

DRIVING BACK THE GERMANS The Road Being Literally Jammed With Prisoners

WITH THE BRITISH ARMY IN FRANCE, September 2—(By the Associated Press, 4 P. M.)—The British have pierced the Drocourt-Queant line, in a fierce battle, which has been raging since dawn and which will probably prove to be one of the most important of the war, Canadian and English troops, at last reports, had at one point, driven in about five kilometres or a little more than three miles, and were still going.

The fighting was as furious as any since the war began and increased in intensity as the British battled their way forward, meeting the ever growing resistance of the enemy, who had put in every available man and was rushing up reserves at the rear. Thousands of prisoners have been captured. The roads to the British rear are literally jammed with them.

There has been fierce fighting in Dury, which has been taken by the British, and Mount Dury, which the Germans held in great strength has been stormed. The British went on after killing enormous numbers of the enemy. The Germans died fighting here, as elsewhere.

Cagnicourt wood and Cagnicourt have been captured, and Bois de Bouche to the southeast, is reported to have been occupied.

MAKING THE WOMEN FIGHT Americans Say They Found Girls Chained to Hun Machine Guns

More stories are coming from France of German girls having been found by American troops in a condition of collapse chained to German machine-guns.

Milton George Hess, a nineteen year old private in the trench mortar battery of the 3rd Artillery brigade, 3rd division of regulars, has written his father, Emile Hess, of 511 Eighth Avenue, Brooklyn, under date of August 3, saying: "When our men took prisoners the other day, they found about six girls chained to machine-guns. They took the poor things prisoners, who claimed they were forced to fight."

Letters have been received from other men serving with the American forces in France to the same effect. Captain Franklin P. Haller, Jr., in command of company D, 111th infantry, wrote his parents in Philadelphia recently that his company had captured a German machine-gun crew manned by women. John Mack, of No. 108 Munson street, Astoria, L. I., has received a letter from his son, Philip Mack, with the 165th infantry in which he said, "It is an absolutely true fact that our division has taken women prisoners who were chained to machine-guns, and who were in from fright and shock."

A Clever Invention Eastern Chronicle: Mr. Le Roi Willis, the former well known hotel proprietor of Sydney is in town. He is selling agent for an invention to be placed on an automobile which works while the auto works and which discloses a continuous map which shows the road on which the auto is running a mile ahead.

Digby County Monitor

DIGBY

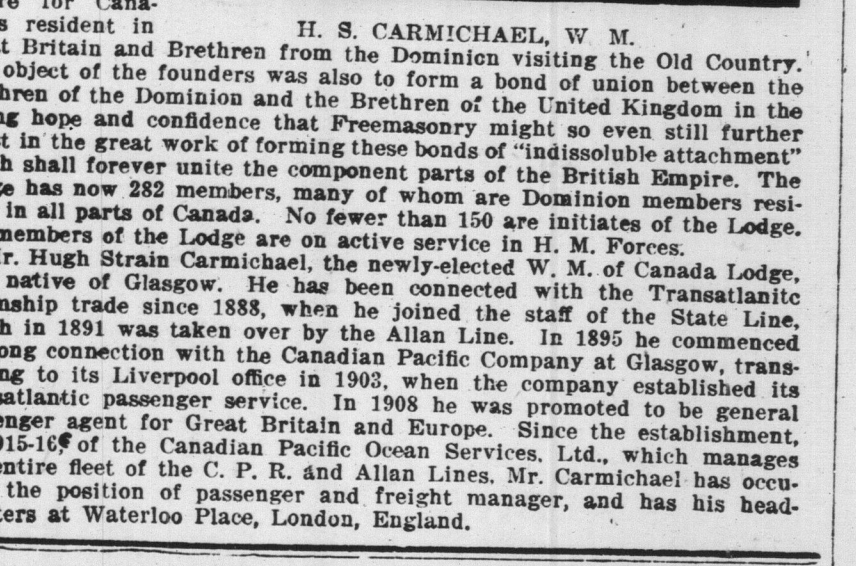
Miss Beatrice Stewart has returned to St. John. Miss Mildred Dakin returned home Saturday from Halifax. Mr. Eben Sabean, of Weymouth, returned to Halifax Monday. Mr. Charles Hankinson left yesterday for Eastern Harbor. Mr. Oliver Goldsmith returned to Halifax via Monday's express. Miss Jessie MacInnis, of St. John, is spending her vacation in Digby. Pte. Frank Andrews, of St. John's, Quebec, is home on furlough. Donald and Kingsley Collins returned Wednesday from a visit to Westport. Rev. A. B. Higgins and daughter, Miss Dorothy, of Dartmouth, arrived here on Friday. Miss Nettie McKinnon was a passenger to St. John Monday, returning Tuesday.

