826, Captain Stone, of Upper Clarence, and Mr. Asaph Marshall, half brother of Mr. Robert Marshall. After this building was vacated, it was moved up to Mr. Sydney Marshall's, and was still made useful—namely, as a pig pen. Then for a very short time there was a school in the dwelling of Mr. Dalton on farm now owned by Mr. Allen. After this the children were compelled to take a much longer walk, as then the only school was near the Bent Road, on land now owned by Mr. William Spurr. The next school was organized by Mrs. Frederick Roach, but only for a year and a half, as in 1854 the second schoolhouse was built on land now owned by Mr. Harry Viets, to the east of blacksmith shop. This house was built by share-holders, but only provided for a few years in this way, as the School Law was passed in 1864, compelling each owner of property to pay taxes to the schools. For several years after that the school year consisted of two terms—namely, summer and winter terms. Some of the teachers employed in this second schoolhouse were: Mr. Alfred Marshall, 1854; Miss Ada Parker, Mr. William Horner, 1855; Miss Rose Marshall, Miss Virginia Bent; Miss Annie Brown; Miss Siboumb, 1873; Mr. Stramberg, 1874; Mr. McGill, 1875; Mr. John Hicks, 1876; Miss Abby Parker, 1877; Mr. Albert Saunders, 1878. The last teacher was Miss Mary Marshall, 1879, employed while the present schoolhouse was being built. The old house was moved down to the late Mr. Elijah Sproul's, as a cooper's shop.

The first teacher in the new schoolhouse was Mr. Everett Bishop, who taught in 1879 from November to April, when his health compelled him to return to his home. His term was completed by Mrs. Lemuel Shute.

Winter term, 1880-1881, Miss Mary Florence Nightingale Parker; summer term, 1881, Miss Stella Brown; winter term, 1881-1882, Mr. Abner Chesley; summer term, 1882, Miss Isabelle Brown; winter term, 1882-1883, Mr. Jonathan Woodbury; summer term, 1883, Mr. Jonathan Woodbury; winter term, 1883-1884, Mr. Jonathan Woodbury; summer term, 1884, Miss Eva Freeman; winter term, 1884-1885, Miss Eva Freeman; summer term, 1885, Miss Eva Freeman; winter term, 1885-1886, Miss Odessa Banks; summer term, 1886, Miss Odessa Banks; winter term, 1886-1887, Mr. William Calnek; summer term, school closed. Winter term, 1887-1888, Mr. H. Slocumb; summer term, 1888, Mr. H. Slocumb; winter term, 1888-1889, Mr. J. H. Balcom; summer term, 1889, Miss McCormick; winter term, 1889-1890, Mr. J. H. Balcom; summer term, 1890, Mr. J. H. Balcom; winter term, 1890-1891, Mr. J. H. Balcom; summer term, 1891, Mr. J. H. Balcom; winter term, 1891-1892, Mr. Fred Bishop; summer term, 1892, Miss Odessa Banks.

The year 1892 was the last that the school year was divided into two terms.

1893, Miss Odessa Banks; 1894, Miss Amelia Moore; 1895, Miss Odessa Banks; 1896, Miss Etta Elliott; 1897, Miss Etta Elliott; and Mr. Avard Bishop; 1898, Mr. Robert Longley; 1899, Mr. Robert Longley; 1900, Miss Susie Leonard; 1901, Miss Susie Leonard; 1902, Miss Cora B. Elliott; 1903, Mr. Andrew Durling; 1904, Mr.

Nova Scotians on The Bisley Team

Nova Scotia will have two riflemen on the Bisley team next year. Private B. M. Williams, of the 69th Regiment, was notified, as we stated last week, that he had been chosen. Private Haywood, of the 69th, and Private Williams will represent this province at the great international contest in England this summer. Mr. Williams began shooting in 1904 and quickly became known as a good shot. He won the grand aggregate at Bedford that year, besides capturing one of two first prizes, and the next year he tried for the second prize in the grand aggregate and otherwise distinguished himself. In 1906 he was ill and did not do so well as usual at Bedford, but was in good trim again in 1907 and reached the century mark in the first stage of the Merchants' cup match, but was overtaken by Colonel H. F. Plovers in the second stage at the 100 yards range. He went to Orava last year for the first time and did excellent work, winning 26th place on the Bisley team. He has won a place on the provincial inter-maritime team for the past three years, but has never been able to take part in the match.

Loberster Fishing Good in Nova Scotia

The lobster fishing in Nova Scotia this season promises to be the best yet. All along the shore from Halifax to Digby the fishing was never better. Notwithstanding the bad weather at times and the scarcity of bait at some places, the catches of lobsters have been very large. From Halifax to Canso the fishing has not been quite so good as in former years, but it is expected to improve before the close of the season.

