

# The Weekly Monitor

VOL. 44

BRIDGETOWN, ANNAPOLIS COUNTY, NOVA SCOTIA, JULY 5, 1916

NO. 13



From grapes is derived  
Cream of Tartar, the  
chief ingredient of

## ROYAL BAKING POWDER

**Absolutely Pure**

That is why Royal adds only wholesome  
qualities to the food and renders cake, biscuits  
and muffins appetizing and digestible.

Made in Canada

Contains No Alum

### WANTED BERRIES

• Add More Berries for the Boston Market.

The people of Nova Scotia and particularly those living in the Annapolis Valley and Western Counties will be interested in the splendid work that is being carried on by George E. Graham, the wide-awake general manager of the Dominion Atlantic Railway and J. F. Masters of the Boston and Yarmouth Steamship Company in association with F. G. J. Comeau, General Freight Agent of the D. A. R. The movement has for its purpose the encouragement and development of small fruit culture and the finding of a speedy market with quick returns. The recent putting into effect of the new United States tariff is of particular importance to the farmers of the Maritime Provinces. The most fruitful valley in these fair provinces is the far-famed Annapolis Valley. It is peculiarly adapted by situation, soil water-shed for the raising not only of apples but also small fruit of all descriptions, especially berries. Mr. Graham has been quick to realize this and true to the ideals of transportation he is endeavoring to do his part to make carriage to the markets of the United States direct and speedy. There is no doubt that the largest and most desirable market for agricultural produce from the province of Nova Scotia is to be found in Boston and New England generally. The new tariff put into effect is most beneficial and offers an exceptional opportunity whereby our fruit growers and farmers resident in the Western part of Nova Scotia can take full advantage of the Boston markets and secure immediate returns following quick despatch. In the New England States there is a population of nearly six millions of people. Of these 1,250,000 are in Boston, and within fifty miles of Boston there are 2,000,000. It is becoming more difficult each year to supply this market, and Nova Scotia fruit growers and farmers have a rare opportunity offered to them to cultivate their waste land and make it one of the best paying propositions imaginable. Information of great value to the trade in berries has been obtained by J. F. Masters in association with F. G. J. Comeau, general freight agent of the Dominion Atlantic Railway. These gentlemen have spent considerable time in personally investigating the Boston and New York markets with regard to the transportation, packing and marketing of strawberries, blueberries and other small fruits. The approximate acreage now devoted to strawberries in the territory covered by the D. A. R. is as follows: Kingston station and vicinity, 5 acres; Auburn 10 acres; Waterville 20 acres; Kentville 10 acres; Port Williams 25 acres; Wolfville 15 acres; Cornwallis District 50 acres; Yarmouth 20 acres.

It is a well known fact that Nova Scotia strawberries have almost a free field in the New England strawberry market, they coming later than the berries from the other provinces and adjacent States. This means high prices, quick returns and instant

demand. When the Nova Scotia strawberries are ready for marketing shipments from the other districts adjacent to the Boston market are over. American berries have completed their cycle of fruition. Government reports show that Nova Scotia berries will give an abundant yield this year, and that the fruit will be first placed on the market about July 5th. New Brunswick berries about July 15th; Ontario June 15th; British Columbia June 17; Okanagan and Kootenay Valley about June 20th. It will thus be seen that from a Canadian standpoint the Nova Scotia and New Brunswick berries are the last to arrive and have virtually a free market. The present freight arrangement on the Dominion Atlantic Railway, which is proving so satisfactory to the patrons of the road, and the splendid service of the Boston & Yarmouth Steamship Company provide rapid transit for such perishable goods as berries. The transportation companies have done much. It remains now for our agriculturists to take full advantage of their waste land and turn what is now a loss into a highly productive business. During the season of 1915 there were 2950 crates of strawberries carried by the Boston boat sailing from Yarmouth. If we include the blueberry shipments of which we shall write again, the total value of berry shipments was in the neighborhood of \$90,000. This amount represented the returns to the shippers after all charges for freight, commissions, etc., had been paid. The market is ready, the prices will be higher this year than before, the transportation facilities are adequate; it remains for our farmers and agriculturists to get busy and make the returns \$250,000 a season instead of \$90,000.