Mr. and Mrs. G. E. Nichols, of Halifax, are guests of Mr. and Mrs. T. E. G. Lynch. Mr. and Mrs. H. T. Warne and family enjoyed an auto trip to Aldershot Labor Day. Mr. John Franklin, of the Royal Bank, Middleton, spent the week-end at his home, Acadiaville. Mr. D. Whyte, of Fredericton, N. B. was among the guests at Acadia Cottage for the week-end. Mr. Clifford Bowly, Accountant at the Bank of Nova Scotia, returned last week from his vacation. Miss Marion Daley, of St. John, spent the holiday with her parents, Mr. and Mrs. Douglas Daley. Miss Kate Nickerson, of J. L. Peters' Dry Goods Dept., left Monday for Truro on her annual vacation. Miss Eunice Milberry was a passenger from St. John Monday to visit her parents, Mr. and Mrs. Joseph Milberry. Miss Hattie Shortliffe, of the MONITOR staff, returned Monday after spending her vacation in Digby and vicinity.

Mrs. A. Conghlin, daughter Miss Ada and Earl, who spent the summer in Digby, returned to Montreal Tuesday. Mr. Guy Viets, of Westville, Pictou County, is spending his vacation in Digby with Mrs. Viets and daughter, Katherine. Mrs. James Ellis and Mrs. Gilbert Ellis spent last week in Granville Ferry with their brother, Mr. Robert Tanch, who at present is in poor health. Mrs. Fred Peck was a passenger to St. John last week. She returned home Thursday accompanied by Mr. Peck, who has been working in New Brunswick. Mr. George McGray, who has been

Canadian Masons In England

H. S. Carmichael, Passenger and Freight Manager of the Canadian Pacific Ocean Service, was installed W. M. of the Canada Lodge at the installation banquet held recently in London, England, attended by the Rt. Hon. Sir Edward Clarke, Sir Gilbert Parker, General J. G. Ross and many other Canadians and English representatives interested in Canada. The Canada Lodge No. 2527 on the Register of the United Grand Lodge of England was founded in 1911, in order to provide a Masonic centre for Canadians resident in Great Britain and Brethren from the Dominion visiting the Old Country. The object of the founders was also to form a bond of union between the Brethren of the Dominion and the Brethren of the United Kingdom in the assist in the great work of forming these bonds of "indissoluble attachment" which shall forever unite the component parts of the British Empire. The Lodge has now 282 members, many of whom are Dominion members resident in all parts of Canada. No fewer than 150 are initiates of the Lodge. 206 members of the Lodge are on active service in H. M. Forces. Mr. Hugh Strain Carmichael, the newly-elected W. M. of Canada Lodge, is a native of Glasgow. He has been connected with the Transatlantic steamship trade since 1888, when he joined the staff of the State Line, which in 1891 was taken over by the Allan Line. In 1895 he commenced his long connection with the Canadian Pacific Company at Glasgow, transatlantic passenger service. In 1908 he was promoted to be general manager of the C. P. R. and Allan Lines. Mr. Carmichael has occupied the position of passenger and freight manager, and has his headquarters at Waterloo Place, London, England.



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1 and 2-lb. Butter Parchment on sale at the MONITOR Office

LAWRECESTOWN

Mrs. Elizabeth McLean is visiting Mrs. Lowell and other relatives in town. Miss Elizabeth Peltus has returned from a pleasant visit to Truro and New Glasgow, a week.

