

The Weekly Monitor

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BRIDGETOWN, ANNAPOLIS COUNTY, NOVA SCOTIA, JANUARY 9, 1907

NO 40

It is generally admitted that no other Teas suit the taste of our own people so well as... **MORSE'S**

Mail Steamer Burned

Christiansburg, Jan. 7.—News was received last night of a terrible disaster which overtook the mail steamer Lindholm, which plies between this port and Bergen, off Farøund yesterday. The steamer was discovered to be on fire. A strong gale was blowing at the time, and the flames soon spread to the saloons and cabin. Thirty passengers, most of them sick, hurried from their quarters to get on deck. Several of them were suffocated in their efforts to get out. Others jumped overboard, and one was drowned. Another passenger went mad. One life boat was burned and another was crushed against the side of the ship. Finally, while the remainder of the half-drowned and panic-stricken passengers were huddled on the fore-castle in a blinding snow storm, the rest of the ship being a mass of flames, the captain drove the vessel ashore and managed to save the remainder of the passengers and the crew. There was much hardship, however, before all the ship's company were gotten safely to land. The dangerous nature of the coast made the operation of beaching the Lindholm most risky.

Another Train Disaster

Peoria, Kansas, Jan. 7.—Between 8 and 20 passengers, mostly Mexicans, were killed and as many more seriously injured in a horrible collision between two passenger trains at Peoria, Kansas, on the Chicago, Rock Island and Pacific railway. The wreck occurred between 11 P.M. and 12 M. A story of extraordinary deaths was unfolded at a recent meeting of a medical society in Panama. An elderly woman, exceedingly hard of hearing, lived near the river. One afternoon a warship fired a salute of ten guns. The woman, alone in her little house, walked toward the booming cannon. Then she smoothed her dress, brushed her hair back in a quiet manner, and said, severely, "Come in."

Steamer Burned

Halifax, N. S., Jan. 2.—The steamer Sistrador, Capt. Gibson, from Galveston, bound to Liverpool, G. B., with 12,000 boxes of cotton, put in here this morning with fire raging in the main hold. The fire was first discovered on Saturday last when the ship was in lat. 37 N., lon. 67 W., and every effort was made to subdue it by injecting steam, but without success, so the captain decided to come here for assistance.

Don't laugh at the boy who magnifies his place. You may see him coming from the Post Office with a big bundle of his employer's letters, which he displays with as much pride as though they were his own. He feels important and looks it, but he is proud of his place. He is attending to business, he likes to have the world know that he is at work for a busy concern. The boy who says "we" identifies himself with the firm. Its interests are his; he sticks up for its credit and reputation. He takes pleasure in his work and hopes to say one day in earnest, "The boy will reap what he sows if he keeps his grit and sticks to his job. You may take off your hat to him as one of the future solid men of the town. Let his employer do the right thing by him; check him kindly if he shows signs of being too big for his place, counsel him as to his habits and associates, and occasionally show him a pleasant prospect of advancement. A little probe does no harm to a heap of good. Good luck to the boy who says "We."—Exchange.

The famine in China is so disastrous that millions are in distress, and President Roosevelt has issued a proclamation calling for the people of the United States to send relief. He will ask Congress for authority to send government transport vessels to carry food to the famine-stricken region.

Severe Earthquake

Santiago, Chile, Jan. 5.—Half of the town of Arica, in the Province of Tarapaca, has been destroyed by an earthquake, and other towns in that neighborhood have suffered more or less severely. The report of Iniquiqui 120 miles south of Arica, was not damaged. Tarma is the northernmost Province of Chile and borders on Peru. It has an area of 5,000 square miles. It is mainly a desert, crossed by scanty and intermittent streams. Earthquakes are frequent. Arica is on the coast. It is a much more important place than Tarma. The population, once estimated at 30,000, is today about 10,000. In August of last year, when a disastrous earthquake visited Santiago and Valparaiso, severe and numerous shocks were experienced in Tarma Province.

CHAMBERLAIN'S COUGH REMEDY A SAFE MEDICINE FOR CHILDREN.

In buying a cough medicine for children, never be afraid to buy Chamberlain's Cough Remedy. There is no danger from it, and relief is always sure to follow. It is indicated especially for coughs, colds, croup and whooping cough, and there is no better medicine in the world for these diseases. It is not only a certain cure for croup, but when given as soon as the croupy cough appears, will prevent the attack. Whooping cough is not dangerous when this remedy is given as directed. It contains no opium or other harmful drugs, and may be given as confidently to a baby as to an adult. For sale by W. A. Warren, Phila. B.

GENTLE DOORSTOPS.

