

# The Weekly Monitor

## AND

### Western Annapolis Sentinel

VOL. 40

BRIDGETOWN, ANnapolis COUNTY, NOVA SCOTIA, APRIL 24, 1912

NO. 2

## DEATH LIST PLACED AT 1602.

The Steamer Carpathia with the Survivors of the Titanic reached Port on Thursday Night, April 18th.

## Fund Raised for Destitute Survivors Official Statement of the Surviving Passengers

The following statement issued by a committee of the surviving passengers of the Titanic was given to the press on the arrival of the Carpathia at New York:

"We, the undersigned surviving passengers from the S. S. Titanic in order to forestall any sensational or exaggerated statements, deem it our duty to give to the press a statement of facts which have come to our knowledge and which we believe to be true.

"On Sunday, April 14, 1912, at about 11.40 p. m. on a cold, starlit night, in a smooth sea, and with no moon, the ship struck an iceberg which had been reported to the bridge by lookouts, but not early enough to avoid collision. Steps were taken to ascertain the damage and save passengers and ship. Orders were given to put on lifeboats, and the boats were lowered.

"The ship sank at about 2.20 a. m., Monday, and the usual distress signals were sent out by wireless and rockets fired at intervals from the ship. Fortunately the wireless message was received by the Cunard S. S. Carpathia at about 12 o'clock midnight, and she arrived on the scene of the disaster at about 4 a. m. Monday

"The officers and crew of the Carpathia had been preparing all night for the rescue and comfort of the survivors, and the last-mentioned were received on board with the most touching care and kindness, every attention being given to all irrespective of class. The passengers, officers and crew gave up gladly their state rooms, clothing and comforts for our benefit—all honor to them.

"The English Board of Trade passengers' certificate on board the Titanic allowed for a total of approximately 3,500. The same certificate called for life-boat accommodation for approximately 950 in the following boats:—14 large life-boats, two smaller boats and four collapsible boats. Life preservers were accessible and apparently in sufficient number for all on board.

"The approximate number of passengers carried at the collision was:—First class, 330; second class, 320; third class, 750—total 1,400; officers and crew, 940—total, 2,340.

"Of the foregoing about the following were rescued by the S. S. Carpathia:—First class, 210; second class, 125; third class, 200; officers, 4; seamen, 39; stewards, 96; firemen, 71—total 210 of the crew. The total about 745, saved, was about 80 per cent. of the maximum capacity of the lifeboats.

"We feel it our duty to call the attention of the public to what we consider the inadequate supply of

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## No Hopes For Geo. Wright

HE WANTED MR. FRAZEE TO ACCOMPANY HIM ON THE TITANIC

(Halifax Recorder, Saturday.)

Among the passengers on the Steamer Laurentic to-day was C. W. Frazee, City Manager of the Royal Bank. He left Mrs. Frazee in England, who is to make a more extended visit. (Mrs. Frazee was Miss James Holmes, and is well-known to many in Bridgetown having visited at the home of J. W. Beckwith)

Mr. Frazee was with George Wright in London the day before the Titanic sailed from Southampton, and as both were returning to their native land Mr. Wright coaxed Mr. Frazee to go with him on the Titanic. Mr. Frazee, however, had made his arrangements to go on the Laurentic from Liverpool bound to Halifax direct, and he decided that he would not change his plans. When they separated in London, Mr. Wright went to the sailing port of the Titanic bound for New York, and Mr. Frazee came by the Laurentic to Halifax.