### RECRUITING

**R. C. G. A.**  
It is desired to call attention to the urgent need of recruits both for Overseas and Home Service in the First Regiment Canadian Garrison Artillery. This regiment has lately transferred to Overseas Units some 200 N.C.O.'s and men, thus depleting their ranks for Home Service.  
Recruits desiring to go Overseas will be attested for Overseas Service and will be enrolled in an Ammunition Column which will shortly leave for England.

### 239th Overseas Railway Construction Corps.

The class required for this are men accustomed to grading, rock work, pile driving, bridge work, track laying, etc. This Battalion will mobilize at Valcartier, and it is expected to proceed overseas in September.

### 237th Battalion (American Legion).

Full particulars regarding this Battalion on application.

### Royal Canadian Regiment Reinforcements.

Men who wish to go overseas at an early date have an excellent opportunity to do so by joining this. Recruits are given a course of training at Wollington Barracks, Halifax, and sent Overseas with the least possible delay.

### Canadian Ordnance Corps

Men for this service must possess a fair education and be thoroughly trustworthy and reliable.

### 232nd Forestry Battalion.

Recruiting for this has been authorized.

For further particulars and enlistment in the above or any other units apply to the nearest recruiting office or to

REV. E. UNDERWOOD,  
Bridgetown, N. S.

### GRADING EXAMINATION IN THE CARLETON CORNER SCHOOL.

The following are the averages of the pupils who have graded into the grade under which their names appear.

#### Grade III.

Lloyd Walker	89.4
Adriana Bent	83.6
Alice Taylor	81.4
Reginald Fowler	81.4
Muriel Taylor	79.2
Archie Taylor	78.2
Lillian Taylor	74.2
Annie Todd	72.6
Annie Ramey	72.2
Richard Marsman	62.6

#### Grade V.

Nina Taylor	76.6
Ethel Dodge	73.8
Howard Jackson	72.8
Edward Walker	70.2
Milton Todd	67.2
Wilfred Frederick	62.6
Louis Fowler	64.2
Gordon McEwan	60.8
Raymond Rice	59.2
Florence Ramey	58.2
Victor Ramey	45.6

#### Grade VI.

J. Leonard Purdy	83
John Piggott	74.5

#### Grade VII.

Allison FitzRandolph	79.2
----------------------	------

#### Grade VIII.

Ora Jackson	81.6
-------------	------

#### Grade IX.

Mary Walker	78.1
-------------	------

#### ANNIE S. WHITMAN, ANNIE M. W. SPURR, Teachers.

M. G. Murphy, district passenger agent for the C. P. R. at St. John, was in Halifax last week. Speaking of tourist travel for this season, he said: "There is every reason to believe that the tourist traffic to the Maritime Provinces will be heavy this year in view of the fact that there will be no European tours and no special attraction in California and that the New England resorts alone will not be able to lock after all the tourists, so the C. P. R. is taking every means to make the tourists comfortable and success is assured."

Digby Courier: A meeting of the Nova Scotia Guides will be held in Yarmouth Thursday and Friday, August 10th and 11th. Besides a big programme of sports a special attraction will be a trap shooting match between J. S. Bos, of the Dominion Cartridge Co., and J. Walker Andrews, of the U. M. C. Co., and W. N. Boylston of Princeton, Mass., and Sheriff H. A. P. Smith, of Digby—professionals against amateurs.

## THE EUROPEAN WAR

### The Great British Drive Covers a 20 Mile Front

BRITISH HEADQUARTERS IN FRANCE, July 1—(11 a.m.) via London (12.55)—The artillery bombardment of the last few days was concentrated this morning with a degree of fury and a number of guns which were unprecedented, in the region of Albert and the Somme, with the French co-operating to the South. At 7.30 o'clock, through clouds of smoke and dust which hung over the whole field, as far as the eye can see, the infantry sprang from the trenches for an assault over a front of twenty miles. Already it has gained possession of the first line trenches, and the advance is continuing. The new British trench-mortars, which fire sixty-five shots a minute, played a great part, cutting wire entanglements and destroying trenches. Large numbers of prisoners have been taken. Some of the prisoners say the British obtained a fire prevented them from getting food the last five days. A British staff officer who witnessed the advance at the junction of the French and British lines, said the attack was launched as though the men were on parade. Simultaneously with the launching of the British offensive, French infantry advanced to the attack. The movement of French troops was inaugurated over a section of the French lines adjoining the junction point with the British front.

