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PALATIAL LINER FOR THE BAY SERVICE

The Steamer St. George Splendidly Equipped Throughout. Will Make Run From St. John to Digby Under Two Hours.

(Halifax Chronicle)

People subject to seasickness will soon have no qualms in crossing the Bay of Fundy for when the steamer St. George starts on its service in a few days now she will almost cover the run from St. John to Digby before her passengers become afflicted with mal-de-mer. The St. George is an important link in the new rapid service the C. P. R. are preparing between Halifax and St. John and she arrived in port on Saturday night under convey of the noted Liverpool tug Blackcock, which has the reputation of being able to tow rings around anything equipped with bow, bridle or bitts on the seven seas.

With accommodation for eleven hundred people, triple turbines giving a speed of twenty-four knots and appointments superior to many of the first-class Transatlantic liners running to this port, the St. George is easily the finest ship of her tonnage and class ever seen here, and the general opinion of everyone who visited her yesterday was that she was entirely too fine a boat for her proposed service even if she would make the run in something under two hours.

A FINE STEAMER.

With her two big funnels painted the familiar blacktopped yellow, and her graceful, sweeping lines, the St. George attracted a lot of attention as she lay at Furness Withy wharf yesterday, and an impression of her interior increased the favorable impressions formed on first appearance. She is a product of Cammel Laird and Company's yards and is one of the speediest mercantile ships ever turned out at Birkenhead. On a displacement of 2456 tons, the St. George is estimated to show 9,500 h.p. under natural draft and somewhere over 20,000 with the f. d. fans going. She has been running in the Irish Sea service ever since her launch and her schedule called for doing the fifty-four miles between Fishguard and Rosslare in two hours and twenty-six minutes. She did it too, day in and day out, although this required an average speed of 23.7 knots with some tortuous channels to navigate. "Dead slow" on the St. George's telegraph means a mere fourteen knots, which is the slowest speed at which her turbines will

work, and the crew of the Blackcock, who have seen Capt. Cardiff swinging his racer into piers at a clip which would scare a landsman blue, anticipate some fun the first few times the new boat docks on her St. John-Digby run.

SPLENDIDLY EQUIPPED.

As a stimulant to the tourist traffic of Nova Scotia, the St. George would be ideal. Running from New York or Boston to Halifax she would be a huge success, but on her present route, passengers will hardly have had time to examine the spacious drawing room, with its mahogany fittings, steel engravings inset in the wall and comfortable blue plush upholstered settees; the handsomely equipped main dining room, the cosy smoking room and bar, which are finished in fume oak, the music room, and the ladies' room on the main deck, the sixty-eight comfortable first-class cabins and the general excellence of the appointments before their journey is over. The third class, so called, cabin and lounge rooms are superior to many of the first class equipments on transatlantic steamers running here while for any superior mortals who desire to be actively aloof from the common herd for the hour and forty-six minutes the St. George will occupy from dock to dock, there are eight royal state rooms on the upper deck in which they can remain in elegant isolation.

These state rooms have nearly all been sacred to various members of nobility, crossing from Ireland to England. For example, state room "B" was always reserved for the Duke of Devonshire and "D" for the Duchess. The Lord, Lieutenant of Ireland positively never made the trip unless he could do so in cabin "A," while a long list of lesser duties including the Duke of Manchester, the Duke and Duchess of Argyll, Lord Kitchener, the Marquis of Ormonde and Lord Donnamore took turns in occupying some of the other state rooms. The most of these, however, were directors of the Great Western and consequently the Company never derived any great revenue from this source. On occasion, however, mere tourists were permitted to occupy them, providing they had sterling equivalent to six dollars.

WASHINGTON SWEEP BY TERRIFIC CYCLONE

Washington, July 30.—Like a giant hail a cyclone storm of wind, rain and hail whipped back and forth across the capital today, leaving death and ruin in its wake. Three dead, scores injured, and hundreds of thousands of dollars worth of property ruined were the tolls recorded in the hurried canvass made when the city aroused itself from half an hour of helplessness in the grasp of the elements.

Under the blazing sky, under which the city was sweltering, with the temperature at the 100 point, came the storm, roaring from the north, driving a mass of clouds that cast a mantle of total darkness over the town. The gale, reaching a velocity of nearly seventy miles an hour, swept the streets clear, unroofed houses, tore detached small structures from their foundations, wrecked one-office buildings, overturned wagons and carriages in the streets, and swept Washington's hundred parks, tearing huge branches from trees, and even uprooting sturdy old elms, the landmarks of a century.

