

The Weekly Monitor

AND

Western Annapolis Sentinel

VOL. 41

BRIDGETOWN, ANNAPOLIS COUNTY, NOVA SCOTIA, MAY 28, 1913

NO. 7

PRACTICAL EXPERIMENT IN CHURCH UNION MAY BE TRIED BY MONTREAL CHURCHES

(Montreal Daily Witness)

A merger of two of the largest churches in the city is not an impossibility. Negotiations are under way now for the union of Stanley Street Presbyterian Church and the Dominion Square Methodist Church. Both are alike in that they are homeless, each having sold its property on Stanley street and Dominion square within the last few months. They are alike, too, in that they have each purchased fine sites on the upper level in Westmount, where they plan to erect modern structures in the near future. In fact, the Presbyterian church was on the point of awarding the contract for its new home, when the plan for union was mooted. As a result everything has been held in reserve for the time until the outcome of the negotiations is seen.

Some time ago a sub-committee of the Interdenominational Board of the city suggested to the churches that as each has sold their present home to erect a new one in the same part of the city, and as there was so much union talk and spirit in the air, it would be advisable to consider if it were possible to unite the two congregations before any new structures were erected. On Monday evening a committee of that Board met the trustees, board of session and Board of management of Stanley Street Presbyterian Church to discuss with them the proposition. The committee was composed of the Rev. Dr. Pedley, chairman; the Rev. Dr. Young, Mr. W. M. Birks, Mr. William Yule, and Mr. J. H. McKeown. They suggested that the Presbyterian representatives should meet the Dominion Square Methodist board to confer about a union church for the two congregations on the upper level. The question was discussed for over one hour, when it was decided unanimously that the idea was a splendid one and that, if the legal difficulties could be adjusted, the congregational board was willing to enter into such a union. The difficulties are understood to be the absence of any church law in either denomination permitting the use of denominational money for the erection of a union place of worship. But in the proposed union of the two great denominations provision is made for such an emergency.

Last night the leaders of the Dominion Square Methodist Church met and reached the same conclusion. A meeting of the boards of the two churches will be held on the 27th inst., at which the interdenominational committee will be present, and the proposed union will be discussed in greater detail.

The friends of the movement to merge the two congregations suggest that such a plan would permit the erection of a great church equipped

in every detail for its work and its opening absolutely free of debt. This would enable the accomplishment of an enormous work; there would be no heavy debt to act as a millstone upon the congregations. With equal amounts of cash invested in the new building there would be no fear of any unpleasantness arising later. For the first four or five years it would probably be necessary to give the mission money contributed by the united congregation to the boards stipulated by the contributors, but when the union of the two denominations is completed everywhere that necessity would pass away.

The erection of such a place, too, would enable the church to enlarge the scope of its operations and to enter fully into every work for the uplifting of humanity. Being free from debt they could undertake work of every kind wherever the need was most urgent.

It is said, too, that there are many people in Westmount who would not hesitate to identify themselves with such a church, since the new cause would have even more support than that which the union of the Stanley Street Presbyterian Church and the Dominion Square Methodist Church would bring to it.

The project is an ambitious one, but conditions could not be more favorable for its successful completion and, if the denomination church law difficulties can be overcome, there is apt to be on the upper level in Westmount the first great union church in a large city in Canada.

THE RAILWAY AND STEAMBOAT AGENTS OF BOSTON TO VISIT "EVANGELINE LAND."

The Association of Railway and Steamboat Agents of Boston, composed of representative transportation officials of New England, will visit the Province in June.

The party, including ladies, will number one hundred and will leave Boston Friday, June 13th on the elegant "PRINCE ARTHUR" arriving at Yarmouth next day. After seeing the many attractions of Yarmouth, the party will proceed through "EVANGELINE LAND" by specially reserved cars, and Sunday will be spent at Halifax. St. John will be reached Monday and party will leave there same day for Boston via Eastport and Portland.

This is the first time that the Association has ever visited the Maritime Provinces and their visit must result in making the attractions of our beautiful country still more widely known in New England.

