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AND

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The Bank of Nova Scotia

Capital \$ 6,000,000
Surplus \$ 11,000,000
Total Resources \$ 17,000,000

BRIDGETOWN BRANCH
J. S. Lewis, Manager

The Land of Valleys and History

(The Busy Edge)

To get a real travelling start on a tour of Canada, one naturally begins at Halifax, which is history and scenery. The scenery is obvious. The history is gradually being back-grounded by progress. Graphic chapters have been written about life in Halifax in the days when history was in the making. Halifax had a picturesque and somewhat bombastic life a good while before the capture of Quebec. It was the headquarters for the English military life of this country in the days when French and English were beginning to get ready for the great struggle that has made Canada so peculiarly different from any other overseas dominion. And if you stay long enough in Halifax even now you will find the history all there. Somebody has time and memory enough to recall the days when old St. Paul's Church was built on the edge of the Grand Parade just overlooking the great harbor big enough to hold the combined fleets of the world's navies without a cubic yard of dredging. St. Paul's is the best convenient museum of history for Halifax, and the traveller can employ his time to no more agreeable purpose than by spending an hour or so in that historic wooden building made of lumber that was shipped up from Boston in the days before the American Revolution made Canada build saw-mills of its own. And Halifax is to Canada what Boston is to the United States. That is in history. In charm and scenery and repose of manners in its people; in the quiet cordiality of its life and the atmosphere of classic contents that pervades the place, it is quite the equal of Boston. Halifax hangs on hard to the spirit and manners of earlier days. It is quite willing to let foot frontage dawdle in value so long as the charm of historic unity is not altogether broken. It is the one place in Canada—unless we except St. John—where history and politics are parts of the same book. But St. John is not so concerned about history and much prefers to boost the concerns of actual business. St. John is willing to concede to Halifax more historic lore and probably a better harbor; but in business and politics, let no Halifaxian imagine that St. John is willing to be left behind.

Nevertheless, the traveller is very little concerned over mere politics, which need not bother him if he keeps out of its way and keeps looking forward for the travel features which confront him at almost every turn in this somewhat quaint and beautiful city by the sea. Halifax is a character which it ought never to abandon as long as the old citadel stays on the hill. It has a rare combination of religion, history, politics, and scenery, and real human interest that it has taken generations to develop. And if Halifaxians substitute for that mere business, the country at large, thousands of miles from the Atlantic, will be so much the poorer. Halifax should lead the way—along with

Quebec City in French Canada—in the preservation of the best of elements that make a country interesting to both inhabitants and travellers.

And when you steam out of Halifax—remembering how you got to it up the famous Annapolis Valley and the Land of Evangeline, remembering the cherry trees and the apple blossoms—you have a feeling that here on the edge of things begun and still beginning in this country, you are leaving behind much that you never can see in any other part of Canada.

You came to Halifax by the Dominion Atlantic. You leave it by the Intercolonial, which is your most picturesque way of getting into it from the west. For half a day the route leads on towards Moncton, the headquarters of our only national railway; on through a country of varied local colors and never-ending charm of home-making scenery. It is a route that never tires. There is always more than enough on either side of the train to make the time pass a vain thing. You have no impatient when the train hangs up a few minutes longer than scheduled at some station. You rather wish sometimes that it would switch off for a couple of hours to give more time for the study of the town that has for so long been posturing that tantalizing picture.

But shortly after lunch time you are in Moncton, which is as different from Halifax as Halifax is from Quebec. Moncton is a city of natural phenomena, of which before natural gas at 48 cents per M. entered the field, the Tidal Bore was the chief. For as many hundred years as the mind of man is able to conceive the Tidal Bore on the Pettaquamscutt has been a daily miracle of second importance only to the Flood. For a good while during the recent historical era it was imagined by some legend-loving people that this remarkable influx of the tide under influence of the moon, meeting the current of the impetuous Pettaquamscutt and so driven into a mad upheaval of water, had some time in its making given birth to Moncton. This is a mistake. Moncton really discovered the Bore, which didn't know what itself was till Moncton came on the scene. But having for generations proclaimed itself at the home of the Great Bore, Moncton now wishes it to be understood that the Bore is but one of the sideshows to the main circus.

Nobody ever hitched the Bore up for a purpose. It never created industries or boosted the cost of real estate. So as no man can do anything with the phenomenon, except gawk at it or write poems about it, or paint pictures of it, the only hope is that some "movie" producer will some day include it in a photo-play. The benevolent guide somewhat sadly steers the tourist away from the placid picture of the Bore that hasn't yet come up to the powerhouse and electric light works of the town on the banks of the Pettaquamscutt. Once upon a time it might have been hoped that the Bore would generate electricity enough for Moncton. Now the power people have installed a battery of tremendous boilers that never eat a pound of coal. Gaze in to the maw of one of these boilers and you will find it seething with flames that come piping from the natural gas field down around Sussex way. That's the hope of modern Moncton, and it looks as though it would last as long as the great Bore itself.