A story of extraordinary deaths was unfolded at a recent meeting of a medical society in Panama. An elderly woman, exceedingly hard of hearing, lived near the river. One afternoon a warship fired a salute of ten guns. The woman, alone in her little house, walked toward the booming cannon. Then she smoothed her dress, brushed her hair back in a quiet manner, and said, severely, "Come in."

The Dominion Steel Company has acquired extensive coal areas in Cape Breton.

WANTED TO RENT—A Piano. Apply to Box 5, Bridgetown.

FOR SALE

One yoke of six-year-old Oxen both red and well matched, weight thirty-one hundred, one red April calf, and one White Chester spring shooie. George W. Foster Upper Grandville

This Space is Reserved for **J. HARRY HICKS**

The Wealth of Our Forest Lands

Export Trade on a solid basis. Two hundred million feet exported annually. Over two million dollars in cash for the workmen in the Province.

(By F. C. Whitman, Annapolis, in the Halifax Chronicle.)

The lumber crop of Nova Scotia for 1906 has been disposed of at good prices and notwithstanding the cost of production caused by the higher prices for lumbermen's supplies, increased wages and higher freight rates, the business has been done at a fair profit. The outlook for the coming season gives every prospect of a larger business being done, but much depends upon the snow-fall of the winter. Two or three months of good sleeting in the woods is what is most needed to give assurance of an average output of logs. In fact, the crop depends upon this to make operations successful, and give sufficient water in the spring and summer to get the logs to the mills.

A very important factor in this year's business has been the demand from the United States, and it might almost be called a turning point in the disposition of Pine and Hemlock lumber. So strong is the demand in the United States for White Pine that the big cut of the Ottawa district is being shipped there instead of to the English market, and in Nova Scotia the demand by the United States for hemlock has exceeded the carrying capacity of the regular coastwise fleet of mail vessels, and an advance in freight rates has taken place.

This call for lumber in the United States is not confined to the Atlantic States, but is general throughout the whole country and is an additional demand upon the output of provincial cuts of White Pine, Spruce and Hemlock, and in addition to this there is a demand for hats, box boards and cooperage that is growing stronger every year.

The trade has struck a high level of prices all round, and as far as says one can see, it will be maintained. Mill men, however, have to seriously consider the increased cost of operation and of manufacturing as compared with the previous years, and heights both coast-wise and foreign are likely to take a higher range which to a certain extent must be deducted from the selling price of the lumber.

The situation of the lumberman's standpoint is a strong one. The export trade is now established on a more solid basis than ever before, and its value to Nova Scotia can be likened to what the grain crop is to the Northwest.

Nova Scotia is of so great importance that if anything should happen to stop the operations of the established mills and factories that are situated in all parts of the Province, it would immediately be felt as a calamity. The larger number of towns and villages, particularly in Western Nova Scotia, owe their very existence to the lumber trade. The manufacture of mill machinery and supplies do a very large volume of business annually. Transportation by water and rail for the supplies coming in and for the output of lumber is a big freight item. And more directly to the home fit of our own people is the money paid out annually for camp supplies to provision the lumber crews and cattle working in the woods, and the wage list of loggers, stevedores, mill hands, teamsters, and at shipping points the pay of stevedores and the money left in port by every vessel that loads, estimated to be from five hundred to one thousand dollars according to tonnage.

The annual output of lumber is from Two Hundred Million to Two Hundred and Twenty-five million feet, and the cost of production Ten Dollars per thousand, including an amount immediately left as a calamity. The larger number of towns and villages, particularly in Western Nova Scotia, owe their very existence to the lumber trade. The manufacture of mill machinery and supplies do a very large volume of business annually. Transportation by water and rail for the supplies coming in and for the output of lumber is a big freight item. And more directly to the home fit of our own people is the money paid out annually for camp supplies to provision the lumber crews and cattle working in the woods, and the wage list of loggers, stevedores, mill hands, teamsters, and at shipping points the pay of stevedores and the money left in port by every vessel that loads, estimated to be from five hundred to one thousand dollars according to tonnage.

We think the public for the liberal patronage enjoyed throughout the year now closing, and are determined to be still more deserving of confidence. Send for new catalogue.

S. KERR & SON Old Fellow's Hall

Awarded to Roosevelt

The Nobel Peace Prize Goes to Roosevelt—He Will Use the fund to Create Labor Peace Committee

The Nobel Peace prize is awarded to President Roosevelt in recognition of his services in bringing about the ending of the Russo-Japanese war. Candidates for this distinction must be proposed by legislative bodies, peace organizations or universities. It is understood that the President's sponsors were Prof. H. P. Judson, acting president of Chicago university; Prof. Baldwin, of Yale; Prof. Halseger, of the University of Munich, and the faculty of Georgetown university, Washington.