The officers of the Association are: President, John F. Masters, N. E. Supt. Yarmouth Line; Vice President Roy S. Cones, C. O. A., N. Y., N. H. & H. Ry. System; Secretary and Treasurer, W. M. Burrill, Agent of the Rutland Transit Co.

United States Scheme to Block the Georgian Bay Canal

The following communication comes from the Office of the Canadian Federation of Trade and Municipalities, Castle Building, Ottawa, Ont.

A press despatch from Washington in the Montreal Star of May 5th discloses a move on foot to block, if possible, the opening of the all-Canadian deep waterway via Georgian Bay and the Ottawa River from the Lakes to the Atlantic in favor of an international scheme which would enable the United States to retain practically a controlling interest for all time in navigation outlets to the Atlantic.

The following is the text of the despatch:

(Special Staff Correspondence)

Washington, D. C., May 25.—Legislative action on the resolution to enter into negotiations with the Dominion of Canada or Great Britain regarding a better waterway through the Great Lakes is promised tonight, following a conference between Senator Stone, of Mississippi, and Senator Townsend, of Michigan. The resolution will undoubtedly be favorably reported from the Foreign Relations Committee, of which Senator Stone is Chairman.

Senator Townsend's idea is to open up the passage-ways between the Great Lakes, and to improve the harbors to such an extent that ocean-going vessels will be able to dock at Duluth, Minn., and all other lake ports.

From Duluth to Liverpool would be the trans-Atlantic route under the Townsend idea. He believes that unless the United States take the initiative in this matter the Canadian Government will dig a canal from the Georgian Bay to the Ottawa River and provide practically the same accommodations for trans-Atlantic steamers, with the advantage to the Dominion of controlling the artificial waterway entirely.

TO WIDEN AND DEEPEN THE WELAND CANAL.

Senator Townsend's scheme includes the widening and deepening of the Welland Canal and the improvement of the waterways from Montreal to Ogdensburg. The wording of his resolution is short and simple, and reads:

"Resolved, that the President be requested to enter upon negotiations with Great Britain or the Dominion of Canada with a view to an international agreement for the concurrent or co-operative improvement of navigation in waterways used, or which can be used, as common for the commerce of Canada and the United States."

This was introduced at one time as a proposed amendment to the Reciprocity Act. It was introduced again as it now stands, but the Committee upon Foreign Relations took no action upon it. It is again before Congress with the promise from Senator Stone that it will be acted upon, and a favorable report from the committee is a little more than possible.

It will be recalled that the Great Waterways Union, formed at Berlin, Ont., recently issued a pamphlet advocating a 30-foot waterway on the international route, and violently attacking the Georgian Bay Deep Waterway. The proposals endorsed by the Waterways Union are essentially the same as are now being favored in the United States Congress by Senator Townsend of Michigan. The chief authorities quoted in the pamphlet mentioned are Senator Townsend, and Gen. Bixby, Chief of the United States Army Engineers. A Canadian engineer, who has been cited as a disinterested party, was associated with American interests in connection with the well-known attempt of an American trust to grab the water-powers at the Long Sault Rapids on the St. Lawrence.

Senator Townsend's present move gives fresh evidence of the fear felt in the United States that construction of the Georgian Bay Canal will virtually give Canada sole control of the traffic between the Great Lakes and the Atlantic. It will be remembered that three or four years

ago the Superintendent of Public Works for New York made an official recommendation to the State Senate that the New Erie Canal between Syracuse and Buffalo should be abandoned, and a 21-foot waterway constructed from Oswego to the Hudson River, with the same purpose of blocking, if possible, the Georgian Bay Canal, and checkmating Canada. Many Canadians have hitherto failed to recognize the real significance of these moves, and have supposed they were acting in the Canadian national interest, when, in reality, they were assisting the schemes of Americans to gain control of the Western trade of both countries, and opposing the only means whereby Canada can secure a deep waterway absolutely independent of United States influences, and control her East and West waterborne commerce to her own advantage.

Until the meaning of these American schemes and their bearing on Canada's commercial independence are fully understood, the Canadian government might well postpone expenditure on the New Welland, which involves the deepening of international waters on the St. Lawrence River, with the almost certain result of making Canada's navigation and water-power interests on that river subservient to American control. The opening of the direct national route from Georgian Bay to Montreal would at once obviate the necessity for our entering into any such international arrangement, and would retain for Canada forever the undivided control of the traffic of the West.

