

# The Weekly Monitor

## AND

### Western Annapolis Sentinel

VOL. 39

BRIDGETOWN, ANNAPOLIS COUNTY, NOVA SCOTIA, MARCH 13, 1912

NO. 48

#### Operator's Mistake Caused Railway Wreck

#### C. P. R. Engineer and Four Passengers Killed and Many Injured When Freight Train Crashed Into Rear of Passenger Train

Ottawa, March 8.—Five killed and nearly twenty injured, many of them seriously, was the toll of an accident this morning on the C.P.R. line between Hull and the Union Station here, when a freight train ran into the rear of the Pontiac passenger train which was backing into Union Station. The responsibility of the accident seems to rest with a mix-up over orders, the crew of each train apparently thinking they had a clear right-of-way, as both were travelling at a high rate of speed.

#### RUSHED AID TO SCENE.

Doctors and ambulances from 14th Hall and Ottawa were rushed to the scene, and as soon as possible the dead were removed and the injured cared for. The passenger train was in charge of Conductor John Anderson of Ottawa, who was instantly killed, apparently from a blow on the head. His engineer was Joseph Murphy and his fireman Camille Lemieux. The freight engine was in charge of Engineer Fred Cole and William Short, fireman. All are of Ottawa. A person was one of the best known conductors on the road.

#### CRASHED AT A CURVE.

The passenger train had come from Waitnam, Que., and as it was about to enter the Union Station, it crashed into the rear of the freight train at 9:22 and the acci-

dent happened a few minutes later. Both trains were travelling at a good rate of speed, and as there is a sharp curve and a deep cutting just where the accident happened, it was impossible for the crew of one train to see the other train till too late.

The passenger train was composed of an engine, baggage car, second class passenger and first class passenger in the order named.

In back-up the first class car was first and the car was struck by the oncoming engine of the freight. The impact caused the first-class passenger to completely telescope the second class car, over one-half of the latter being completely demolished. It was in this car that the five were killed.

#### THE VICTIMS.

The dead are: John Moyles, undertaker; Quoyon, Quebec.

John Anderson, C. P. R. conductor, Ottawa.

John Darby, Duke St., Hull.

Miss Kehoe, Quoyon, Que.

E. J. Tabor, a Hull contractor.

Harvey Boal, operator at Hull Station, whose mistake in issuing an order to the passenger train for a clear track is said to have been the direct cause of the disaster, has disappeared and detectives are searching for him. Boal is a young man with a good record on the line.

#### Fever Threatens to Annihilate Family

#### Four of Augustus McKay's Children Have Died Within Few Weeks.

Toronto, March 8.—From reports received here from Dorset, a short distance from Huntville, it looks as if the family of Augustus McKay will practically become annihilated through an epidemic of a malignant type of scarlet fever. A few weeks ago his eldest daughter went to Toronto to train for a nurse in the Western Hospital. She was taken ill and a few days later died. The body was brought home for burial, and the casket was opened in the home before the funeral.

Immediately following upon this another of the family was stricken down with scarlet fever and four have since died. Two others are dangerously ill, and little hope is held out that they can recover. The case has excited much interest throughout the entire neighborhood, and strong demands are being made for an investigation by the provincial authorities.

Dr. McRuer and Dr. Kells, who have been in charge of the case, affirm that the girl did not die of any infectious disease, but they are unable to explain the origin of the epidemic in the home. Mr. McKay is a lumberman and his family is well known. The authorities at the Western Hospital deny the report that Miss McKay died from scarlet fever. H. C. Tomlin of the Board and Miss Bell, Supt. of Nurses, stated that Miss McKay had been the victim of tonsillitis which developed into quinsy, followed by pneumonia.

#### Co-operative Dry Goods Business

This is the style of a new enterprise now being financed in Windsor. The dry goods business of Mr. George D. Geldert is being put into a Joint Stock Company, with an authorized capital of \$50,000, and a paid-up capital of \$25,000 in shares of \$10.00 each. No one can buy more than one share, the object being to extend the stock list over the whole county, somewhat on the co-operative plan, to check, to some extent at least, the outflow of money to large departmental houses in Toronto and other points, and keep the money in the business of the County, where it properly belongs.

It is expected that the new company will buy largely for cash, and in this way be able to sell more cheaply than heretofore, and every stockholder will be given a special discount of ten per cent., and interest on the share of at least seven per cent.

The officers of the company are—Geo. D. Geldert, President; Geo. For, Manager.