Mrs. Brooks, of Annapolis Royal, is the guest of her friend, Mrs. (Rev.) L. F. Wallace. Mrs. Hankinson and son William, of Weymouth, are guests of her cousin, Miss Peters. The Misses Olive and Leta Graves, of Aylesford, are guests of their aunt, Mrs. Owen Graves. Mrs. Julia Bishop, of Wolfville, spent a few days last week a guest of Mrs. Kenneth Bishop. Mrs. J. E. Shaffer has returned from Smith's Cove, where she has been spending a week. Mrs. Kelly, of River Hill, is visiting her daughter, Mrs. S. J. Boyce, at the Methodist parsonage. Miss Lena Foster is teaching school at Alberton and Miss Marion Morgan at North Williamstown. Miss Annie Cobb, of St. John, accompanied by Mrs. Scribner, is visiting her sister, Mrs. E. H. Freeman. Rev. L. F. Wallace goes to Margaretsville this week to assist Rev. G. H. Gage in holding evangelical services. Miss Muriel Phinney of Halifax, accompanied by friends, Miss Richardson and Mr. Hatcher, spent the week-end with her mother, Mrs. E. A. Phinney.

The following pupils were successful in obtaining their "C" certificates: Lucy Charlton, Alma Slocomb, Minnie Hall, Jennie Daniels, Jean MacPherson, Willoughby Phinney, Norval Banks, Ronald Bishop, Gladys Bruce. The programme rendered on Friday evening under the auspices of the Reading Circle was as follows: Book Review by Carl Beals. Reading by Miss Annie Phinney. Music. Reading by Master William Hankinson. Reading by Miss Myrtle Foster. Solo by Mrs. Robert Blauveidt. Reading by Miss Peters.

PARADISE

Miss Grace Ritcey has gone to Lunenburg for a fortnight's visit. Mr. J. S. Ritcey returned on Wednesday from a visit to Hantsport. Miss Bertha Corbett recently visited her cousin, Mrs. C. R. Longley. Rev. and Mrs. I. A. Corbett and Helen have returned from their vacation. Mr. and Mrs. A. C. Freeman and family recently spent a few days at Port Lorne. Miss Edith Longley is spending a few weeks with her aunt, Mrs. Spurr, at "Colonial Arms," Deep Brook. Those successful in obtaining "C" certificates were Edith Longley, Edwin Lilly and Walter Ricketson. Mrs. J. E. Stoddard and children, of Berwick, recently spent a few days with her aunt, Mrs. E. L. Balmont. Mr. Robie Starratt, who has been spending the summer with his mother and sister, has returned to New York.

Our school reopened on Monday with Mr. A. E. McCormick as Principal and Miss Sara Longley in the Primary Department. Helen Vidito, of Bridgetown, recently visited the home of Mr. and Mrs. D. C. Freeman. Mrs. Harris, of Wilnot, is a guest at the same home. The following teachers have gone to their respective homes: Miss Mabel Elliott to Port Maitland, Miss Muriel Elliott to Clarence East, and Miss Annie Jackson to Bridgetown. Miss Glynis Jackson left a few days ago for the West, where she has gone to teach.

OBITUARY

Lieut. Edward Jeffrey, Canadian Expeditionary Force.