MISS BOOTH FEELS AND PRAYS FOR BURGLAR'S PARDON

London, May 24.—Capt. Mary Booth, daughter of Gen. Bramwell Booth, head of the Salvation Army discovered a burglar in her bedroom at two o'clock this morning. Instead of calling the police she confronted her visitor and talked seriously to him about his wickedness.

Learning that he was driven to crime by hunger, she promptly took him to her kitchen and gave him a good square meal. While he ate she continued to talk to him, and when the meal was finished she knelt down and prayed with him. She insisted on the man praying for himself. Then he promised to turn over a new leaf, and, with the counter-promise to be his friend if he would live a better life, she saw her guest off the premises.

TERRIBLE ENDING TO EMPIRE DAY IN CALIFORNIA

Thirty-Seven Persons Were Killed and More Than Half a Hundred Were Injured When the Land End of a Big Municipal Pier Collapsed.

Long Beach, Cal., May 24.—Too weak to uphold the burden of nearly ten thousand human beings assembled for the festivities of "British Empire Day," the land end of the big double-deck municipal pier in front of the city auditorium collapsed today. Hundreds of people on the top deck were plunged down on the heads of other hundreds crowded on the second deck. The lower deck then gave way and all were dropped down a chute of shattered woodwork, to the tide-washed sands twenty-five feet below.

THIRTY-SEVEN KILLED.

Thirty-seven persons, mostly women were killed by the shivered timbers, or crushed to death by the fallen bodies of companions and friends. Fifty more were seriously injured while hysteria and fright caused the disabling of scores of others.

The victims were subjects or former subjects of Great Britain residing in Southern California.

IN HONOR OF LATE QUEEN.

The accident occurred a few minutes before twelve o'clock. The Empire Day parade, the principal feature of the celebration in honor of the late Queen Victoria's birthday, had just ended and the participants, with thousands of other visitors were crowding up the steps of the pier and surging toward the auditorium when the pier floor sagged. An instant later the supports gave way and the crack and groan of breaking timbers mingled with the shrieks and cries of victims, as all went down into a mass of broken wood and writhing human forms on the sand.

Virtually the entire land end of the pier was wrecked and a portion of the auditorium front fell.

The cause of the accident was the over-burdening of the pier. This, according to an official statement tonight, was due to the delay in unlocking the doors. Had the doors been unlocked at the proper time, it was asserted, the crowd would have got into the auditorium, instead of massing at the doors where the weight overwhelmed the pier supports. Scottish bag pipes had just entered the portal of the auditorium and were still marking time when the timbers were sundered.

THE MAYOR ESCAPED.

Mayor Hatch of Long Beach, who was to have been one of the principal speakers at the celebration was in the midst of throng on the pier and at first was reported to be among the dead or injured. He escaped unhurt, however, and aided by Mayor George Alexander of Los Angeles, who came down at the head of that city's public hospital corps, and several platoons of police, helped direct the work of rescue.

In addition to the thousands gathered on the pier and its approaches, the Strand was thronged by a crowd of probably 25,000 persons.

There was but little warning. A resounding crack alarmed them and panic spread from one end to the other of the beach, while women began to shriek. Then occurred a desperate rush for the stairways as the flooring gave way and the victims slid into the gaping hole, as into a huge funnel.

Soon the huge pile of wreckage, marking the site of the dead and wounded, was surrounded by a dense throng, which overwhelmed the comparatively few policemen on the Strand, and for some time rendered futile every effort at rescue.

The police could not get through the crowds, even when Chief of Police Austin gathered his entire force on the scene. An appeal was sent to Los Angeles, twenty-four miles away, for reinforcements. These came in autos, and after helping to drive back the thousands of anxious and overwrought people, they assisted in succoring the injured and removing the bodies of the dead.