The following from the New York World, of March 3rd, refers to the daughter of G. C. Miller of Middleton, well-known as one of the progressive Valley orchardists:—"At the vocal and piano recital Tuesday by the pupils of the Figue Musical Institute at Montreal Hall, Miss Vivien Miller had the usually difficult assignment of ending the long programme of seventeen numbers with Liszt's twelfth Hungarian Rhapsody. This talented young student was equal to the task set for her and had a hearty reception. Prof. Figue announces that later in the season Miss Miller will have a piano recital at his institute on De Kalb avenue."

#### 'Big Boom' at St. John

#### More Real Estate Sold in One Day Than for a Generation.

St. John is having a big boom, and the Montreal Herald is publishing extended articles on the subject. It gives some facts of progress in the following terms: Contract let for \$12,000,000 dry dock and piers for G.T.P. terminals. A million dollars in real estate deals in six weeks.

Twenty thousand new population coming within eighteen months.

Three new railways coming along. Big water and pit mouth power development near by.

New paper and pulp mill, new cement works, new iron and brass foundry, new candy and broom factories coming.

New buildings leaping up.

And every St. John man's a booster.

Saturday's St. John Telegraph says:—Probably more real estate was bought and sold in St. John on Saturday than has changed hands on any one day within a generation. Four concerns with building lots on the market all did a brisk business, while several important deals in larger areas were reported as completed.

Late in the afternoon the sale of ninety acres of the Lee property at Little River by A. H. L. to Thomas Bell, acting for Halifax men and other local parties, was recorded. The price was not given, but it is known that \$60,000 will be paid for this property in one of the most promising localities of the newer St. John. The deed has also been prepared for the transfer of the Hetherington property in Lancaster to D. P. Pidgeon.

Announcement was made on Saturday that the papers were being prepared for the transfer of the Greenhead property from the city to R. Max McCarty on payment of \$25,000, and that Mr. McCarty on behalf of the cement interests who intend to develop the property, had completed the purchase of three hundred acres at Ketepec at a total of \$37,000 and had also acquired the Silas McMann property at Drury Cove, comprising twelve acres of land, a fine house and two barns. Mr. McCarty's syndicate has also made application for forty-one city lots between the Manawagonish road and the C.P.R. track and it was intimated at the meeting of the safety board on Saturday that he would be willing to pay more than the city ever expected to receive for the land. The concern represented by Mr. McCarty will start business on a very large scale as by buying the Greenhead and Ketepec properties and the Drury Cove land as well, the company will have practically an inexhaustible supply of lime-stone to draw from.

There has been some question as to how long it will take to settle all the district around Courtenay Bay which is being laid out in building lots. An examination shows it will not take a very large increase in the population to create a demand for more than than is now offered. The sub-divisions on the market include an area of about 250 acres. This would give about 2,000 lots. If a house were built for every two lots it would be considered a high average for a new district. It would mean about one thousand houses. The directory people figure on a population of three and a half persons to each house and at this rate the extension would accommodate 3,500 people.

#### William Whitman Pacifier in Strike

The strike at Lawrence, Mass., will probably be amicably settled, as the companies are agreeing to pay the workers five per cent. increase in their wages. The first to offer the increase was Mr. William Whitman, president of the Arlington mills, who has 5,000 operatives, and the other mills followed suit. Mr. Whitman was born at Round Hill, Annapolis Co., in 1842, and is probably the principal textile authority in the United States. Should all Lawrence mills, both cotton and woolen, grant the increase the majority of the textile plants in New England will be compelled to do likewise if they wish to avoid strikes. New England has about 200,000 textile operatives, of whom 29,000 are in Lawrence.

#### Bank Insurance and Trust Companies to be Taxed

In the House of Assembly yesterday afternoon, Premier Murray introduced a Bill entitled an Act to supplement the revenues of the Crown in the Province of Nova Scotia. The Act provides for the taxing of all Banks, Loan Companies, Trust Companies, Insurance, Express, Telegraph, Telephone, and Gas and Electric Light and Power Companies doing business within the Province.

There are eight banks doing business in Nova Scotia, Montreal, B. N. A. Union, Merchants and New Brunswick, with an aggregate of nearly a hundred branches. The Royal has forty-seven, the Nova Scotia has twenty-six, Commerce twelve, Montreal ten and New Brunswick four. At the rate of tax their contribution will approximately reach 18,000.

The Insurance Companies operating in Nova Scotia are very numerous, they will be the most productive source of revenue under the new legislation. It is estimated that Nova Scotia pays in fire premiums at least \$750,000 a year; in life premiums, \$2,500,000 and for other kinds of insurance half a million more, or in all, \$3,750,000. It may be nearer \$4,000,000.