A fortnight or more ago, in our Margaretsville items, we chronicled the death of Lieut. Edward Jeffrey. Since then word has been received from England that his death took place in France, as the result of very severe wounds, on July 20th. Most of our readers will remember Mr. Jeffrey in connection with his work in the little church—St. Peter's-by-the-Sea, Young's Cove, and at Margaretsville. He was a son of the Rev. Mr. Jeffrey, at present Rector of Witbourne, Newfoundland. Edward Jeffrey received his early education in Newfoundland. He then went to England, and after spending some time at St. Augustine College, Canterbury, came to Nova Scotia to enter the University of King's College, Windsor. He was studying for the sacred ministry and as a Divinity student was in charge of the Bay of Fundy mission with stations at Young's Cove and Margaretsville during the summer months of 1912 and 1914. In fact he was engaged in this work when the war broke out, but no sooner had Great Britain entered the fray than he at once offered his services to the Canadian Minister of Militia. This was even before it was decided to send any expeditionary force from this Dominion. Eventually he enlisted as a Private and was assigned to the 17th Nova Scotia Battalion. After spending some weeks at Middleton he, with others, proceeded to Valcartier. Shortly after arrival there he transferred to the 14th Montreal Highlanders, with which he sailed to England in due course as one of the first 30,000 men to go from Canada. The history of that gallant band has been written so often as not to need any retelling here,—their experience on Salisbury Plains, their early days in France, the second battle of Ypres when the Germans first used gas, etc. After four years comparatively few are left to tell the tale, but an imperishable record has been made which will enhance the fame of Canada for all time. After fourteen months in France with that 1st Canadian Contingent, Edward Jeffrey received his promotion to a commission. The necessary special training gave him a well earned respect in England, but when he was just about to return to France he was taken ill and had to undergo an operation for appendicitis. This prolonged his rest from actual warfare until last April, when he was posted to the 16th Reserve Battalion and sent again to the front. Just how much fighting he had seen before being wounded is not yet known, but the end came, as stated above, on July 20th. Perhaps it has been given to few men to so endear themselves to all with whom they came into contact as it was given to the subject of this obituary. There was something about him that made him a welcome guest always. He was essentially a man and essentially good. Had he lived long enough to attain the rank, you could almost conceive of him as of "the beloved captain," so beautifully described by Donald Hankey in that wonderfully thought-provoking book entitled "A Student in Arms." Yes, Edward Jeffrey was "a student in arms," and as such, we can well believe he left a fragrant memory amongst his comrades even as he did in those places where he worked in the Bay of Fundy and elsewhere. Besides immediate relatives in Newfoundland, the deceased leaves a widow and young son (born last December) in England and a brother, also a member of the Expeditionary Force.

MARINE NEWS

Schrs. Flora M. and Valdemar loading hard coal at New York City. E. VanBlarcom, Digby.

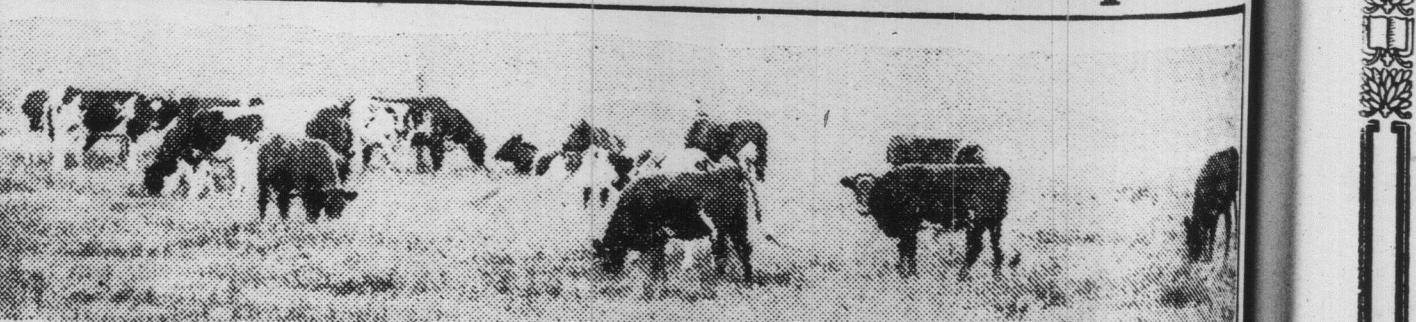
The Yarmouth Trading Co.'s schooner Wilfred L. Snow, Capt. Adam D'Eon, which sailed on Tuesday on a fresh fish trip, returned to Yarmouth on Thursday afternoon. Yarmouth Herald: Mr. and Mrs. F. B. Lent, of Westport, arrived in their boats and are making several tons of fish, particularly halibut, under present conditions, before the weather establishment has reverted to old time. The drifters from Short Beach, in their boats and are making several tons of fish, particularly halibut, under present conditions, before the weather establishment has reverted to old time. The drifters from Short Beach, in their boats and are making several tons of fish, particularly halibut, under present conditions, before the weather establishment has reverted to old time.

