

The Weekly Monitor

VOL. 42

BRIDGETOWN, ANNAPOLIS COUNTY, NOVA SCOTIA, JUNE 3, 1914

NO 8

ROYAL BAKING POWDER

Absolutely Pure
Absolutely has no substitute

Many mixtures are offered as substitutes for Royal. No other baking powder is the same in composition or effectiveness, or so wholesome and economical, nor will make such fine food.

Royal is the only Baking Powder made from Royal Grape Cream of Tartar

Three Crops a year by Women Farmers

France Led the World in Intensive Cultivation of the Soil, and as Much as \$2,500 Worth of Garden Truck has Been Produced There by One Acre of Land—Some Women in England Have Followed the Example With Great Success.

(By Robert H. Moulton)

Here is an idea that French skill and thrift discovered, that English common sense adopted, and that the intelligence and enterprise of the people on this continent may be counted upon to develop for all there is in it. It is the last word in the conservation of natural resources and the science of efficiency as applied to the land.

WHAT IT IS POSSIBLE TO ACCOMPLISH.

At Thatcham, Berkshire, one of the middle counties of England, a woman, together with several girls, has shown what it is possible to accomplish with but a couple of acres of land. By the most scientific kind of intensive farming they have been able to meet all the running expenses of their business, including the outlay for ground rent, apparatus of all sorts, garden tools, fertilizer, and all other incidentals that a cultivator of the soil is called upon to put money into. Moreover, they have been able to live well, and to have sufficient leisure to enjoy such surplus of their income as they did not care to put into the bank or to invest. They have driven the farming industry with a pleasurable vim; they have never been put so far, in the unenviable position of being obliged to be driven by their business.

FRANCE SET THE EXAMPLE.

It was across the Channel, in France, that this highly profitable industry was learned. On the outskirts of a little village a Frenchman was discovered, assisted by his wife and children, raising twenty-five hundred dollars' worth of garden truck annually on the narrow confines of a single acre of land. Think what that means in a country like France, where the cost of living is low and the profits, as a rule, small.

AN ENGLISHWOMAN'S ENTERPRISE.

The Englishwoman readily took in the significance of this, and induced the successful small farmer to initiate her into the mysteries of the business. Returning to her native town of Thatcham, she immediately took steps to establish herself in so remunerative a pursuit. For this purpose she enlisted as her assistants several of the more intelligent and enterprising girls in the neighborhood.

The first thing they did was to lease five acres of land. They had no thought of purchasing it. Indeed, land in Great Britain is rarely for sale, and when it is the price is practically prohibitive, at least to the farmer. Later on they discovered that they had made a big mistake in renting so much, for they found, as they got well into their work, that but two acres were all they could handle, with the minute attention they were necessarily giving to their tasks.

A QUESTION OF FERTILIZING.

The five acres they proceeded to make richer than ever old Dame Na-

ture herself had dreamed possible. Stable manure was what they used. The cost of this fertilizer was very slight. They bought it at an adjacent farm and hauled it themselves. This was most thoroughly distributed, not a square inch, nor, in fact a fraction thereof, of the soil escaping receiving its rich share. Thus, from the very first, they had a fine lush bed capable of raising and nourishing an abundant succulent crop of garden vegetables.

A PECULIAR LEASE.

A peculiar clause was inserted in their lease. The landlord for the moment hesitated over this, it was so unusual. This provided that the tenants, at the expiration of their lease, should have the privilege of digging up and removing the soil to a depth of eighteen inches. This provision is only a fair one, as the renters had reworked the soil to a very high degree, and had added too much new material to justify its reverting to the landlord.

THREE CROPS PER ANNUM

Stable manure was used exclusively by the women, declaring that it gave most excellent satisfaction. The Canadian grower, however, might do well to thoroughly investigate as to the best sort of fertilizer to employ for the forcing of garden vegetables. At the Thatcham farm three crops were raised every twelve months, and these crops, mind you, are on the market ahead of the season. This is the secret of the big profits.

A palisade of zinc plates encloses the whole field, and these plates are sunk for some distance into the ground. This is for the purpose of thoroughly conserving all the nutriment.

FORCING GLASSES.