A rough estimate of prospective yield from the new taxes is as follows:—

Banks	\$17,500
Insurance companies	37,500
Loan companies	3,000
Trust companies	2,000
Express companies	3,000
Telephone companies	1,500
Telegraph companies	2,500
Electric and other companies	5,000
<b>Total</b>	<b>\$72,000</b>

#### The features of the Bill are:

1. Banks will pay a general tax of \$1,000 each, with an additional \$100 for each agency thereof.
2. Insurance Companies of all kinds will be taxed one per cent. on the gross premiums on their Nova Scotia business.
3. Loan companies will pay sixty-five cents for every \$1,000 of paid-up capital. In the case of companies incorporated out of Nova Scotia, the tax will be payable on the amount of funds employed in Nova Scotia.
4. Trust Companies will pay forty cents on every thousand dollars of funds invested in Nova Scotia.
5. Telegraph companies will pay a tax of one-tenth of one per cent. upon their total investment in the Province.
6. Telephone Companies will pay one-tenth of one per cent. on their paid-up capital.
7. Gas, electric lighting and power companies will pay one-tenth of their paid-up capital.
8. Express companies will pay \$250 for every hundred miles of railway on which they are operating in Nova Scotia.
9. Publicly-owned utilities will be exempt from taxation under the Act.
10. The additional revenue which the province will derive under the new measure is estimated at \$75,000.

#### GOOD TO THEIR LOCAL PAPER.

The News Publishing Co. of Truro has received a mark of appreciation of their value to the town which other towns might imitate. The town of Truro has agreed to assess the Daily News Publishing Company, of that town for only the nominal sum of \$3,000 while the plant is valued at \$20,000 the agreement to stand for ten years. There is a bill to authorize the town to make such agreement, now before the provincial legislature.

#### STRIKES IN EUROPE.

The coal miners of Great Britain, who have been threatening to strike for some time, went out on March 1st. The situation in Britain is serious. In what way the government will deal with it remains to be seen.

German miners began a strike on Monday, March 1st, which threatens to extend.

#### Would Discourage Tobacco Habit

To Editor Monitor-Sentinel:—

I have had this clipping forwarded to me by a sympathizer with the writer and sentiment of the article, asking me to use this as I think best for the public good. Should you be able to find space in an early issue of the Monitor perhaps you would stand for the highest welfare of the Valley people—to influence public sentiment against this industry getting a footing in our fair Acadia.

Sincerely yours,

A. OWEN PRICE

#### OPPOSED TO TOBACCO CULTURE.

Church St., Feb. 1912.

To the Editor of "Forward":—

Mr. Editor—As your paper advocates everything that is right, clean and good for the masses, I would like to draw your attention to an article in the "Maritime Apple" of Dec. 23rd, 1911, written by Mr. F. Charlan, chief of tobacco division at Ottawa regarding tobacco culture in the Annapolis Valley. I could not let the matter pass without without expressing my opinion and asking a few simple questions.

1st.—Is there anything that is clean about the tobacco habit, if so what is it? Does it add anything to the honor and respectability of a gentleman, if so what is it? Is it not a creation of the very essence of filth used in any form? Is it not a waste of money and time to indulge in the habit? Does it not rob the poor man, his wife and family of the things that would make them comfortable? I know a poor man in the locality who pays \$1.20 a pound for tobacco and his family are receiving help from the neighbors. They are almost destitute and he suffering from indigestion and other complaints caused by the use of tobacco. What is true of that man is also true of thousands.

The tobacco habit is like the drink habit, they are twin sisters when they once become master, the only remedy is to remove the cause instead of growing the poisonous plant in our young orchards as recommended by Mr. Charlan. Would it not be better to plant vegetables such as peas, beans, etc., which require little manure and the young fruit trees might take some of the poison of the tobacco.

The old government that was defeated established or aided tobacco culture in the Upper Provinces and about three years ago, I think, they sent men to Kentville to grow tobacco. The government promised to furnish the plants and take the dried product, but their proposition passed unnoticed by the farmers. They did not want to put the poisonous weed in the way of the boys and teach them the foolish habit which demoralizes their brains, takes their money, and makes them unprofitable citizens.

Mr. Editor, now that the present government has been installed with clean men and a clean sheet, would it be out of place for the people to petition the government to abolish the tobacco division and spend the money invested in it in a way that would be beneficial to the people as a whole. It is a public nuisance, every town is full of it, the institutions of learning where our young people go are in danger of being inundated by it by the use of cigarettes and tobacco if it is grown nearby.

Fathers, it is your Christian duty to use all legitimate means to save your boys from the tobacco and drink habit. As for the middle aged and old men who indulge in the habit, they may be almost beyond deliverance; but save the boys by removing the temptation and do not encourage but work against the growing of tobacco in our midst and do not pollute your orchards by planting it.