Shippers of the Dominion Atlantic are keenly watching the progress of the definite announcement of the suspension of the steamship service between Yarmouth and Boston. Arrangements have been made to complete wholly a weekly service will be put in effect early in September. The greater portion of the steamer's space will probably be used this fall for the handling of potatoes destined for Havana, the crop in the Valley being estimated forty per cent in excess of normal.

Fish arrivals at Digby: D. Spurr & Co.: 10,500 lbs. mixed fish boats; shipped 140 boxes halibut, 12 boxes fillets, 2 barrels fresh haddock, 1 barrel fresh hake; Martin Fish Corporation, per steamer 215 qts. dry hake 15,712 lbs. hake, Schrs. Souvenir, 4742 lbs. salt hake; other sources, 2422 lbs. fresh hake, 12,612 lbs. fresh haddock, 3,400 lbs. fresh cod, 615 qts. At H. B. Hayden's: 43,370 lbs. hake, 3,300 lbs. cod, 10,150 lbs. haddock, shipped 1,250 lbs. fresh-pickled cod, 2,000 lbs. pollock, 380 lbs. haddock.

The annual memorial service for the 28 fishermen of Gloucester who lost their lives at sea during the year, was held Sunday afternoon at the Blynnan Bridge and was attended by several thousand people. A large number of the summer residents of the North Shore, who were delivered by the Rev. Charles H. Williams, of Oberlin. The sinking of the Gloucester boats by the Huns had no sooner the least to frighten the fishermen but had, if anything, aroused fighting blood. During the storm the waters of the bay were spiced with flowers by children, led by Scouts. Two companies of the guard were present.

Manitoba Makes Another Record in Butter Exports



MANITOBA expects to export butter to the value of over \$1,000,000 this year. When it is remembered that up to a very few years ago, it was necessary for this province to import butter for its home needs, the growth of the dairy industry there is remarkable. In 1916 fifty-eight cars of butter were exported. Last year the number was increased to ninety-six cars. Up to June 1st this year, with the grass season only well begun, fifty-six cars of butter had been sent out of the province. This number compares with twenty-five cars in the corresponding period of last year. Butter is made up in fifty-five pound solids and four hundred boxes make up a car-load, so that at present prices each car-load is worth \$10,000.00. There is every indication that the present rate of export will be maintained, if not accelerated, during the year. All the exported butter from Manitoba is being sent to Montreal for shipment to the Allied nations in Europe. The cheese industry is also progressing. It is only so far back as 1912 that fifty to fifty-five car loads of cheese were brought into the province for local consumption. The output of the provincial factories increasing continually, the quantity marketed was considerably reduced last year, and now for the first time in the history of the province a full carload of cheese is on its way for consumption elsewhere. The consignment of Winnipeg a few days ago for Montreal, where it will be graded and shipped overseas. Although still in its infancy and capable of considerable growth yet, the dairy industry in Western Canada has been developing rapidly during the last few years. A high standard of quality is striven for, the aim being to produce butter of the best flavor with long keeping qualities. That the efforts in this direction have met with some measure of success is evidenced by the growing demand for Manitoba butter, which is far greater than the output. Pasteurization is almost universal in the creameries of Western Canada, and more than ninety per cent of the butter made in Manitoba this year will be from pasteurized cream. The application of the Storch test has been very satisfactory in enabling the dairy officials to determine whether this process has been properly carried out. At rural points the cream is tested in the creamery by a travelling inspector. In the laboratories of the Department of Agriculture the test is applied to representative samples of butter. When the Department now tests and grades a carload of butter, it can, to all practical purposes, test just how long it can stand in cold storage without deterioration. At the present time the creameries are receiving forty-three cars a week of butter, forty-two cars for No. 1 and forty cents for No. 2.

Remember that Every added Subscription Helps to make This paper better For everybody

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