Saint John Exhibition

Advices are to hand that the Dominion Atlantic Railway have issued circulars setting out their special rates in connection with the St. John Exhibition. These comprise three separate divisions.

General Excursion tickets will be issued September 4, and 8, with a return limit of September 14th. On Tuesday, September 8, special exhibition tickets will be sold, good until the 11th, and on Thursday, September 10, similar tickets will be sold, good until the 14th.

Judges' and Exhibitors' tickets will be on sale from September 1st, to 12th, inclusive, with a return limit, September 15. In addition to the above excursions, the regular Labor Day Excursion tickets will be available from Saturday, September 5, good until Tuesday, September 8. The excursion rates this year have as usual been put at a very low figure and particulars of the fares from any one station may be obtained from any of the Station Masters.

Mr. John Irvin Strongly Urges Patriotic Services

To the Editor of The Monitor.

Sir—The spirit which suggested and animates the united services is highly commendable and it is the duty of all our citizens of every class (professing Christians or not) to come together in these services and in this way give expression to our love, loyalty and devotion to the British Empire, of which our beloved Canada is acknowledged to be one of its most important factors. In this connection I would suggest that the Friday afternoon service in the St. James' Church be not forgotten. It will do no one any harm and will be of much good to all who partake of it, whatever their doctrinal views may be. In this time of deadly peril and calamity, not only threatened, but actually upon the world, it behooves all of every shade of religious opinion to come to the one Father of all and implore His blessing upon us in maintaining the struggle for the right. Let no one cavil at the British peoples in thus seeking the blessing of the Deity, because the German Kaiser claims that the "Living God is with him in this contest for supremacy, as to which power shall rule the world—a military autocracy, or an enlightened educated democracy, for this after all is the basic principle at stake in this world-wide convulsion. The present struggle had to come to bring to an end the terrible armament incubus, which for the last twenty-five years has been crushing the material and moral progress of the world. In this struggle for supremacy in armament, the German Emperor, under the tuition of the Bismarckian policy, has led the pace, and Britain had necessarily to follow! Well it is, for the world, that she did so.

The sentiment prominent in the service last night was all that could be desired, even from a Christian standpoint. Not from selfish motives, not for aggrandizement, nor for mere national pre-eminence in the world is it desired that the allies should win in this stupendous struggle, but that national obligations should be honorably observed and the weak states in the family of nations protected from the strong in the mistle of mere physical force; that moral force shall rule instead of the brutal power of might. That English statesmen for the last six years, ever since the "Morocco" incident, have done all that was possible in human effort to preserve and keep the world's peace, was apparent from the admirable summary of the diplomacy of Sir Edward Grey, given us by Dr. Jost in his instructive but too brief remarks in the meeting and to which the packed audience in the Presbyterian Church listened with great interest and pleasure. Dr. Jost is always apropos when we speak, and length of days, seems not only to have widened but mellowed with wisdom his outlook upon human affairs. Of course it is all right in such a service to deplore the fact that though the Western world has passed through nineteen centuries of Christian civilization it still appears to be necessary for the nations to submit their disputes to the arbitration of the sword, but I cannot agree with one of the speakers (well meaning though) that Great Britain had sinned in keeping up her military and naval armament, or that we should humiliate ourselves in the dust because she has done so. I do not think that this speaker meant all that his words implied, but some might misunderstand him. Thoughtful students of history will recognize that physical force is one of the -ents the Divine Ruler of the world has employed for the development of the freedom of humanity. This has been so well put by Hegel, the great German philosopher, in his work on the "Philosophy of History" that I cannot do better than close with the last grand words of the last chapter of that excellent volume.

"That the History of the World, with all the changing scenes its annals present, in this process of development (of freedom he means) and the realization of spirit. This is the true THEODOCEA, the justification of God in History. Only this insight can reconcile Spirit with the History of world—viz., that what has happened, and is happening every day is not only not "without God," but is essentially His work.

JOHN IRVIN.
August 31, 1914.

THE WEEK'S WAR NEWS

MONITOR'S LATEST WAR BULLETIN

St. Petersburg.—War office announces Russian left wing has further captured impregnable Austrian position; 5000 Austrians left dead on field. London despatch says twelve Red Cross nurses have been killed, others wounded.

New York.—British consul here says German liner Kron Prince Wilhelm fallen prey to British cruiser.

