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SUBMARINE "BLOCKADE" LESS EFFECTIVE THAN EVER, DECLARES AMERICAN CORRESPONDENT

New York, August 7.—The London correspondent to the Tribune says:—Although it is well known that Germany now has in commission and working on the "blockade" of the United Kingdom more submarines of a better type than ever before, the operation does not appear to be increasing in effectiveness. No more ships are being sunk now than during the early days of the blockade. In fact, the admiral has just announced that not a single British ship was sunk during the week ended July 21.

British naval experts and British mariners now scoff at German efforts to cut off supplies from Britain. They call the blockade a failure. They admit that a certain number of ships are destroyed with a considerable degree of regularity, but they declare that the percentage is not likely to increase. They believe this because of the precautions which are being taken for doing away with enemy submarines. They believe it is also because of the increasing number of ships which when attacked ran for it. British skippers are finding that it is possible to get away, as did the Armenian and the Orduna.

Any impression that British waters are infested with these "unter see boten," that one is lurking outside every harbor and that every shipping lane is watched by a few of these marvellous engines of warfare is wrong. Germany has, particularly since the beginning of the war, made a specialty of the submarine. She has more of them than any other nation, with the possible exception of Great Britain, and in type and efficiency they are equal to, if not better than, the submarine of any other nation. She is building submarines at the rate of one a week. Of that appears to be little doubt.

The British Government has information that in all parts of Germany factories are at work on submarines. At points far inland parts are being made, to be transported by rail to naval bases, there to be fitted together and launched. They are building at Hoboken, outside Antwerp, having taken over Belgian shipbuilding yards. There is evidence of construction at Zeebrugge, on the Belgian coast, and certainly Zeebrugge has been made a submarine base, as has Ostend.

Before the war, Germany had twenty-eight submarines, with a score of more under construction. With the outbreak of hostilities many more were laid down. It is estimated that it takes nine months to build the engine of a submarine. The rest can be done in quicker time, with proper facilities.

but the craft has to wait for the engine. The vessels which were under construction at the beginning of the war—twenty-two is the best estimate available—have probably all been finished by his time. With the twenty-eight which Germany had before gave a total of fifty.

Since the beginning of the war Germany has lost many submarines, by accident and through hostile attack. It is impossible to give the exact figures. Submarines have been sunk of which the Admiralty say nothing. There is a rumor in London that in the stretch from Dover to the French coast three enemy craft have been snared within the week. There have been numerous accidents.

Admiralty officials believe that the Germans have lost twenty-nine vessels. This is considered a conservative estimate, based on facts actually known, such as the capture of one of the boats, and on information which has been received of accidents which seem to be accurate. The number may reach thirty-five, but naval experts will claim no more than twenty-nine.

But if Germany has lost only twenty and if she had been possessed of seventy, which is more than the estimate, her fleet now numbers fifty. And under any circumstances fifty submarines, operating some thousands of miles from their base, cannot paralyze British commerce.

Germany must retain a certain number of submarines with her fleet. They must be used for guarding Kiel, Wilhelmshaven and Heligoland. Some have been sent to the Dardanelles. It is not at all likely that the Germans are using more than forty submarines on the British blockade. It would seem that this would be enough to create havoc with British commerce, but it is not and the reasons are simple.

A submarine cannot remain away from its base for more than twenty days. Neither its fuel capacity nor the physical endurance of the crew will permit. And each submarine must remain in its home port for at least ten days for every twenty-day trip, to be overhauled and to give the crew a rest. A submarine, therefore, can be used only for a limited time.

The Berwick Register says that the first shipment of apples from the valley for the season went forward on Tuesday, when Mr. S. B. Chute shipped a carload of Crimson Beauty variety to Sydney, C. B. They were sent in a refrigerator car.

Yarmouth Telegram.—The shipment of a box of currants—the first from Yarmouth—created quite an interest of those on the wharf. It is a forerunner, probably of many others.

CANADIAN NATIONAL EXHIBITION TORONTO

The Canadian National Exhibition, the greatest of all annual fairs, will be held this year as usual at Toronto from August 28th to September 13th, and in the splendid buildings so picturesquely grouped on the shore of Lake Ontario, surrounded by fine boulevards and inviting walks, the very best that Canada produced will be exhibited, while an elaborate program of amusements has been provided, which will include many noteworthy features.

Cheap fares to Toronto will prevail over the lines of the Canadian Government Railways for a period that will give an opportunity for a visit to the Queen City during the most delightful part of the late summer. Round trip tickets will be issued from August 27th to September 6th, at first class one way fare and one third, good for return Sept. 15th. Round trip tickets at first class one way fare will be issued on Sept. 1st, good for return Sept. 8th; on Sept. 4th, good for return Sept. 13th, and on Sept. 7th, good for return Sept. 15th.