The only hope now seems that he might have been picked up by some other vessel, but this seems very remote and all indications are that Halifax has lost one of its best citizens. Mr. Wright was a man who will be missed by his relatives, his friends, church and charitable organizations, educational institutions, the community in general and the city itself. He amassed his wealth abroad, returning to his native city, and invested his money in his former home, erecting such handsome buildings as the Wright marble and St. Paul's on Barrington Street, as well as a number of magnificent dwellings. He contributed largely to church institutions, and to the Y. M. C. A. building fund, and before his present trip gave \$2,500 to Dalhousie College. He was practically never done giving, no worthy appeal was made to him in vain. He was most generous in every respect, and took a great deal of pleasure in making others happy. He interested himself greatly in civic matters, but declined all honors. He was known not only in Halifax, but throughout Canada, the United States and Australia and other places abroad, where he had business dealings when he published his World's Directory. He was also widely known for his crusade against profanity, which was not only confined to his own city, but throughout the country.

## PRESENTATION.

By Halifax Boy Scouts to Mr. Mickelwright on Leaving Halifax for Bridgetown.

(Halifax Recorder)

A meeting of the officers and members of the Church Institute Boy Scouts was held last evening to bid farewell to Scoutmaster F. W. Mickelwright, who leaves shortly for Bridgetown. Rev. C. W. Vernon presided. Those present included C. S. Stainer, President of the Local Council, H. D. Romans, President of the Church Men's Society, Scoutmasters Halladay, Davis and Stay, assistant Scoutmasters Woodhill, Tucker, Doyle and Sidney Mickelwright.

The chairman referred to the valuable services of Mr. Mickelwright to the troop, and the deep regret of all at his departure. Mr. Mickelwright then gave an address, brimful of practical advice to boys.

Rev. C. W. Vernon on behalf of the Church Institute Boy Scouts, presented Mr. Mickelwright with a handsome leather travelling bag, bearing his initials. Mr. Mickelwright feelingly replied.

At a subsequent meeting of the committee of the Church Institute Boy Scouts Mr. Mickelwright was elected an honorary scoutmaster and W. M. Halliday to succeed him as chief scoutmaster.

The P. E. Island legislature is petitioned to repeal the act against the importation of automobiles into that province, it being claimed that the tourist travel is seriously injured thereby.

## Riverside Cemetery Co.

At the annual meeting of the Riverside Cemetery Co. of Bridgetown, on the 16th inst., a board of directors for the year was chosen as follows:—Capt. J. W. Salter, Mr. Harry Ruggles, Dr. J. B. Armstrong, Mr. Jas. Quirk, Mr. J. E. Lloyd, Capt. W. Longmire and Mr. C. W. Peters. These directors are preparing by-laws which are to be read and discussed at an adjourned meeting of the company, which is to be held in the Town Hall on the evening of April 20th.

Other matters concerning the management of the affairs of the company will also be considered during this meeting.

In the meantime it is well for all interested in the movement to give it some serious thought. The company are well aware that they are undertaking quite heavy responsibilities. There are a number of lots in the older part of the cemetery for which no taxation is possible. The owners have long since passed beyond reach of any message, and their descendants or relatives, if any can be traced, feel little or no interest in putting these lots in order. Yet this must be done, if ever the place is to be made attractive as the Company hope to make it. It will, therefore, be necessary for all to work together, everyone gladly doing his share, and more than merely his own share, toward keeping the whole. Many who have moved away from Bridgetown are being communicated with, and it is hoped that they will contribute an amount sufficient to place the lots, in which they are interested, under perpetual care. The sum of \$100 placed in trust with the company insures this care to an ordinary sized lot forever, the interest alone being used year by year.

The directors will be grateful for any assistance in locating and corresponding with absent lot-owners. A number of our resident lot-owners intend making provision for such care, in their wills, others may pay in the necessary sum during life, thus freeing themselves from the annual tax.

Some of our citizens who have no personal interest in the cemetery, that is, who have no lots there, are kindly giving assistance by subscribing for shares in the company. Such support is highly appreciated and is most encouraging to the promoters of the enterprise.