The tide was out when the crash occurred else the collapse would have thrown hundreds of persons into the sea and many drownings would have

been added to the list of fatalities. The crowd massed about the auditorium doors was composed mostly of women and children who had gathered there before the Empire Day parade ended. When the section about the doors sank, they went in with it, half a dozen policemen who had been vainly striving to hold the throng in check, went with them. Only a comparatively small number of men were caught in the trap as most of the male celebrators were taking part in the parade.

Many who were not standing on the section which collapsed were drawn or pushed into the vortex and those who escaped crowded panic-stricken toward the outer rail of the pier, starting a wild scramble for safety.

A TERRIBLE SCENE.

Those who fell into the hole last week to scramble over the entangled bodies to the broken ends of the floor, so deep was it massed with struggling bodies. Fallen timbers and flooring were jammed among the limbs of those caught in the trap and ropes were required to pull back the jagged edges of the sunken flooring and broken joists before the dead and injured could be taken out.

It was fully an hour before the yawning hole in the floor of the pier could be emptied of its mass of humanity, the dead separated from the injured, and the dying extricated from broken timbers. Dead and seriously injured alike were laid in rows on the beach, while scores who had sustained less serious injuries wandered in a dazed way seeking missing relatives and friends. A number of those taken to hospitals were found unscratched but suffering from nervous shock. Many of the women and men collapsed on the pier when the search for missing ones ended at the long row of dead and injured.

REMOVAL OF THE DEAD.

The work of removing the bodies to Long Beach morgues did not begin until well in the afternoon.

Long rows of saddened spectators, most of them still wearing the tiny Union Jack, emblematic of the day, watched in silence as dead were taken from the temporary morgue in the armory to the waiting undertakers' wagons.

Although most of the victims were from Long Beach and Los Angeles, nearly every town in Southern California was represented among the dead and injured.

Long Beach, Cal., May 26.—Evidence to be presented Thursday at the inquest over the thirty-seven persons who lost their lives in the collapse Saturday of a portion of the Municipal pier will bear directly upon the question of who was responsible for the condition of the structure which proved too weak to withstand the weight of several thousand men, women and children, who had gathered to celebrate the birth

anniversary of Queen Victoria. Daughters of the Empire and Sons of St. George, the two principal organizations which had charge of the Empire Day celebration started a campaign today for the relief of the victims.

While the seriously hurt numbered not more than sixty-five, nearly two hundred were injured so that aid will be given them.

Rev. I. B. Kiborne, aged eighty-four, one of the injured, died this afternoon. This brings the total number of dead up to thirty-seven. James Twomey, City Building Inspector, said today that the vibrations, caused by the Empire Day parade marching up on the pier were responsible for the collapse.

"An expert inspection just before the disaster," he added, "would have failed to disclose that anything was wrong with the pier."

Clarence Walker, banker and head of the Citizens' Relief Committee, said today that a fund sufficient to pay for the funerals of the dead and hospital expenses of the injured would be guaranteed by the City of Long Beach.

NOTES FROM THE NOVA SCOTIA AGRICULTURAL COLLEGE.

In accordance with the legislation for the encouragement of horse breeding passed by the Nova Scotia House of Assembly in 1912, all stallions offered for public service in Nova Scotia are required to be enrolled with the Nova Scotia Department of Agriculture. Up to the present time the enrollment, including applications for enrollment, is 220, but the number should be considerably larger than that. Of this two hundred and twenty, 76 horses are Pure Bred, 76 are Grades and 68 are either Cross Bred or Mongrel.

If the experience of Nova Scotia turns out the same as the experience of other countries, the time will not be long before the percentage of Pure Breds will be very much larger than it is now.

The law in regard to the enrolment of stallions was amended during the past session and for the year 1914 provision has been made for optional inspection for soundness, according to which any owner of a stallion wishing to have his horse inspected can have this done and a certificate issued in accordance with the report of the inspection by applying and by paying the necessary fee to the Department of Agriculture.

The correspondence received at the Department of Agriculture indicates that the present law is endorsed by the leading horsemen of the Province, who evidently consider that it is a step in the right direction. The amended law, which will go into force in 1914, will strengthen the present one, and will, it is anticipated, lead to a marked improvement in horse breeding in the Province of Nova Scotia.

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