In addition to this there will be special excursion rates for the round trip issued on Sept. 3rd good for return Sept. 11th, and on Sept. 8th, good for return Sept. 15th.

This is patriotic year, and the Toronto fair has been arranged to stimulate greater and better production in all lines of Canadian industry and agriculture.

Further particulars regarding rates will be supplied by the ticket agent of the Canadian Government Railways. It will be well to secure reservations on sleeping cars in advance.

Passengers from Eastern points will have the advantage of travel by the fast trains, the Ocean Limited and the Maritime Express. Via the Ocean Limited connection is made with the Grand Trunk International Limited. The Maritime Express connects with the Grand Trunk express trains for Toronto.

ANOTHER KARAKULE SHEEP RANCH

A new company called the Evangeline Karakule-Arabi Sheep and Fur Company Limited, with head office at Kentville, has just been incorporated. The ranch is located on Gasparau mountain about four miles south of Wolfville, and consists of eight hundred acres. The company's authorized capital is \$125,000 and the present issue is \$95,000. The new company has acquired practically the whole of this year's output of the Karakule farms at Bridgewater and Lawrenceton.

THE EUROPEAN WAR

Wave of Enthusiasm Sweeps Over England

LONDON, Aug. 23.—The German naval reverses in the Gulf of Riga and the Baltic Sea, the German success in occupying the fortress of Osowetz, and a British naval bombardment of the German naval base at Zeebrugge today furnishes a series of news features which temporarily diverted attention from the gravity of the issues growing out of the sinking of the White Star Line steamer Arabic by a German submarine.

The German version of the Riga battle has not yet been given out, but the definiteness of the official Russian report on the sinking or crippling of the German battle cruiser Moltke, two other cruisers and eight torpedo boats, has sent a wave of enthusiasm throughout the country and dispelled the depression over the Russian retreat on land. Aside from the loss of the German ships, the naval engagement is regarded chiefly important for the strategic effect upon the land operations in the German sweep eastward toward Petrograd, which military observers now consider as having been checked and possibly irreparably defeated.

British Line Lengthened to More than 100 Miles

PARIS, August 23.—The Petit Parisien states that the British line, in Northern France and Flanders, has been lengthened to more than 100 miles. Formerly it was only 40 miles long. The total number of troops, actually on the firing line is 800,000. From the sea, Southward, the first army is now the Belgian, then comes the French army and next the first British army. Then comes another French army with the new British army to the south. The arrival of this new British force extends the front nearly ten miles.

Field Marshal Sir John French is now so well satisfied with the training Kitchener's army is receiving, in the British Isles, that the new troops are being drafted for the trenches, straight from the transport.

Russians Win Naval Battle

LONDON, Aug. 22.—A despatch to the Central News from Petrograd says: The President of the Duma has announced that the Germans lost the battleship Moltke, three cruisers and seven torpedo boats in the Riga battle. The announcement of the President of the Duma, as sent by the correspondent follows: "In the Riga battle the Germans lost one super-Dreadnought, three cruisers and seven torpedo boats."

The German fleet has withdrawn from Riga Bay. The Germans tried to make a descent near Pernpin (Pernig) on the east shore of the Gulf of Riga, some 35 miles north of Riga. Four barges crammed with soldiers took part in the descent. They were repulsed by the Russian troops without the co-operation of artillery, the Germans being exterminated and the barges captured.

The German battle-cruiser Moltke was a vessel of 23,000 tons and carried in ordinary times a complement of 1,107 men. She was a sister ship of the Goeben, which became a part of the Turkish navy after the commencement of the war and was re-christened Sultan Selim. The Moltke was 590 feet long and was armed with ten eleven-inch and twelve six-inch guns and twelve 24 pounders. In addition her armament included four 20-inch torpedo tubes. She was built in 1911, and had a speed of 28 knots. The Moltke was in the Baltic with the British fleet in the North Sea last January, when the German armed cruiser Bluecher was sunk. The cost of the Moltke was about \$12,000,000.

WAR BRIEFS

Mr. Bryan's advice to the people seems to be, "Support the President. I cannot."

Herman Ridder characterizes the German reply as "sound," and for once we find ourselves in full agreement.—Columbia State.

"Bryan's case is most paradoxical." How paradoxical? In that a man could become so unpopular in doing so popular a thing.

A dispatch says that Arabs in the Gallipoli peninsula turned on their German Officers and killed them. To quell the meeting several Turkish Officers were hanged.

A minister's son on board H. M. S., Inconstant, writes to his father, that a British Submarine nearly in sight of Heligoland found her storage batteries nearly "down." However, she overhauled a German trawler, made the crew prisoners, and made the trawler tow her back to England.

Sides of frozen lamb and dozens of frozen rabbits have been sent from Australia as presents to the food depots at the front.