For the first planting large bell-shaped glasses, called "cloches" in France, are employed. When the plants underneath, after proper exposure to the sun, have advanced far enough in their development, they are transferred to regular frames, glass-covered, that the women have also built themselves. Lettuce is one of the important crops. To start with, five lettuces are grown under each "clocher." This gives ample room for them to develop. Cauliflower is also a favorite crop; even carrots are found to be quite profitable. The plants thus selected, it will be noted, are of the hardy sort and thus with ordinary care there is but little danger from the blight of frost. Protective matings made of willow wands of the flexible branches of bushes, or of big bundles of dry straw or hay, all are used to maintain a sufficiently warm temperature in time of need, and to exclude the biting winds and nipping frosts.

NO WASTE OF LAND.

There are no paths, either for walking or for the use of wheel-barrow, on this little farm. Space is too valuable. All the fertilizer is taken thither in baskets, and the vegetables, when ready for the market, are carried away by the same means. Manure, zinc plates, and the "clochers" has to be purchased as stated. Practically everything else, however, was made or done by the individual efforts of the women. For the frames of glass they sought out photographers' films, who sell their old negatives at a low price. They cleaned these off, and had good material from which to build their little hot-houses. At first it seemed rather difficult and a bit ridiculous that such infantile pains should be taken not to waste even an inch of space; but as the women got deeper and deeper engaged in their enterprise, an enthusiasm seized each of them, a sort of pride, too, in outdoing her neighbor in getting every bit of value possible out of their little holding.

Terrible Disaster on the St. Lawrence

S. S. Empress of Ireland Rammed and Sunk in Ten Minutes by Norwegian Collier

Quebec, May 29.—One thousand and thirty-four people perished in the St. Lawrence River in the early hours of this morning when the C. P. R. liner Empress of Ireland was rammed and sunk within fifteen minutes. The catastrophe occurred off Rimouski. To watch officers on both ships, the lights of another steamer suddenly loomed out of the mist almost dead ahead. On both ships there was a frantic, but fruitless attempt to avert the collision, then the blunt bows of the Norwegian freighter, with ten thousand tons of coal back of them to lend weight to the blow, went scraping along the side of the Ireland, tearing her vitals out.

Through the gaping wound the water came swirling in to heighten the pandemonium that prevailed below decks, but above, the iron discipline of British seamanship held good. The stricken Empress reeled over with frightful rapidity as the water poured through the gaping vent along her whole side, but everyone of the lifeboats left in commission on the davits were lowered in the terribly few moments available, a feat that will earn undying fame for her officers and crew. But the passengers could not get above deck to them.

HUNDREDS WERE TRAPPED BELOW.

Trapped below, hundreds who had thousands souls. Ten minutes after drowned at once, strove with the courage and despair to gain the decks and a fighting chance for life, but few of them did so. The ship rolled almost completely over until she lay on her port side, then she plunged stern first to the bottom of the river, and with her went over one thousand souls. Ten minutes after the crash, a mass of wreckage was all that floated of the flagship of the Canadian Pacific fleets. She sank more quickly than any other ship on record. To many of her complement, death came peacefully in their sleep. Slumbering yet, they rest on the bottom of the mighty St. Lawrence, confined by the proud craft on which they had so confidently embarked for England.

The accident occurred only a short distance from shore. The Empress had stopped to land her pilot at Rimouski and the collision took place within twenty minutes after she got under way again. The ship went down in one hundred feet of water.

OVER THOUSAND LIVES LOST

Of the 1034 lives lost, 895 were those of passengers. Of the total passenger list of 1030, only 159 were saved, or roughly fifteen per cent. On the other hand, of the 433 men in the crew, 274, or well over half, were saved. This is accounted for, however, by the peculiar manner in which the ship was struck. Her side was ripped open from amidships aft, and consequently she sank stern first. Many passengers must have been killed by the collision. Others must have been almost instantly drowned by the rush of water. The water flooded into the passenger quarters. The crew, on the other hand, had a better chance. One watch, at any rate, was on deck. The men in the forecastle which was undamaged and out of water, also had a better chance to gain the deck.

Of the deck officers, the only one saved was Capt. H. G. Kendall, the commander of the ship, and captor of Crippen, the famous murderer four years ago. He was picked up unconscious, floating amid wreckage. Beyond all question it is the worst wreck in the annals of Canadian marine transportation. Even the stranding of the White Star liner Atlantic, near Halifax, forty-one years ago, pales into insignificance beside the disaster of Father Point. For years the Ireland was the finest steamer running to Canada and stood unchallenged as Queen of the Canadian passenger services until the advent of the Allan liners.