Tonight Washington's well-kept streets, with their wealth of trees were littered with broken foliage, roots, debris, and dead birds, as if a playful giant had carelessly swished his club up and down the city.

As the wind wreaked its havoc, the rain came, and in five minutes the temperature from the 100 mark dropped to between sixty and seventy. Then the rain turned to hail, and hail stones battered roofs and crashed through skylights and windows.

For half an hour the city covered, paralyzed under the beating of the storm, every activity suspended. Trolley lines, telephone lines, and street traffic were halted, and the government departments suspended operations.

The wind wrecked a three-story brick office building occupied by the B. S. Saul Company, real estate dealers, and fifteen persons were carried down in the crash. W. E. Hilton, Vice-President of the Real Estate Company, Thomas B. Fealy, sixty-five years old, a clerk, and an unidentified man who entered the building to try to rescue those caught in the wreck, were taken from the ruins dead. Half a dozen were taken to hospitals, seriously injured, and half a dozen more were treated for slight injuries.

Tonight the police were still digging in the ruins in the fear that other bodies might be recovered. The neatly kept lawns of the White House were devastated.

When the storm broke, thirty-five painters were at work on the dome of the capitol, swarming over the curving surface or swinging high on shaky scaffolding. William Reese, the foreman, hurried to the dome and got most of his men to shelter inside the big inverted bowl. But Jim Boyle, John Ford, Noble Bailey, and Bruce Jones succeeded in scaling the dome in the wind and rain and gained a sheltered ledge where they weathered the storm after trying in vain to get inside.

Here and there throughout the city panic appeared. Horses driven frantic by the wind and hail, dashed through the streets, in terror until they were stopped by collision with some other wind-striven object. In the office buildings and government departments disastrous panics were narrowly averted. At the Bureau of Printing and Engraving, where hundreds of women were employed, the wind, sweeping through a huge window, sent a storm of broken plate hurling through the big press rooms. Eight or ten women were cut by falling glass, and one printer, John Rhodes, received severe scalp wounds. The crash of the glass swept panic through the big room. A hundred or more foreigners who work as printers' assistants, fainted and fell to the floor, and the others dashed terror-stricken for the exits. For two hours the offices was in an uproar.

Another panic threatened at the pension office, where the lightning ripped a corner off the roof, and crashed in a score of windows. Another lightning bolt tore a hole in the roof of the post office building, and ripped open one face of the big clock in the tower.

The wind ripped fifteen heavy planks from the floor of the historic aqueduct bridge, and a horse and wagon crossing the structure were blown into the river. The driver escaped. On the Potomac River water traffic was demoralized. The tug Edith Godard Winship sank in the blow, and her crew were taken off by a barge which she was towing. The excursion steamer Charles H. Warner tonight is around several miles down the river, with more than one hundred excursionists on board. She is reported in a safe position however.

TOWN COUNCIL PROCEEDINGS

The regular monthly meeting of the Town Council of the Town of Bridgetown was called by His Worship the Mayor, and held pursuant to written notice to each councillor, on Monday evening, August 4, 1913, at eight o'clock in the Council Chamber.

Mayor Freeman was in the chair and the following councillors present: J. W. Saiter, L. Brooks, S. F. Pratt, W. H. Reed, and E. A. Hicks.

It was ordered that the following bills be paid—O. L. Figgott, \$3.85; Jos. I. Foster, on post account, supplies to W. Phinney, \$9.00; N. E. Chute on street account, \$0.75; Crowe Elliott Company on water account, \$24.46; A. D. Brown, registration of seven births and three deaths, \$2.50.

A letter was read by the Mayor from Arthur Roberts, Esq., Bridgewater, Hon. Secretary of the Union of Nova Scotia Municipalities, requesting the Council to appoint one or more delegates to attend the convention of the Union to be held in the town of Bridgewater on the 27th inst.

Resolved that His Worship the Mayor and the Town Clerk be, and they are hereby appointed such delegates.

Resolved that the Superintendent of the town water works be instructed to at once inspect all service taps, and to notify all users of town water to have same repaired where found necessary to prevent waste during the dry season.

Resolved that His Worship the Mayor and Councillors Hicks and Brooks be, and they are hereby appointed, a committee to confer with a committee from the Bridgetown Band, and make arrangements for arrangements with the band to have land concerts held during the remainder of the summer months.