The total pack for the season will be very large, some of the canneries already having hundreds of cases more packed than they did at the same time last year. Two weeks still remain before the close of the season. On one factory on the Western shore has packed two thousand cases to date.

Some of the exporters of live lobsters had heavily in the recent slump in Boston, but the market is improving. Large lobsters are now quoted at \$14 per crate.

D. A. R. Difficulties

(Yarmouth Times.)

The Dominion Atlantic Railway is in trouble over a bridge that spans the Sissibio River at Weymouth. This bridge was erected by the government in council in approving of Western Counties Railway and the plans provided for a draw forty feet in width. In some unaccountable manner the bridge was built with a span less than 45 feet. As a result, it was passed which it is claimed made this legal. Now the business interests require a draw even much wider than the forty feet and an application has been made to the minister of public works to have it declared an obstruction to navigation.

Notice has been served on the railway company by the minister of public works not to proceed with any repairs and if they do it will be at their own risk, pending an investigation to be held at Weymouth into the whole matter by a department official from Ottawa. Mr. Copp M. P. for Digby, while not wishing to say anything that would injure or do any injury to the company says that the draw must be widened to at least sixty feet to meet the requirements of the port, especially as extensive dredging operations and other improvements are about to be undertaken to improve the existing conditions there. Weymouth, Mr. Copp says, has increased its business very much since the building of the bridge, being now the sixth largest port for the exporting of iron ore to Nova Scotia.

It is reported that the D. A. R. may overcome the difficulty by diverting its line in such a way as to avoid the necessity of crossing the bridge and to such a distance that the company would be quite a way from the railway station.

It is also mentioned in railway circles that the railway company, in order to shorten the distance from Yarmouth to Halifax may divert its line at a point several miles west of Digby and take a direct course to a point at, or near, Bear River. The plan would materially affect Digby, which would have to be satisfied with a branch line service.

Our Boys and Girls Factors in Empire Building

President R. A. Falconer delivered an instructive address on the occasion of the Empire day celebration of the pupils of the Normal and Muelci schools in Toronto. The president of the university told his young auditors that the British empire was not built altogether in wars; but, on the contrary, he enforced the truth upon the minds of the children and youths that it was by the whole mass of the British people through centuries doing their duty day by day and living honest and useful lives. Such men as Lord Cromer had done much to build up the empire. He had struggled and denied himself ease in order to serve his countrymen, and at the same time help the Egyptians. Although many great men as governors or as leaders in parliament did much for the empire, still we must not think of them as the chief factors in empire building, but rather the whole people. Boys and girls in Canada and children who did their school tasks and daily work to the best of their ability, they were helping build the great empire, and they were making it better by such conduct. When they grew up they would be able to transact their larger duties with patience and efficiency. If they were mean and had to be watched, then they would be unable to build up a good empire. If they were cruel at heart, then such would make the empire a cruel one. If, on the other hand, they had clearness of heart and soul, the empire would also have clearness of heart and soul. Greatness did not consist in largeness and endowment of spirit, or in cleverness, but it was rather the man or woman upon whom all men looked with confidence. The president urged the pupils to take heart from the noble record of their empire and do better than their predecessors had done, for such they were expected to do.

Railway Catastrophe in Antwerp

Antwerp, May 21.—One of the worst railway accidents in Europe in recent years occurred at Antwerp, a station six miles southeast of this city on the main line at three o'clock this morning. The exact number of persons killed and injured has not yet been determined, owing to the difficulty of removing the dead bodies from the debris, but the Great Eastern Railway Company has estimated the number at about sixty killed, and one hundred wounded. The catastrophe appears to have been due to a defective switch, where the main line crosses a local line. At this point a train carrying a large number of pilgrims on their way to a local shrine was standing. Into this the Antwerp-Brussels express dashed at a speed of fifty miles an hour, literally leaping on top of it. The heavy coach express crushed the lighter train into splinters. The sides of the express cars were torn from the fastenings, the floors practically collapsing, thus precipitating the passengers to the side of the track unharmed, whence they fled across the fields. But for this fact, the death roll would be much greater. Few of the occupants of the local train escaped alive. Those that were not killed were badly injured, many of them fatally. The rescuers, even the doctors, who were hardened to such scenes, were sickened at the sights that met their gaze. Evidences were found of horrible death struggles that had occurred in the crushed coaches. In one place a dismembered hand was found clutching one of the supports of the wrecked car. One body was found upon lying across the boiler of a locomotive, crushed into a shapeless mass. The majority of the dead could not be recognized, either being decapitated or their heads terribly crushed. The judicial authorities of Antwerp soon arrived on the scene and opened an investigation into the disaster. They ordered the men in charge of the switches under arrest, although it is believed by the authorities that they were blameless. The engineer and fireman of the express both were killed at their posts. Prince Albert went to Antwerp this evening and visited the inquest, having cancelled an engagement to preside at a banquet at Antwerp.