Washington.—Turkey has half a million men mobilized preparing for any eventuality.

Paris.—British-French wing attacked by greatly superior numbers retired to prevent being overwhelmed or cut off. At no point have Germans been able to break through allied lines. Austrians have recalled all troops sent to aid of Kaiser in France, in order to defend their own territory.

A lady, a native of Bridgetown, who has been travelling in Europe with a wealthy American lady, writes that they were in Paris occupying rooms in an elegant hotel, but, when hostilities began, every waiter in the hotel left for the war, consequently they with other guests were told to leave at once, and hurried on board a steamer bound for England, but obliged to leave all their baggage behind. They expected however, to receive it later.

WAR BRIEFS

Belgium is the most densely populated country in Europe. It contains 638 people to the square mile, while Great Britain and Ireland contain only 375 in the same area.

Mr. Bonar Law, leader of the opposition in the British House, referring to the great burden of responsibility which Earl Grey must have felt when he recommended the proclamation of war against Germany, said "But this is a burden which the Right Honorable gentleman can bear with a good conscience, and every one of us can unhesitatingly put up the prayer, God defend the right."

Public Opinion, a very influential English paper remarks, "The moral wrath of the world against the Germans and the coincident approval of Great Britain's action is the most tremendous and encouraging fact of the day."

A week's rations for the German army, according to the Scientific American, Potatoes, 120,390,000 lbs., meat, 16,030,000 lbs.; Bread, 60,130,000 lbs.; Sugar, 1,365,000 lbs.; Coffee 2,009,000 lbs.; Salt, 2,009,000 lbs.

The King has offered Balmoral Castle as a hospital for wounded soldiers.

It is reported that a railway driver of Alsace, moving a train of 700 German Uhlans, purposely switched the train to another track and carried them all into France, and handed them over to French soldiers.

According to information, believed to be reliable, Russia has mobilized 2,000,000 men on the German and Austrian frontiers, half a million on the Turkish and Roumanian frontiers, and has also 3,000,000 men in reserve.

Portugal has pronounced itself against Germany.

The Crystal Palace, London, will be used as a hospital during the war.

The German West African Colony has been seized. It possessed one of the largest winter stations in the world.

The Lord Mayor of Leeds says that one half of his capital is freely at the disposal of Britain, and the whole of his income if required.

The Empress Eugenie sent to Alexandra, £200 for the Red Cross Society.

The King has appointed Lord Roberts as Colonel-in-Chief of all overseas forces which may go to England.

The Ladies of Bear River raised \$312.00 for the hospital ship.

Two sailors, an Austrian and a Swede got into a dispute on their ship at Bridgewater, on the 26th inst. The Austrian stabbed the Swede and he died in a few moments. Lunenburg jail holds the murderer.

Germany has been supplying Great Britain with larger part of the iron and steel products required in different industries. This business will now come to Canada.

Prince Frederick of Saxe-Meiningen, a German Lieut. General was killed by a shell at Namur, Aug. 23rd. Prince William was struck and killed by two bullets before Liege.

The British naval authorities are using steamfishing vessels to remove the mines anchored by the Germans, in the North Sea. A large wire the ends of which are attached to two vessels, is dragged along the bottom and catches the mines.

The Steamer Tunisian, at Montreal is taking to England the first of 1,000,000 bags of flour which Canada contributes for the British Government. The bags are marked "Flour Canada's Gift". Several large English bakeries have offered to bake it and deliver free.

The term of the Governor General has been indefinitely extended on account of the war situation.

Twelve hundred and eight German merchant ships are tied up in Hamburg Docks, useless because of the war.

SPLENDID BRITISH NAVAL VICTORY

LONDON.—August 28—The Daily Chronicle says: "A glorious victory has fallen to the British fleet. With all the courage and fearless enterprise that distinguished our old officers, who many times went into the very jaws of the enemy, Rear Admirals Beatty, Christian and Moore have conducted the combined operations in the Bight of Heligoland, where the enemy had all its strength at command. The triumph was complete. The German light cruisers, Mainz and another of the Koln class and a third whose name is unknown have been destroyed as well as two destroyers. The tale is probably not complete. Evidently a concerted attack was planned just as our sea-

men would have planned it, to begin in the dark and reach its decisive point at dawn. The attacking force was the organic First Battle Cruiser Squadron. The light cruiser squadrons and destroyers and submarine flotillas were engaged.

To Rear Admiral Beatty, the youngest flag officer afloat, commanding the first battle cruiser Squadron comprising the Lion, (flagship) Queen Mary, Princess Royal and New Zealand, fell the opportunity and honor which make him and his officers the envy of the whole fleet. To him was entrusted the conduct of operation under the direction of Sir John Jellicoe, Commander-in-Chief.