HALIFAX WILL BE SCENE OF A REALTY BOON.

Ex-Aid. George Marcell of Montreal, who recently returned from a trip to Halifax, predicts a real estate flurry in that city as a result of the contemplated expenditure of forty million dollars on her harbor by the Dominion Government. Parliament, said he, has voted fourteen million dollars to begin operations and the whole forty millions will be spent in seven years. Of this sum two million follows a year will go in wages. The increase of the Halifax pay roll by that sum is sure to improve business wonderfully.

It is the intention, said Ex-Aid. Marcell, to make Halifax one of the best ports on the Atlantic Coast. The result will be a big land boom.

The bulk of the unoccupied property of Halifax, is held in a few hands.

OUR NEW WEEKLY THIRD ISSUE TO-MORROW

Any man wishing to keep posted on Canadian financial affairs, especially such matters of current interest in the Maritime Provinces, should have his name on our mailing list for our new weekly paper.

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STUDENTS ENJOY THEIR VISIT IN HALIFAX

Scholarships and Prizes Presented to the Students Attending the Summer School of Science.

(Chronicle, July 30.)

Brilliantly marking the end of a specially successful session, the closing exercises of the Summer School of Science took place last night in the Assembly Hall of the Technical College. The hall was packed to capacity as the students accompanied by their parents gathered to receive their certificate prizes and scholarship presentations.

After a number of excellent speeches had been delivered, Hon. E. H. Armstrong presented the prizes and scholarships, these latter comprised a long list in value from \$10 to \$50, and were given on the basis of the best aggregate for three subjects.

It could readily be seen that this was the climax of a strenuous session, and the proceedings were continually punctuated by loud and long rounds of applause, as student after student went forward to receive his or her well-earned scholarship.

Probably the most marked applause was accorded to Mr. James Larkin, of Alberton, P. E. I. Mr. Larkin was the "eldest boy" of the school and his grey hairs denote a man beyond the Osler limit of usefulness, but his sprightliness is of the spirit of youth. After forty years of teaching, a whole lifetime of many a man, Mr. Larkin is still in harness, and as he left the hall last evening all hoped he would attend many more of the Summer Schools before he ceased from active service. Hon. Senator John Yeo's scholarship prize of \$20 went to Mr. Larkin, this being the second time in succession he has won it. This veteran of the Island schools, is no shirker of work, he having attended six classes during the term, one of them being the physical training course, and he never missed a class in any branch.

When the award was made, Mr. Larkin in a speech of exceedingly good taste moved a vote of thanks for the reception accorded the students in Halifax, and the many attentions received by them during the three weeks of their stay in the city. Reference to local secretary Bancroft and Supervisor MacKay was greeted with hearty responses from the audience. Their labor in connection with the school was strongly appreciated.

The various addresses were extremely happy in their tenor, the chief subject being the value of technical education, that thought seeming to be uppermost in the minds of all. The fact that Nova Scotia was ahead of every Province of the Dominion, and lead every State of the Union in its system of technical education was emphasized, and to prove the great advance the Province was making along lines of such vocational training, Principal Sexton referred to the fact that Nova Scotia was the only place in North America to have schools specially for the training of the coal miner.

The unanimous opinion voted the Halifax session of the school the most successful one yet held. Two hundred and odd teachers from all over the Maritime Provinces were in attendance, New Brunswick contributing over seventy, and New England a small number.

Fine weather prevailed the larger part of the time, and with few exceptions every plan of the officials in charge of the school was carried out harmoniously and without a hitch.

Yesterday's outing to Cow Bay Beach in which one hundred and twenty of the students participated, was a fitting close to such a happy term. The excursionists were divided into two parties, sixty in each. One half went down to the Beach in Robinson's teams, the other proceeding across to Eastern Passage by the Nova Scotia Construction Company's tug. Here they were shown through the big concrete construction plant.

The teams conveying the first half of the party to the Beach returned to the works for those there, and on the return in the afternoon the order was reversed, those having first gone by land returning by water, and vice versa. The school felt they owed a great debt to Managing Lindsay of the N. S. C. Co., for the use of tug, and attentions given the students.

Professor Starratt came in for a big share of praise for the great success of the school, his service evidently being highly appreciated.