The people of Rheims lose their gravity when you talk to them about the injury to their splendid cathedral, and become vehemently fluent. The wreck of the beautiful edifice is enough to draw tears from a Bavarian Sergeant-Major.

All loaves sent into Belgium from Holland are cut in two by order of German authorities, to prevent the smuggling of letters in them.

Berlin has now awakened to the fact that the American eagle is not a graven image, but, a real bird with talons and a beak.—Observer.

Lord Michelham has set aside ten thousand pounds, in sums of one thousand pounds, to be paid to any British airman or airwomen who shall succeed in bringing down a Zeppelin while in the air. If more than one airman destroy the same Zeppelin, the money will be divided among them.

German authorities have offered \$2,500 to any who will inform them who it is that uses a wireless telegraph station in Brussels to intercept messages. For nine months this apparatus has been giving the Germans trouble.

Experiments are being made with a view to provide the men in the trenches with headpieces and breastplates to resist bullets or shrapnel.

A deputation of London business men interviewed Mr. Asquith, asking him to increase taxation! Did ever before a deputation wait on a Government for that purpose?

A bale of cotton weighing 400 lbs. is required to make enough powder for one shot of the 15 inch guns of the Queen Elizabeth.

It is estimated that Germany and Austria require from 300 to 1000 tons of cotton daily in their artillery and rifle fire.

The Italian field horse artillery are using Krupp quick firing guns.

Nearly 11,000 women have enrolled as police in Italy, to take the place of men in the ranks. They wear uniforms and have special training.

Five peers and twenty-nine heirs of peerages have been killed in the present war.

"You can't catch me going in one of them submarines, Mrs. Arris. If I've got to be drowned I'd sooner be drowned above the water than underneath it."

The Government sends a wireless despatch of 800 words to the clergy of the Magdalen Islands, to be read on Sunday Morning, so that the people, shut off as they are from the outside world, may know how matters are going in the war.

THE HOST. "I thought of sending some of these cigars to the front."
THE VICTIM. "Good idea. But how can you make sure that the Germans will get them?"

ROUND HILL TO THE FRONT

A rousing recruiting meeting was held in Round Hill Hall on the evening of Tuesday last. The patriotic girls of the place had lavishly decorated the Hall in flags for the occasion, and one felt indeed in British territory when surrounded by so many Union Jacks.

Splendid speakers had been secured for the occasion and a delightful audience sat far into the night listening intently as one after another engrossed their attention. Rev. Mr. Reeks of Round Hill spoke first on the cause of the war and the imperative Christian duty in combating those causes. He also spoke very strongly on the fact that an optimistic spirit ought to prevail, as our cause was sure to succeed.

The Dominion member for Annapolis contrasted German and British ideals and spoke very forcibly on the righteousness of our cause. He was followed by Rev. Mr. Muir of Annapolis, who by his vehement Scotch eloquence brought down the house over and over again. There is no uncertain sound about his war principles, and when he closed his oration by quoting the splendid old Scotch war song—"Scots wha hae," one truly felt he must be "up and at him!"

Capt. Allen from the Front then gave, in his quiet manner, an account of life at the front, which greatly interested the audience. He showed a series of lantern pictures of Camp life, both of the boys in training and boys in action. The pictures illustrated the fact that it is not altogether a life of gore and horrors which our young men go to when they enlist, and they doubtless eased the heart of many a mother whose sons have gone or are going.

Colonel Parsons, the head Recruiting Officer for Kings and Annapolis, made a short but forcible appeal for volunteers, and at the close of the meeting, Charles and Hugh, sons of Mr. Henry Whitman, enrolled as soldiers of the King. After singing the National Anthem, the enthusiastic meeting adjourned.

The results of the meeting was not confined to that evening for one after another have since then come to Leslie Wilkins, Deputy Recruiting Agent, until five fine young men had volunteered and will leave on Monday, 23. The names are as follows: Charles Whitman, Hugh Whitman, Robert Halliday, William Whitman, John Shaw, Joseph Connors. Mr. Wiltshire also reports the name of Leslie Lent, who signed on from Lequille. Several others are considering the question among the Round Hill boys, some of whom will probably enlist as a result of this meeting. It is unnecessary to add that Round Hill is proud of her soldiers and will follow their various careers with interest.

SUNDAY MORNING BLAZE

The fire alarm was sounded at six o'clock on Sunday morning when it was discovered that the brick boiler house in connection with the larrigan factory and tannery of McKenzie, Crowe and Company was on fire. The firemen and apparatus were soon on hand, and the fire was fortunately confined to the one building, the roof and all wood work about the building being consumed. Had the blaze got an earlier start and caught the tannery or had there been any wind, doubtless it would have been serious for the whole town. Mr. A. B. MacKenzie, the manager of the company was in Montreal at the time of the fire, but Mr. Chas. F. DeWitt, one of the members of the firm, was sent for and brought to the scene of the fire by auto. Mr. DeWitt is unable to state definitely the cause of the fire. Mr. Chas. Owens of Inglewood discovered the blaze and rung in the alarm.