Sir David Beatty is one of the most brilliant of our officers and with him were Admiral A. G. W. Moore, and Rear Admiral A. H. Christian, and Commodore R. J. B. Keyes, Commodore Reginald C. Tyrwitt, and Commodore William E. Goodenough.

Complete as was the victory, we have suffered little. All our ships and vessels are afloat and in good order. We must especially note the high efficiency of our gunnery. Not a German cruiser escaped, and their destroyers wildly fled to shelter having had two of their numbers sunk.

Not only were two of their number sunk, but not a few others were damaged by the British fire. In addition to not losing a single ship, the British loss of life was not heavy.

The importance of this daring raid is the fact that the British fleet passed behind Germany's heavily armed outpost on Heligoland Island and engaged the German mosquito fleet guarding the mouth of the Elbe and the entrance to the Kiel Canal.

The speedy protected cruiser Mainz was one of four of her class. Her complement was 380 officers and men. In her armament she carried twelve four-inch guns.

Nova Scotia's Splendid Gift to Aid the Empire

Provincial Government Offers Hundred Thousand Tons of Nova Scotia Coal to Supply the Needs of the Warships on the Atlantic.

(Morning Chronicle.)

When the war broke out, Premier Murray immediately considered in what manner Nova Scotia could best assist the Empire. After careful consideration and after consultation with naval authorities, the Government decided that coal, the product of Nova Scotia, would be the most practicable gift, which this Province could offer from any of its resources, for the help of the Empire at this time. Accordingly, Lieutenant Governor MacGregor wired His Royal Highness, the Governor General, yesterday that the Government of Nova Scotia was prepared to contribute 100,000 tons of coal for such purposes as will best serve the interests of the Empire at the present time.

His Royal Highness immediately acknowledged the generous and patriotic offer of the seaboard Province, and communicated with the Prime Minister, Sir Robert Borden, who telegraphed that the Federal Government warmly appreciated the noble gift and he had communicated it to the Imperial Government. This magnificent gift of fuel from the mines of Nova Scotia offered the Empire at the present time, will doubtless be supplied to the ships of the Fourth Cruiser Squadron patrolling the North Atlantic trade routes at their base at Halifax. In every respect it is the most appropriate, practicable and valuable gift which this Province could make, and ranks high among the contributions given by every part of the Empire, even from those of greater wealth and population than Nova Scotia.

Lawrencetown's Contribution to the Hospital Ship Fund

On Tuesday, the 18th, a meeting of the Women of Lawrencetown, at the home of Mrs. S. T. Jefferson, resolved itself into a committee of ways and means to raise funds for the equipment of Canada's Hospital Ship.

This was done by appointing collectors for the entire district and by having a lecture on "The War Situation in Europe." This was given by Prof. T. F. Collier on Tuesday evening. By all who attended, it was considered one of the finest lectures ever delivered here.

As Mr. Collier is the Professor of European History in Brown University, he is well qualified to put the present gigantic struggle, in its historical setting.

At its conclusion, we felt, more than ever before, that England's attitude is just and righteous.

On Friday afternoon the collectors appointed, met in the Methodist Vestry and as a result of the work done reported a generous response by the women visiting.

However, the sum of \$100, was sent from Lawrencetown as our first gift. The sum of \$13.50 was sent from a small section of Paradise, at the same time.

Bridgetown's Contribution to the Hospital Ship

Bentville—Mrs. Wiltshire, 12.00. Clarence—Mrs. Howard Marshall, Miss Wheelock, 11.00. Tupperville—Miss Chipman, 13.00; Tupperville to Carleton's Corner—Mrs. Chadwick, 19.10. Carleton's Corner—Grace and Annie Ricketson, 7.00. Paradise West—Miss Rita Abbott, 39.75. Carleton Corner to Bridge—Miss Fulmer, 14.10.

Bridgetown—Mary Dugan, Jean Marshall, 36.40; May Marshall, Janie Dugan, 13.60; Mrs. Betty, 29.25; Miss Cochrane, 13.65; Miss Lloyd, 6.00; Mrs. Warren, 12.55; Ethel Daniels, 28.70. Grand total, 222.16.

This amount was sent to Mrs. MacGregor, Government House, Halifax.

Royal Bank of Canada

INCORPORATED 1869.

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

70 BRANCHES IN THE MARITIME PROVINCES

SAVINGS DEPARTMENT

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

A. F. LITTLE, Manager, Bridgetown
F. G. PALFREY, Manager, Lawrencetown
E. B. Mc DANIEL, Manager, Annapolis Royal.