Marine men were stunned when they realized that the ship, supposed to be almost the last word in safety at sea, had sunk within fifteen minutes.

There was consternation when the Titanic sank, four hours after striking an iceberg; there is no word to fittingly describe the emotions of

FLOWER OF SALVATION ARMY IN CANADA GONE.

"The Flower of the Salvation Army in Canada is gone," said Adjutant Byers to a Halifax Chronicle reporter on receipt of the news of the disaster to the Empress of Ireland.

Almost every department of the Salvation Army in Canada suffered the loss of its chief officer in the wreck of the Empress of Ireland yesterday morning. With the exception of a few of the chief leaders who remained behind to sail on the Cunard liner Alouania this morning from Montreal, there is not a chief officer remaining on the staff of the great organization at Toronto to the headquarters for the Army in Canada. Practically the entire staff band of the Army went down on the Empress and today the Army mourns the loss of over fifty of its most brilliant men and women, workers of might in the organization, the work of which is varied and extensive throughout this Dominion of Canada. It cannot be recalled in modern times when a religious body of such world power as the Army ever suffered the numbing blow that fell on the Salvation Army in Canada when the Empress sank.

ADJUTANT EDWARDS.

The loss came home to Halifax in the death of Adjutant George Edwards, a man of exceptional ability for his work and one who had a thorough grasp of the social needs of this city. But to the Army at large, the calamity is most appalling. It swept out of existence in the twinkling of an eye, the leaders of that great organization in this country, and leaves it practically unofficered in its higher ranks. Not only within the ranks of the Army will this loss be felt, but the great work in Canada which they are performing, it was felt yesterday, had received, if not a permanent blow, at least had been retarded.

In the list of the fifty names of Salvationists lost on the Empress there are those of men and women with exceptionally bright intellects, fine gifts of temperament, broad vision, strong of faith, who met duty unflinchingly.

COMMISSIONER REES.

Among the list of missing Salvationists is the head of the Order in Canada, Commissioner Rees and his wife, the chief secretary for the Army and the private secretaries to those two leaders, the editor of the War Cry, and the sub-editor of that paper. All but six of the officers were from Toronto, the others being from Winnipeg, Vancouver, Wayburn, Hamilton, Ottawa and Halifax.

FIRST NEWS OF THE TERRIBLE DISASTER.

Father Point, Que., May 29.—The following story is told by J. McWilliams, the operator at Father Point: "The Empress of Ireland, passed

and landed her pilot here at 1.30 this morning. There was a haze at the time. At 1.50 a.m. I was awakened by an "S.O.S." ring on my door bell and rushing down, was informed by a Marconi operator that the Empress of Ireland was sinking, having been struck by some vessel. In undress I started to help. No other signal could be got from the doomed vessel. She had no time to give another, as she sank ten minutes after being struck.

"Mr. Whiteside, manager of the Marconi Station, rendered effective service by notifying the Government steamer Eureka at Father Point wharf, and the Lady Evelyn at Rimouski wharf.

"Captain J. B. Belanger, of the Eureka, immediately rushed to the scene, and Captain Pouliot, with the Lady Evelyn, followed later, his ship being three miles further away.

"Meanwhile daylight broke and early scanning the horizon with a telescope I saw the two Government steamers, nine lifeboats, and a collier in the vicinity, going here and there. About 3 a.m. the Eureka arrived at Father Point wharf with thirty-two survivors, and several poor drowned bodies; also several of the survivors who had been injured.

A SAD SCENE.

"The scene on the Eureka was most distressing, the survivors walking around their dear shipmates stretched out in their last sleep. The Eureka was advised to go to Rimouski wharf with all on board, and the Canadian Pacific Railway agent, Mr. Webber, who was here, having just got off the ill-fated vessel, with the pilot, engaged all the cabs he could find and telephoned for all medical assistance. As the company's agent here, I advised all the survivors that their cables and telegrams to their families would be paid by the C. P. R.

"The Lady Evelyn passed into Rimouski wharf about 4 a.m. with some more survivors and bodies. Among the survivors was Captain Kendall, commander of the ill-fated ship, who was picked up by a lifeboat from the wreckage after the ship had gone down.