Yours sincerely,

B. C. DAVID.

Every man has time enough to do his whole duty. When he leaves a duty undone or discharges it in the carelessness that it is not as well done as it should be his lack of time is never the real reason for his failure or his shortcoming.

#### South Pole Reached by Capt. Amundsen

#### Norwegian Claims That He Reached There Last December.—Scott of British Expedition Not Heard From

Christiania, March 8.—Two local papers today received the following despatches from Capt. Roald Amundsen:—"Pole reached fourth tenth December."

This evidently means that he remained three days in the vicinity of the Pole, probably for the purpose of taking accurate observations as to his position.

#### AMUNDSEN PLEASSED

Hobart, Tasmania, March 8.—Captain Amundsen denies having telegraphed anything regarding Capt. Robert Scott or the British expedition.

Up to the present, he is the only member of the Antarctic expedition who has landed from the Fram. Nobody is allowed to go on board the vessel under any pretext whatever. Capt. Amundsen intends to stay at Hobart for a few days. He will then go to Australia and give a few lectures there, afterwards departing for Europe by the circuitous route of

Buenos Ayres. Then round Cape Horn up to the Barfing Straits and through the Northwest Passage and the Arctic Ocean.

#### ST WAIT FOR SCOTT.

London, March 8.—Confirmation of Capt. Roald Amundsen's attainment of the South Pole on December 14th, 1911, received today from the explorer himself sets at rest the conflicting reports current yesterday. A despatch published yesterday declared that Amundsen had stated that Scott had reached the South Pole. It was assumed from his declaration he had not succeeded in attaining the object of the expedition and credit was generally given to the British explorer.

Nothing has hitherto been heard from Captain Scott, and Amundsen now denies that he said to telegraph anything referring to his British rival or his expedition. The honor for the achievement of reaching the South Pole must now be given to the Norwegian explorer until Capt. Scott announces the result of his expedition.

#### Daily Newfoundland Canada Service

North Sydney, March 6.—A telegram received by the President of the Board of Trade, through Mr. Spranklin, agent of the Reid-Newfoundland Company here, announces that the Company will inaugurate its daily Newfoundland, Canada service on May first, the steamers Bruce and Invermore going on the route.

It is announced that the Reid-Newfoundland Co., has placed an order for a new steamer of the Bruce type, but of greater freight capacity, to cost about \$600,000, and to be reinforced for ice breaking purposes.

The Board of Trade delegation appointed to take up with the Government marine and railway matters will leave on Saturday night for Ottawa.

If a man pays his subscription to the home weekly, promptly in advance, and everything is favorable, the publisher will probably make ten or five cents profit on that dollar. If it is not paid promptly, and he has to send something for postage, etc. he does not make more than five cents profit on each subscription, and sometimes, if it is a year or two behind, he makes less than nothing. The big city papers don't make anything on their subscriptions, but their advertising rates are high and they come out all right. The home paper is the same price now that it was when butter was ten cents a pound, and eggs five cents per dozen, and if you ever hear of an editor getting rich, lay it down as a sure thing that he didn't accumulate it from the profits of his subscription list.

#### Losses as a Result of Strike

London, March 4.—Three and a half million people will suffer enforced idleness if the strike continues three weeks.

Men and women employed in dependent industries who will be thrown out of work in London alone if strike continues three weeks, 500,000.

In England and Scotland the unemployed in three weeks, if strike continues will number 2,500,000.

Loss in wages to employees daily, \$1,250,000.

Loss to employees if strike continues for one month, \$33,750,000.

Loss to operators, estimating profits of production and interest on investment at six per cent, daily, \$700,000.

Loss to railroading, shipping, to employees in allied and dependent industries will be almost beyond computation in the course of two or three weeks.

#### LATER DESPATCH

It has practically been determined that the coal strike must be ended by agreement, or immediate legislation will be invoked to bring compulsory peace. A time limit for the negotiations is demanded on all sides, and Thursday is expected to see Parliamentary action unless the extremists on both sides relax in the meantime sufficiently to enable a settlement by consent.

#### TWO MILLION IDLE

At present almost the entire nation is under notice to quit work. Including the miners there are probably nearly 2,000,000 persons already idle, and should the strike be prolonged throughout next week perhaps half of Great Britain's workers will be unemployed.

The distress is widespread now and the drain on funds is so great that some of the unions are already showing distress signals.

The courts are refusing to grant judgments and summonses on the ground that the common necessities of life are beyond the reach of many of the poor.

### 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.

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