The tremendous offensive which has been launched by the British army on the German front is the culmination of a five day bombardment which, in the amount of ammunition expended and in the territory involved, exceeds anything of the kind that has been previously known in the world war. For some weeks reports have been current in England and France that the "big push" of the British was about to commence. It was stated that England had 2,000,000 men fully equipped and trained, in preparation for the supreme effort to break the German lines. More than 1,000,000 shells are declared to have been fired daily in the preliminary bombardment which extended over a front of 90 miles in length. The menace of the British attack was fully appreciated in Germany, according to newspaper comments from Berlin. The Allies are now on the offensive in practically every field of the war. The British assault comes on the heels of the great successes won by the Russians in Galicia and Bukovina, which have resulted in completely driving the Austrians from Bukovina and are still continuing. On the Italian front the Central Powers have also met with severe reverses and for several days the Italians have been steadily driving the Austrians from position after position in the Trentino. The defence also of Verdun by the French appears to have stiffened, and the titanic battle in that bitterly contested sector appears recently to have swung in favor of the defenders.

### British Offensive Making Satisfactory Progress

LONDON, July 3—British general headquarters reports tonight as follows: Heavy fighting has taken place today in the area between the Ancre and the Somme, especially about Fricourt and La Boisselle. Fricourt was captured by our troops about two p. m., and remains in our hands and some progress has been made east of the village. In the neighborhood of La Boisselle the enemy is offering stubborn resistance, but our troops are making satisfactory progress. A considerable quantity of war material has fallen into our hands, but details are not available. On either side of the valley of the Ancre the situation is unchanged. The general situation may be regarded as favorable. Later information of the enemy's losses shows that our first estimates were too low.

Yesterday our aeroplanes were very active in co-operation with our attack north of the Somme, and afforded valuable assistance to our operations. Numerous enemy headquarters and railway centres were attacked with bombs. In one of these raids our escorting aeroplanes were attacked by twenty Fokkers which were driven off. Two enemy machines were seen to crash to earth, and were destroyed. Some long distance reconnaissances were carried out, in spite of numerous attempts by enemy machines to frustrate the enterprises. Three of our aeroplanes are missing. Our kite balloon were in the air the whole day.

## WAR BRIEFS

Lord Robert Cecil, son of the late Marquis of Salisbury and cousin of A. J. Balfour, is now the "Minister of Blockade."

The Czar recently authorized his subjects with German names to change them for others of "less barbarous sound."

Forty thousand people in Dublin are said to be in a destitute condition, and the Lord Mayor of the city has begun an appeal for aid.

Prince Leopold of Belgium is at school in Eton. But when he has holidays he goes home puts on uniform and drills with his regiment.

The German Government seized a large issue of the "Zukunft" in which the Socialist Editor, Max Harden, said that Germany is responsible for the war.

The British Weekly lately appealed for funds to build 4 additional Y. M. C. A. huts on the Western front. \$4215 were sent in short time, and the huts are now in use.

The Germans are at the back of the trouble with Mexico. They want to divert the attention of the U. S. from the German submarines, and other atrocities.

2,500,000 Jews are homeless and starving behind the fighting line in the Eastern War Zone. British friends are appealing for a million loaves of bread to be sent to them and the response is encouraging.

The British Government is taking an inventory of all food stuffs in the Kingdom. No farmer is allowed to sell hay or oats except at army rates, which are considerably lower than those of private dealers.

Mr. Bonar Law affirms that the British have two air machines superior to the landed German Fokker, and other types which are at least as good. On the whole the British machines are the equals, if not the superiors of the Germans.

Sixty thousand men are to be trained in Camp Borden, Toronto.

A third contingent of Russian troops has arrived at Marseilles, France.

The price of meat in Northern France and Belgium has risen to \$1.25 per pound.

The German Minister of the Interior resigns in the face of a crisis in food supply, especially of meat and potatoes.