"Most of the survivors were almost naked in the cold morning with the temperature at 35, and white frost on the ground."

"At 6.10 the Norwegian collier, Storstad, coal laden from Sydney, N. S., for Montreal, came along slowly, when her bow was seen smashed in. It became known that she was the vessel that had struck the Empress of Ireland that fatal blow. The Storstad was not too much damaged to allow her to proceed to Quebec under her own steam, but before proceeding she landed a few survivors and some dead bodies.

SHIP'S SURGEON DESCRIBES THE AWFUL SCENE.

Quebec, May 29.—A graphic description of the scene on the Empress after the collision was given to the Quebec Chronicle by Dr. J. F. Grant, the surgeon on the Empress, who described the awful scene as follows:—

"I was in my cabin and heard nothing until the boat listed so badly that I tumbled out of my berth and rolled under it. I concluded that something had gone wrong, and tried to turn on the light but there was no power. I tried to find the door bolt, but the list was so strong that it took me considerable time to open the door. When I reached the alleyway it was so steep, due to the way the ship was canted, that my efforts to climb up were rendered impossible by the carpet which I was able to get my shoulders through. At side, and a passenger who was standing on the plated side of the ship finally managed to pull me through the port hole.

"About a hundred passengers were standing on the side of the ship at the time, and a moment after I had joined them the ship took another list and plunged to the bottom. I next found myself in the water and swam towards the lights of the steamer Storstad, and when nearly exhausted from the struggle and the exposure I was picked up by a lifeboat which went on to the scene of the disaster and was loaded with survivors who were pulled out of the water and taken on board the Storstad. Then we were heated and wrapped in blankets, and I was provided with the clothes which I now wear, and which enabled me to do what I could to help the survivors, some of whom were in such an exhausted condition that they died."

Ask For Minard's and take no other.

Bear River

The village of Bear River is situated on the northwest of Nova Scotia, about ten miles from the town of Digby and sixteen from Annapolis. It is partly in Digby and partly in Annapolis County. The river bearing the same name as the village forms the boundary line between the two counties, and is crossed by a short iron bridge. This narrow winding river, flowing in a northwesterly direction, is about four and a half miles in length.

The river was first explored by Simon Imbert, in January, 1613. He was bringing supplies to the French at Annapolis, and on account of a severe storm was forced to take shelter in the lee of what is now known as Bear Island. After the storm had abated he discovered near the mouth of a small river, to which he returned after having delivered his cargo. He explored the river as far as the meeting of its two branches, now known as the "Head of the Tide." The river was afterwards called Bear River and the village which sprang up along its banks was also known as Bear River.

As Bear River is surrounded by hills, the streets are quite irregular. There are eight different roads terminating at or near the "Bridges." The streets are very good. The sidewalks are made of wood and have to be repaired frequently.

There are many splendid residences about Bear River. The business centre is near the Bridge. There are eight stores, two of which are situated at the Head of the Tide, two doctors' offices, a customs office, two blacksmiths' shops, a plumber and tinmiths' shop, a jewelry and repair shop, a meat market, a telegraph office, one drug store, several warehouses, a photographer's studio, a Chinese laundry, a branch of the Royal Bank of Canada, two shoemakers' shops, two tailor shops, and two hotels. Also at the Head of the Tide a lumber and saw mill, a threshing mill and the granite works.

This part of the province is well suited to agriculture and there are many nice farms near the village. Much lumber, piling and cord wood is hauled here and shipped to various places. Most of the lumber is shipped to Cuba and South America. Nearly five million feet of lumber is exported annually. Much attention is also given to the raising of apples. Nearly five thousand barrels are exported every year, both to home and English markets. Many boxes of cherries are also shipped every summer as Bear River is famed for its delicious cherries.

The principal exports are lumber, apples, vegetables and dairy produce. The annual value is about \$125,000.

In 1892 the Agricultural Society, erected a nice Exhibition Building. Exhibitions are held here quite often and are very largely attended. The ground floor of the building is used as a skating rink during the winter months.

For a number of years a small steamer the "Bear River" has made a weekly trip to Digby and St. John. This is a great convenience to the people.

In 1893 an electric light plant was opened at the Head of the Tide. The village is quite well lighted but a few more street lights would be much appreciated.