A College Prank With Serious Ending

New York, May 21.—As the result of a college prank, which the police allege took the form of an attempt to break into a candy booth which had been repeatedly robbed, Edward H. Cook, of Albany, a freshman student in Columbia University, is in the J. Hood Wright hospital today with a bullet wound behind his left ear. Cook is eighteen years old, and the son of John T. Cook, former district attorney of Albany county, who was one of the best known members of the Albany bar.

Howard T. Cole, of Brewsters, N. Y., also a freshman of Columbia, who was a companion of Cook in the prank, is a prisoner in the 125th street police station and is charged with attempted burglary. Young Cook was shot by policeman John Harton, who discovered Cook and Cole in what the police say was an attempt to break into a candy booth and soda water store in West 125th street, near Riverside Drive, last night.

At the appearance of the policeman the boys started to run, but Cole stopped when Harton fired a shot in the air. Young Cook continued to run and was about to dodge into a hallway when Harton shot him in the head.

At the hospital today it was stated that Cook was conscious and did not then appear to be in a serious condition, but the bullet had not been located and the danger and extent of the wound will not be determined until the physicians have made a more complete examination, than was possible last night. It is not known whether the bullet entered the skull or lodged in the bone behind the ear.

The police are inclined to believe that the two youths broke into the candy booth in a spirit of mischief.

Meeting of the Annapolis Rural Deacons

The chapter meeting of the Rural Deacons of Annapolis, began its sessions in Trinity Hall, Digby, on Tuesday, the 19th inst., when a most interesting report was read by H. T. Jones, Esq., of Weymouth, the Deacons' Representative on the Board of King's College, Windsor. A hearty vote of thanks was tendered to Mr. Jones for this report and for the great interest he has shown during the year in the work of the college. He was unanimously re-elected as the representative of the Rural Deacons on the board of governors. At 7:30 p. m., a lecture illustrated by lantern views was delivered by the Rev. J. Lockward, Rector of St. Clement's. The lecturer dealt in a most interesting way with the introduction of christianity into the British Isles and the history of the early British church.

A similar lecture was delivered on Wednesday evening by the Rev. Rural Dean How, Rector of Annapolis. The second lecture treated of the mission of St. Augustine of Canterbury to the Anglo-Saxons. This furnished an eloquent sequel to the introductory history of the previous night.

It is intended that eventually all periods of church history shall be dealt with in a similar manner throughout the Rural Deacons.

On Wednesday morning at eight o'clock the Holy Communion was celebrated by Rural Dean How in Holy Trinity church, when a most helpful sermon to the clergy was preached by the Rev. E. Underwood, Rector of Bridgetown.

Meetings of the chapter were held on Wednesday both morning and afternoon, when a variety of business was transacted, and a portion of the Great Testament was read and critically commented on. The Rev. J. E. Warner, Rector of Wilmot, read a paper on Sunday School Association which was heard with much interest and appreciation. The important matters and suggestions contained therein were referred to a committee for the next meeting. The Rural Deacons had an instructive and thought-provoking paper on Eternal Punishment. This gave rise to great discussion which was finally cut short by the fast of time. It being arranged that another paper on the same subject should be prepared by the Rector of Digby.

Yesterday morning a quiet hour for the clergy was conducted in Holy Trinity church by the Rev. W. C. Wilson. This most inspiring service concluded a series of very successful and interesting meetings.

The next meeting will be held in Weymouth the last week in August or the first in September.

Brakeman on H. & S. W. Killed

Henry Taylor, a young brakeman on the Halifax and South-Western railway, met a horrible death Wednesday night at Bridgewater. His lifeless body was taken off the track in two pieces.

Young Taylor, who was not yet twenty years old, was assisting in shunting the train at Bridgewater station. He gave the sign to the engine to go ahead. The signal was acted upon. As the train moved ahead Taylor was noticed to fall backwards between two cars. The train passed over him before it could be stopped and his body was cut in two by the car wheels.

The young man entered the employ of the road a year ago. He was a smart railway man, and his chances for promotion were excellent. His fellow trainmen and employers all liked him very much. He was a member of the Brotherhood of Railway Trainmen, Lodge Bismarck, No. 723, Kentville. The order will take charge of the funeral arrangements. The body will be taken to Mount Unlace reaching there tonight. Mr. Taylor was unmarried. His father is a section foreman on the I. C. N. His home is at Mount Unlace.

ASK FOR MINARD'S AND TAKE NO OTHER.