Official figures published at Washington show that export of war materials for the first twenty months of the war amounted to \$340,000,000.

The Chamber of Commerce, London, has asked all German and Austrian members, even though they may be naturalized citizens, to resign.

The American Red Cross Society has started a campaign to raise one million dollars a year for the starving Poles, by subscriptions of one dollar a year.

The British have captured or destroyed 81 German submarines. Nets dragged between two trawlers, and high explosives dragged at a great depth have been the most successful methods employed.

In a street argument, a man became so demonstrative in asserting this to be a free country, that he struck another man in the nose. "This is a free country," said the injured man, "but your liberty ends where my nose begins."

Before the war, Iceland was one of the poorest of lands, but for the last two years, its export to England of hides, fish and game has brought riches to the people, and the bankers of the island don't know what to do with the money.

General Von Moltke who was the chief of the General staff of the German army at the beginning of the war, died suddenly in the Reichstag while attending a memorial service for General Von der Goltz, who died in Bagdad, under mysterious circumstances.

### GRADING EXAMINATIONS IN THE BRIDGETOWN SCHOOLS.

The following is a list of those who graded, in order of merit.  
There were 41 taking Provincial Examinations as follows: 18 B's, 10 C's and 13 D's.

R. E. THURBER,  
Principal.

#### Grade VIII to IX.

Lena Hicks,  
Lizzie Goldsmith,  
Doris Wear,  
Ethel Craig,  
Marion Marshall,  
Marguerite Palfrey,  
Sadie Hicks,  
Alice Piggott,  
Hattie Anderson,  
Nancy King,  
Pearl Wade,  
Stanley Anderson,  
Harry Charlton,  
Marion Crowe,  
Hedley Hall,  
Iva Piggott,  
Roland Pike.

#### Grade VII to VIII.

Donald Shaw,  
Phyllis Harding,  
Dorothy Bent,  
Barbara Harlow,  
Flora Cole,  
Gerald Freeman,  
Ma Barnes,  
Kathleen Williams,  
Arlene Anderson,  
William Gill,  
Alleen Freeman,  
Margaret Barnes.  
Grade VI to VII.  
Lillian Egan,  
Sophie Anderson,  
Harold Price,  
Kathleen Craig,  
Maurice Armstrong,  
Irene Harding,  
Ralph Warren,  
Jack Wear,  
Gertrude Barnes,  
Melbourne Lane,  
James Little,  
Ruth Anderson,  
Irene Crowe,  
Charlie Longmire,  
Ernest Williams,  
Borton Tupper,  
Kathleen Dargie.

#### Grade V to VI.

John Roberts,  
Gordon Norman,  
Earl Thies,  
Preston Carpenter,  
Harry Mack,  
Dorothy Abbott,  
Audrey Price,  
Lyman Abbott,  
Anna Marshall,  
Walter Dechman,  
Louise Troop,  
Charlotte Gill,  
Bernice Fox,  
Eugene Poole,  
Ronald Longmire.

#### Grade IV to V.

Ethel Harding,  
Ila Freeman,  
Dorothy Lattie,  
Lester Carpenter,  
James Fay,  
Carolyn Ruffee,  
Edna Miller,  
Hazel Jefferson,  
Edna Clark,  
Stanley Charlton,  
Erving Burns,  
Gertrude Hyson,  
Stanley Poole,  
Vernon Stanwhite,  
Roland Cole.

#### Grade III to IV.

Grace Douglas Egan,  
Leta Winnifred Troop,  
Arthur Dean Norman,  
Kenneth Burns,  
Dennis Mack,  
Blanche Watkins,  
Jack Lockett,  
Roy Chute,  
Belle Clark,  
John Fisher,  
Lena Durling,  
Stewart Stanwhite,  
Kenneth Robinson,  
Ruth Olive Connell,  
Douglas Tupper,  
Kenneth Dargie,  
Hilda Barnes.