There are two livery stables, and the mail is carried daily by coaches to and from Bear River Station, a distance of four and a half miles.

The academy known as the "Oakdene," situated on the Annapolis side of the river, is one of the finest schools in the county. There is a yearly enrolment of two hundred and forty. The boys take much pride in the Cadet Corps, and some intend competing for a free trip to England. We trust some of them will be successful.

The town hall is on the third floor of the Academy. The population is estimated at

about eleven hundred and represents five denominations.—Baptists, Methodists, Adventists, Episcopalians and Roman Catholics, each having a very nice church. The Catholic Chapel is situated on the Indian Reserve, a short distance from Bear River.

For a small village Bear River possesses many attractions. No doubt the chief one is its beautiful scenery, which can be obtained from the surrounding hills. The river has been called the "Rhine of Nova Scotia," and truly it deserves the name. Nothing is more enchanting than a sail down the river on a moonlight evening, or when the sun is just sinking to rest behind the hills, making the river appear like a sheet of gold.

The village has received such names as the "Switzerland of Nova Scotia," and the "Jewel of Nova Scotia," as it is nestled so closely between the hills, and all around in every direction are unexpected bits of scenery which will be indelibly stamped on the memory of the observer.

Written by
MILDRED F. ROBBINS,
Oakdene School.

Saw Mill at Granville Wrecked by Hills

The community at Lower Granville was startled on Wednesday afternoon of last week when they heard that Morrison Bros. saw mill had been wrecked by an explosion of the boiler, and George Morrison, the junior member of the firm had been seriously injured. Dr. Smith, of Granville Ferry was speedily on the scene and found Morrison's hip fractured in two places and he was badly scalded about the breast and arms. Everything was done to relieve the pain, and make him as comfortable as possible. It is hoped that gradual recovery will take place. Mr. Morrison's escape from instant death was almost miraculous judging from the position he occupied when taken out of the wrecked building. The mill is completely wrecked and ruined. A piece of the boiler weighing about four hundred pounds was hurled by the force of the explosion about two hundred feet, passing a barn in its course.

Ship Struck Monster Iceberg

London, May 29.—The Royal Edward arrived at Avonmouth this morning. Her passengers and crew were thrown into a state of consternation when they learned of the more so on account of the thrilling narrow escape which they themselves experienced in the ice field of Cape Race last Saturday. In the fog a large berg was sighted, four hundred yards long and lying low in the water. The Royal Edward's engines were reversed, but an impact being unavoidable the captain decided to take the shock end on, and the liner escaped with a twisted stem and buckled plates instead of a disaster. The Royal Edward will be forced to drydock and will miss next week's sailing. The passengers are enthusiastic over the seamanship of the captain, who spent several days on the bridge without sleep.

Conferring of Degrees at Acadia

At the closing exercises at Acadia College last week, thirty-one received the degree of Bachelor of Arts; three the degree of Bachelor of Science; three the degree of Bachelor of Theology, eleven the degree of Master of Arts. There were also nine certificates given in Engineering. Three honorary degrees were conferred viz: D. D. upon Rev. E. D. Webber, of Haverhill, Mass., late pastor of Wolfville Baptist church; D. G. L. upon I. B. Oakes, M. A., of Wolfville, formerly principal of Horton Collegiate Academy. Also D. C. L. upon Walter W. Chipman, M. D., of the Royal Victoria Hospital, Montreal, a son of W. A. Chipman, formerly of Bridgetown.

Among the victims in the Empress of Ireland disaster was Dr. M. A. Lindsay, of Halifax, who was on his way to England to be married. His body was recovered and brought to Halifax for burial, which took place ten days previous to the date which had been set for his marriage.

Royal Bank of Canada

INCORPORATED 1869.

CAPITAL \$11,500,000
RESERVE FUNDS \$12,500,000
AGGREGATE ASSETS \$175,000,000

70 BRANCHES IN THE MARITIME PROVINCES

SAVINGS DEPARTMENT

Deposits of \$1.00 and upwards received and interest allowed at highest current rates.

A. F. LITTLE, Manager, Bridgetown
F. G. PALFREY, Manager, Lawrencetown
E. B. McDANIEL, Manager, Annapolis Royal

RED ROSE TEA "is good tea"