The peace prize went last year to Baroness Von Utter, of Vienna, and in previous years to W. H. Crozer, M. P. of England; Prof. D. Martens, of Russia; and Henry Dunant, founder of the Red Cross society. The Nobel peace prize is a part of a bequest left by Dr. Alfred Bernhard Nobel, the Swedish scientist, who died in 1896. By his will a large portion of his fortune was devoted to five annual prizes, each valued at about \$40,000. They were awarded for the most important discoveries in physics, in chemistry, in physiology or medicine, for the most distinguished work of an idealistic tendency in the field of literature and for the best effort toward the fraternity of nations and the promotion of peace. The last named is awarded by the Norwegian Storting. The others are awarded by institutions at Stockholm.

President Roosevelt has announced his intention to use the fund to create a permanent committee at Washington with the view of maintaining peace between employers and employees.

Mr. and Mrs. Frank Goucher and daughter Billa, of Belvoir Square, were guests last week of Mr. and Mrs. Richard W. Ray.

Ernest W. Ray, of the W. S. F. W., at Waverley, Mass., who spent his Christmas vacation at his old home here, returned last Wednesday.

Miss Hazel Bent has gone to visit relatives at Newark, Ct.

Miss Louise Wade is visiting friends at Bridgewater.

Mr. Campbell Willett and Mr. Robert Engleson who spent holiday week with relatives across the border, returned home on Saturday last.

Mr. Perry Bent and brother, Master Roy, of Bridgewater, were guests last week of Mr. and Mrs. R. L. Dodge.

You want a receipt

and we shall be delighted to give you one—that little bill we mailed last week. It's only a little one—you'd hardly think it counted. [Most of our bills are just that big and we need 'em all.

Yours Truly
W. A. WARREN

Engineer and Crew Arrested

Washington, Jan. 5.—The Baltimore and Ohio wreck at Terra-cotta recently grows in magnitude as the hours pass. The most conservative estimate of the dead is fifty-three, with three scores of injured in the hospitals or at their homes suffering from wounds and fractures sustained in the train collision which completely demolished the two day coaches and the smoker attached to the local Frederick, Md., express No. 66. Several of the most seriously injured are expected to die during the night, and the death list may reach sixty or more. Heart-rending and pitiful were the scenes at the city morgue, where hundreds of persons flocked to assist the police in the identification of the dead. Women, girls and even men with iron nerves shrieked, sobbed and fainted as their relatives or friends were bowed among the thirty-two corpses strewn about the floor. Coffins, wicker baskets and window shades were found on all sides. It was a day never to be forgotten.

Officials of the Baltimore and Ohio railway are conducting an investigation of the wreck in Baltimore for the purpose of placing the responsibility for the terrible disaster. General Supt. Todd excoriated Milton Phillips, the operator at the Takoma block station, the last signal station that the equipment train passed before crashing into the passenger train at Terra-cotta. The superintendent declared that Phillips was obeying the instructions when he went home at 6:30, leaving the "double green" signal burning. While making no positive charge, Supt. Todd intimated that the burden of the blame would fall upon the engineer and crew of the extra. The five members of the crew who were arrested shortly after the accident, are now being held to await the result of the official investigation. They are Harry Hibbard, engineer; Ira C. McChesney, fireman; Frank F. Hoffman, conductor; Ralph Butler, brakeman; and Wm. A. Norris, baggage master.

Gazing vacantly between the bars of his cell at the police station, Engineer Hibbard is too full of emotion to make any definite statement. "It will all come out at the investigation," he said. "I don't believe that there is anything for me to say and I could not say it if there was."

Before he was arrested the engineer made a statement to the Associated Press, in which he declared that if the danger signal light was displayed at Takoma he failed to see it on account of the dense fog.

Miss Lennie Baker has been spending a week at Kingston. J. R. Berry and son Ralph, of Deep Brook, visited friends here recently. Mrs. Freeman Fitch has returned from Halifax. Reuben and Walter Baker are visiting their aunt, Mrs. M. O. Fritz. Clarence Division, No. 366, elected the following officers for the quarter: J. W. Elliott, W. P.; Effie Ramsey, W. A.; A. J. Wilson, R. S.; Nina Fluke, A. R. S.; Avard Jackson, F. S.; H. G. Wilson, Treas.; Aggie Jackson, Chap.; Albert Banks, Com.; Nellie Elliott, A. Com.; Fred Banks, F. S.; F. W. Jackson, O. S.; Lorenzo Elliott P. W. F.