## ONE INTERESTED.

## Trespassing.

Editor Monitor-Sentinel:—A propos of your efforts to encourage the vogue of well-kept lawns and gardens in our community would it be too much to ask the public generally to try and break up the bad practice on the part of some of our makers across St. James' church yard a short cut between Granville and Church streets? Some day (funds permitting) we hope to have the church yard properly graded with a view to a well-kept lawn but there must first be a cessation of this practice which of course, is simply want of thought. May we, then, ask adults to themselves refrain and, further, to stop any children they may see making this a short cut.

On behalf of the corporation,  
Truly yours,  
ERNEST UNDERWOOD  
The Rectory, Apl. 23rd.

An Ottawa despatch in the St. John Telegraph says Clarence Jameson, M.P., for Digby and John Stanfield, M.P., for Colchester, are likely to get two of the vacant Nova Scotia senatorships.

## Mysterious Poison Case.

Ten-year-old Boy Now Ill and Removed to Hospital.

Charlottetown, April 19.—The interest in the McGee alleged poisoning case at St. Mary's road where five children out of six died in one day last week in such a manner as to mystify the doctors, has been further aroused by illness of the sixth boy, Johnny, aged ten. He has exactly similar symptoms as the others, such as vomiting, etc. Johnny was staying with his uncle on the day his brothers and sisters partook of the meal at which they ate food that was at first thought to have caused their deaths. After the funeral of the five victims last Sunday he came home and was alone with his mother, his father going to work in the lobster factory.

Doctors Fraser and McIntyre reported on Johnny's illness to the Attorney General who has ordered the boy to be taken to the hospital in Charlottetown. He took ill on Tuesday last. He ate no fish since the previous Friday. He possibly may recover. Further investigation into the mysterious case will be made by the Government.

The sixth boy has since died.

## Digby Captain Murdered.

Details have been received of the murder of Capt. Melville J. Starratt formerly of Digby, but who has been a lighter captain at New York in the employ of the Pennsylvania Railway for twenty-one years. Mrs. Frederick Dillon, now residing in Digby is a daughter of Capt. Starratt. He was found murdered on board his craft at the Morgan Line pier. His head had been crushed with an axe, which was lying near the body. The cabin had been rifled in an unsuccessful search for his wages, which he had received the day before. Starratt's wrists, elbows and ankles had been tied together. Although the blow with the axe had been enough to kill him, it is thought the murderer was afraid he might regain consciousness. The murder was discovered by the assistant harbor master for the Morgan Line, who went to the lighter to find Starratt and get his papers. Starratt's belongings in the cabin were scattered about in great confusion. The mattress had been slashed, and a small bag had been cut open as if in search of money. Clothes were tossed about the room, and there was a heap of them in the corner. At one side of the room was a pool of blood. Starratt's body lay on the floor on a pallet of blankets. He was in his underclothes as if he had been about to go to bed when attacked. The bed had not been slept in. There was evidence of a struggle in the cabin. On a shelf for a revolver, of which three chambers had been discharged some time ago. Evidently Starratt tried to get to the revolver to protect himself and was struck down as he did so. Captain Starratt received seventy dollars in pay, and sixty-four dollars of this money was found in the toe of an old rubber lying under the heap of clothing which had been tossed into the corner. Capt. Starratt was sixty years old, and lived in Brooklyn. He leaves a widow and six grown-up children. The family moved there from Digby some years after Captain Starratt had engaged with the Pennsylvania system.—Digby Courier.

## STAKE RACES

AT PROVINCIAL EXHIBITION FOR 1912.

2 year-old Trot	\$4.00
2-year-old Trot	4.00
2.40 Trot (Maritime Province Bred)	4.00
2.40 Pace	4.00
2.19 Trot	4.00
2.19 Pace	4.00

First payment of one per cent. payable May 23rd.

In addition to the above a programme of Class Races will be added to make up a seven days' meeting. These will be announced later. Any person not receiving forms for entry in Stakes can obtain same by writing M. McF. Hall, Secretary, Halifax

## IS YARMOUTH LINE TO BE ABSORBED?

Latest Despatches Indicate that the Yarmouth-Boston Route will Soon Become a Part of the Eastern Steamship Line.