#### Grade II to III.

Clyde Hiltz,  
Gean Charlton,  
Marie Tucker,  
Harold Whitman,  
George Jefferson,  
Aeline Kinney Fay,  
Robert Bath,  
MacKenzie Grimm,  
Marguerite Tucker,  
Arthur Palfrey,  
Beatrice Whynne,  
Raymond Abbott,  
Chester Stanwhite,  
Goldie Barnes,  
Evelyn Burns,  
Bertie Wagner,  
Maurice Mack,  
Thelma Eagleton,  
Charlie Jackson,  
Douglas Fox,  
Winifred Durling,  
Francis Todd,  
Roxie Barnes,  
Rhoda Hyson.

#### Grade I to II.

Ruth Evans Young,  
Charlie Anderson,  
Jack Harding,  
Howard Lee,  
Vera Owens,  
Theresa Hogg,  
Lillian Whitman,  
James Craig,  
Myrtle Whitman,  
Florence Williams,  
Olive Clark,  
Hector MacLean,  
Marion Abbott,  
Hilda Ramey,  
Ruth Hearn,  
Dorothy Gillis,  
Janie Jackson,  
Alfred Cole.

### READ THESE BOOKLETS AND YOU'LL BE PLEASED

Canadian Government Railways This Season Will Delight All.

(Halifax Herald)

The summer publications of the Canadian Government Railways have just appeared and they are a delight to the eye and a pleasure to the intelligence—beautifully printed and illustrated and full of interesting and informing reading matter—a real credit to the advertising department of the People's Railway. The books make a collection of seven, including the red folder of "Summer Excursion Fares" of the Government Railways system from the newest Musquodoboit branch to far-off Winnipeg, for the government system now stretches from the Sydney and Musquodoboit in the east to the very centre of the continent at the prairie capital. "Summer Excursion Fares" also has a list of hotels and rates.

Each of the booklets has its own different story. Three are devoted to the Bras d'Or lakes; Prince Edward Island, the euphonious "Abegweit"—"cradled on the waves," according to the happy and picturesque symbolism of the noble red man; La Baie de Chaleur, the name given the beautiful inlet of the sea by Jacques Cartier in 1534, when that gallant French navigator sailed into the magnificent haven. The loveliness of those territories and waters, made accessible by the Canadian Government Railways system can never be forgotten by those who have seen it, and that is almost everyone now, but those who have not had this privilege may obtain a fascinating idea of nature's matchless beauty as there displayed by the reading of these charming railway brochures and the others of the series. They are worth perusal by those who may not immediately intend seeing the country described, but for those who have seen it and who may propose doing so they are invaluable.

There are also the twin booklets "Notes-by-the-Way"—one describing in "Lines Quebec and West" the country from Quebec's ancient capital with its past romance and its present attractiveness to Winnipeg. Some of the chief points of interests are noted and illustrated for it would take a big volume to tell anything of them all. The happy art of condensation has been well displayed in the preparation of this booklet as also of its mate—"Lines Montreal and East." Each of the "Notes-by-the-Way" booklets comprises about thirty pages and the reader who puts in a couple of hours in the study of them will find himself a better informed more intelligent reader and he will have had a very pleasant time turning over the pages and noting the points of the story. Those booklets are well worth reading and if taken along when on a journey over the Canadian Government Railways will add to the delights of a summer trip. The man or the woman who reads them if he or she has any idea of making a railway excursion somewhere is almost sure to decide in favor of seeing the panoramas that will unfold on the lines of the people's railway, whether in Cape Breton, through Nova Scotia, up to northern New Brunswick, or along the St. Lawrence to Quebec and Montreal. And the journey need not stop there, for going by the Canadian Government Railways, after leaving the I. C. R. at Quebec the traveller may go through newer Canada and past the great lakes to Winnipeg by the "Western-National" and returning by the "National-Atlantic," express trains with the most modern equipment and affording a sea equal to any.

One booklet more remains—"Out-of-Door," sixty pages of information for the tourist, the hunter, the fisherman who may purpose a trip in Quebec or the maritime provinces. It gives the basis of all information needed as to fish, games, hotels, guides.

There could be nothing more complete or attractive, or more useful than this series of booklets for the use of travellers on what is the great system of Canadian Government railways, and all who had anything to do with their preparation and publication are to be congratulated on the success achieved. "The Summer Publications" cannot but have good results.

The militia department has decided that for the overseas forces no more kilts will be issued. The chief reason is that the kilts are not suitable for the trenches, particularly in the cold and rainy weather.