FATAL ACCIDENT TO MR. JOHN ANDERSON

While Returning to His Home From Bridgetown His Horse Stumbles and Mr. Anderson is Thrown Out and Killed

This town and surrounding country was shocked last Saturday morning when it was learned that Mr. John Anderson, a well known and much respected citizen of Dalhousie, had been instantly killed the evening before result of an accident. Mr. Anderson had been in Bridgetown on Friday, transacting important business and left for his home in his own team at seven o'clock in the evening. On his way home he stopped at Mr. Norman Buckler's to leave a parcel which he had brought from town. He left Mr. Buckler's about nine o'clock and continued on his way homeward. This was the last seen of Mr. Anderson alive. At about eleven o'clock two neighbors, Messrs. Willis Medicraft and W. J. Hannam, were returning from Annapolis and on coming to Shipp's hill on the Dalhousie road, found Mr. Anderson's team in the middle of the road and the horse lying nearby tangled in the harness and unable to get onto his feet. On further investigation they found the prostrate form of Mr. Anderson. The

supposition is that on going down the steep hill the horse stumbled and fell, throwing Mr. Anderson out of the carriage striking on his head and causing injury to the base of the brain, resulting in probably instant death.

As the telephone on that evening was out of commission a team had to come to town for Dr. Armstrong. When he arrived nothing could be done.

The deceased was about sixty years of age, and is survived by a widow and one son—Barnaby.

The funeral took place on Sunday afternoon and the large number of friends, who had come from far and near to pay their last tribute to the deceased, testified to the high esteem in which Mr. Anderson was held by his fellowmen. Rev. Mr. Reeks of Round Hill officiated at the service, and interment took place at the Church of England burial ground at Gibson's Lake. The pall-bearers were Messrs. Thos. Todd, Eleazor Gillis, Norman Buckler and Joseph Fredricks.

BERWICK RATEPAYERS VOTE FOR TOWN IMPROVEMENTS.

(Register, July 31.)

The balloting under the "Act to enable the Inhabitants of Berwick to supply themselves with Sewerage, Electric Lighting and Water for Domestic, Fire and other purposes," took place on Saturday last, July 26th, and resulted in the adoption of the Act by a good majority, the vote standing for, 68; Against, 33.

Mr. T. H. Morse, as Warden of the County, presided at the poll.

There were 132 names on the list of voters. Of these 103 went to the poll of whom spoiled their ballots.

Eight ladies of sixteen whose names appear on the municipal voters' list, marked their ballots at this poll.

Of the twenty-nine persons qualified to vote who did not appear at the poll, a goodly number, it is understood, were paired, after the manner of statesmen at Ottawa.

The result of the voting is not a surprise, either to those who opposed the adoption of the act, or to those who favored it. The decision of the rate-payers is accepted good-naturedly by those who were opposed to the Act, and without undue exultation by its friends.

The next move in the game would appear to belong to the commission. Whether that move should be taken now or next winter is an open question. Under the Act the annual meeting, at which officers are appointed, cannot be held until "the first Tuesday after the first Monday in January"—a most inconvenient date. Public meetings under the Act may be held before that time but assessors, etc., could not be appointed, and so no steps could be taken toward the collecting of money, if such were voted for any purpose.

The Panama tolls question will, after all, be submitted for arbitration before The Hague Tribunal. The Dominion Government has received intimation of the decision, and will prepare briefs and name commissioners to act in conjunction with the British Government. The British Foreign Secretary, Sir Edward Grey, took a firm stand as to the interpretation of the disputed clause in the Hay-Pauncefote treaty, and has evidently impressed President Wilson of the justice of the British and Canadian protests.—Weekly Globe.

Methodist Circuit Notes

BRIDGETOWN

In the absence of the pastor, Rev. Isaac Thurlow will conduct the Wednesday evening meeting and Dr. Jost will address the Epworth League meeting Friday evening. Subject of the League meeting, "Our Hymns."

Next Sunday Rev. J. K. Curtis, B. A., Eastern Secretary of Young Peoples' Work for the Methodist Church, will occupy the pulpit of this church both morning and evening. A very special day is expected.

On Saturday last the Epworth League Tennis Club held a very successful ice cream sale in the vacant store in Primrose Block. The hearty thanks of the Club are extended to Mrs. Primrose for so kindly and gratuitously placing the store at their disposal.

GRANVILLE

Service in this church Sunday morning at 11 o'clock. Preacher Rev. Dr. Jost.

BENTVILLE

Rev. J. K. Curtis, B. A., will preach in this church Sunday afternoon at 3 o'clock.

Royal Bank of Canada

INCORPORATED 1869.

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

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