The D. A. Ry. S. S. Line, it is reported is about to be amalgamated with the Eastern Steamship company, which now operates the coastal service between Boston and St. John. The equipment of the Eastern Steamship is superior to that of the D. A. R. lines from point of accommodation and comfort; their boats being very commodious and attractive, and better adapted to take care of the tourist travel. On the other hand the public will probably have to pay for these privileges and the additional luxury by advanced rates of travel. If the report proves correct, it is also probable that Yarmouth will lose the advantages she now has as the terminus of the D. A. R. line, and that the D. A. R. officials may be replaced by substitutes from the American company.

A Quebec man who presumes to know something about the plans, is quoted by an exchange in regard to the substitutes thus:—

"The C. P. R. is interested with the New York, New Haven and Hartford Railway in the Boston and Maine. The Quebec Central, and the latter company practically own the Eastern Steamship Company. A move is now on to concentrate the coastal service between the maritime provinces and Boston in one company. The present negotiations are with a view to hand the

entire business over to the Eastern Steamship Company. Should the deal go through the business will be operated from Boston. In event of the transfer being made, Yarmouth will be a severe sufferer. All the work, labor, coal and supplies would be secured in Boston. Ships would no longer lay up for the annual repairs at Yarmouth, but in Boston." Asked as to the disposition of the present D. A. R. boats the gentleman said that "the Eastern Steamship Company would use their own boats and the 'Princes' be sold to a Newfoundland Company, or elsewhere." Further questioned, he said that "boats sailing under the American flag must be commanded by American citizens."

A Boston despatch of Wednesday says:—

"The Eastern Steamship Corporation has purchased the steamship line of the Dominion Atlantic Railway Company which is operated between this port and Yarmouth, N.S. according to announcement made tonight. The acquisition of the Yarmouth line gives the Eastern Steamship Corporation control of practically every line of importance east of here except the Plant Line, which maintains service between Boston and Halifax and Charlotte-town."

## FORMER PRESIDENT WINS VICTORY OVER TAFT.

Col. Roosevelt had a sweeping victory in Pennsylvania in the preliminary election and his lead kept growing today as the returns continued, to come in. Incomplete returns from every district give the former president sixty-five of the state's seventy-six delegates in the republication national convention. The Roosevelt supporters are claiming sixty-seven and the later returns may carry the figures to that total. Col. Roosevelt won fifty-three of the sixty-four district national delegates and his followers elected enough delegates to the state convention to give them control of that body. The state convention will name twelve delegates at large.

Politicians look upon the triumph of Col. Roosevelt with astonishment. The supporters of the former president were without a state organization in many of the thirty-two Congressional districts. The regular Republican organization headed by United States Senator Boies Penrose, which has withstood the fury of many a political storm received a crushing defeat in the loss of control of the state convention. It is the first time in the present generation that it has lost control of that body.

Mr. Frank Wiltshire sold, last week, the fine farm, belonging to Watson Sanford at Coldbrook, to Messrs. Sim & Perry, fruit growers from British Columbia, who will take possession in time to look after this season's apple crop, and purpose to make extensive development of the property.—Kentville Advertiser.

**The Royal Bank of Canada**  
INCORPORATED 1869.

CAPITAL	\$6,200,000
RESERVE FUNDS	\$7,200,000
TOTAL ASSETS	\$110,000,000

**70 BRANCHES IN THE MARITIME PROVINCES**

**SAVINGS DEPARTMENT**

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

A. J. McLEAN MANAGER, Bridgetown  
F. G. PALFREY MANAGER, Lawrencetown  
E. B. McDANIEL MANAGER, Annapolis Royal.

In Actual Use No Tea Is  
Cheaper Than The 40¢

**RED ROSE**  
TEA "is good tea"