"Rough on Rats" clears out Rats, Mice, etc. Don't Die in the House. 15c. and 25c. at Drug and County Stores.

PARADISE DEFEATS MIDDLETON AT BASE BALL

The pessimistic base ball fans of Paradise were treated to rather a pleasant surprise on Friday last when the home team trimmed the Middleton boys by a score of 8 to 3.

Rex Harlow of Bridgetown umpired the game and everybody was satisfied.

The Paradise boys got next to Fish-er in the third inning and batted in six runs. Durling started the rally with a safe hit to right and then everybody slammed it.

Burke did good work in the box, only 38 men facing him during the game, and Bishop had the Middleton boys stopped by a mile when they tried to pifer second. Longley broke into his first game this season. He fielded his position well and batted way up in the 300 class.

Worthylake played his usual cool game and was there with the stick work whenever needed.

Paradise will have a winning team next year if they have the support of the people. Remember this is the first team since 1910, and also the first time the most of our boys have ever played in fast company.

The teams lined up as follows:

MIDDLETON	PARADISE
Dodge c. f.	Harlow 2 b
Phinney 2 b	Durling 3 b
Shaffner 1 b	Worthylake 1 b
Henry 3 b	Burke c. f.
J. Reagh 1 f.	Messenger c. f.
Carter s. s.	A. Longley 1 f.
Henry 3 b	Burke p.
Fisher p.	Ron. Longley s. s.
Hatt c.	Banks r. f.
Umpire: Rex Harlow.	
	F. R. DURLING.

RURAL DEANERY MEETING

The Clergy of the Rural Deanery of Annapolis met "in Chapter" on Monday and Tuesday of this week at Weymouth. Besides the usual routine work, papers were read by Rev. Dr. Bell on "The Differentiation of Soul and Spirit," by Rev. Canon Vroom, D. D., on "The Religion of Serbia," and by the Rev. Rural Dean How, on "Prophetic Religion." The preacher at the Special Service on Monday evening was Rev. E. Underwood, and the "ad clerum" sermon was delivered on Tuesday morning by Rev. I. Lockwood. The preacher on Tuesday evening was the Rev. C. W. Nels. The next meeting will be held at Digby on Monday and Tuesday, November 29th and 30th.

CARD OF THANKS

Messrs Joseph and Charles Taylor wish to thank their friends of Bridgetown and Carleton's Corner who so kindly contributed toward making up the loss they recently sustained by fire. Special thanks is due to Messrs C. R. Borden, H. S. Dodge & F. H. Fowler for their thoughtful assistance.

MONITOR BELGIAN RELIEF

Previously acknowledged \$948.76
"P" (6th Contribution) 1.00
J. P. Margeson, Winthrop, Mass. 1.00
\$950.76

Lachute, Que., 25th Sept., 1908.

Minards Liniment Co., Limited.
Gentlemen,—Ever since coming home from the Boer war I have been bothered with running fever sores on my legs. I tried many salves and ointments; also doctored continuously for the blood, but got no permanent relief, till last winter when my mother got me to try MINARD'S LINIMENT. The effect of which was almost magical. Two bottles, completely cured me and I have worked every working day since.

Yours gratefully,
JOHN WALSH.

Balance 9½c Prints for 7½c
Corsets, 20 to 30 inch, 49c up

LACE BEADINGS and LACES
RIBBONS! - - RIBBONS!

Children's Hats, to clear, 15c
Clark's 300-yd. Spools, 5½c

Colored Sewing Silks, 4 1-2c
Bias Seam Tapes
Best Brass Pins, 300 on sheet, 4c
White and Black Tape, 1c
Two pairs Boot Laces for 3c

Pearl and Brass Buttons
Hose Supporters and Elastics
Handkerchiefs, 3c up
Ladies', Misses' and Children's Hose
very Special Values
Undervests and Drawers

WALTER SCOTT, The "Keen Kutter"

Granville Street The Royal Bank Building (Next Door to Public Telephone Station) Bridgetown

Royal Bank of Canada

INCORPORATED 1869

Capital Paid up \$11,560,000
Reserve Funds 13,575,000

Savings Department Accounts may be opened with an initial deposit of One Dollar. Interest is credited half yearly.

Joint Account An account in the name of two members of a family will be found convenient. Either person for the survivor may operate the account.

A. F. LITTLE MANAGER, Bridgetown
E. G. PALFREY MANAGER, Lawrenceton
E. B. McDANIEL MANAGER, Annapolis Royal.