

day Jan. 19, 1918

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Associated Press)  
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## ED TO FACE FIRING SQUA- DRON FOR HIGH TREA- SON.

Paul Bolo Pasha must face the firing squad.

The first man of the coterie of French and other propagandists favorable to Germany, who by their machinations sought to disrupt the soldiers and populace of France and bring about a separate peace between the republic and the Teutonic allies, has been sentenced to death by a French courtmartial.

Through lavish expenditure of German money Bolo aided a conspiracy, which in some instances met with success, to corrupt French statesmen and ical leaders and to subdi-ze the French press into ex-pression of the idea that Ger-Many was invincible at arms and that France should take time by the forelock and cease her military activities against her enemies in order to save herself from ultimate vanquish-ment.

The tentacles of the con-spiracy reached even to the United States. Here money was transferred to Bolo through the intermediary of Count Von Bernstorff, then German am-bassador to this country and it was mainly upon evidence of the operations of Bolo and sev-eral of his followers in the United States that Bolo was con-victed.

Fairville, S-pt. 30-h. 1902  
Minard's Liniment Co., Limited.

Dear Sirs—We wish to inform you that we consider your MINARD'S LINIMENT a very superior article, and we use it as a sure relief for sore throat and chest. When I tell I would not be without it if it cost a dollar a bottle, I mean it.

Your truly  
CHAS. F. TILTON.

## LIKES THE JOB.

When Betty lets me fasten on Her skates, 'tis bliss indeed. I do declare I wouldn't care Were she a centipede.

A certain English foreman in one of the New York textile factories was in the habit of having an apprentice heat his luncheon for him. The other day he called a new apprentice.

"Go downstairs and eat up my lunch for me, ordered the foreman.

The boy—a typical young American with no knowledge of cockney English—obeyed with alacrity. He was hun-gry.

Ten minutes later the fore-man came down. He also was hungry.

"Where's my lunch?" he The boy looked at him in The boy looked at him in amazement.

"You told me to eat it up—and I ate it," he stated.

"I didn't tell you to heat it up!" roared the irate foreman.

"I told you to eat it up."

"Well, I didn't heat it up," maintained the youngster, stoutly. "I ate it cold."



## HORSE GOODS

If every description can be found here. There's not a thing missing what ought to be in it. Everything needed in stable, barn and harness room included. Every article has been gathered with great care, and you will not have a chance to complain about the quality.

WM. REGAN, WOLFVILLE

## Keep to the Right

### A MOVEMENT TO CHANGE THE "RULE OF THE ROAD" IN NOVA SCOTIA.

Resolution Being Placed Before Town And Municipal Councils—The Proposed Change Will Require an Act of the Legislature.

Attention is drawn to the following item, which appeared in the Annapolis Royal Spectator:—

#### KEEP TO THE RIGHT.

A movement to change the "Rule of the Road" in Nova Scotia is now on foot and was among the matters considered by the Council of the Board of Trade when it met last Monday. An address was made by L. M. Fortier and the following resolution was carried on motion of A. M. King and G. A. Hawkesworth:—

That the Council of the Annapolis Royal Board of Trade views with favor the proposal to change the rule of the road, requiring vehicles to drive to the left, so as to bring the practice in Nova Scotia into uniformity with that prevail-ing in other parts of Canada, and North America gener-ly, in which the rule and custom is to pass to the right; and that a committee be appointed, consisting of Messrs. L. M. Fortier and B. B. Hardwick, with power to add to their number, to invite the co-operation of Boards of Trade, Town and Municipal Councils, and other influential bodies and persons, in a movement to bring about this much needed reform.

In accordance with this resolution the delegates named were given a hearing before the County Council and a res-olution endorsing the movement was passed.

The proposed change will require an Act of the Legisla-ture, and the committee is anxious to obtain support for this, in the form of petitions, resolutions of public bodies, newspaper comments and letters from individuals all of which should be sent under cover to L. M. Fortier, Annapolis Royal, N. S., (convenor of the committee) to be forwarded at the proper time to the premier.

Readers of this article are therefore respectfully asked to bring the matter to the attention of the Council, Board of Trade and other Public Bodies or Associations in their community, for favorable consideration and resolution thereon; write a letter expressing their own views of the matter, procure press comments, and forward all to Mr. Fortier, with as little delay as possible.

A movement with the same object in views is in progress in New Brunswick. It has been entirely successful in that province and is now about ripe for action by the Legislature. Everyone will therefore see the advantage of Nova Scotia also getting in to line without delay, and it is hoped that this cir-cular will be taken seriously and acted on promptly by those who receive it.

Pass to the right is the proper rule for us to adopt, be-cause:

1. It will make our traffic movement correspond with those of our neighbors;

2. It will lessen the possibility of accidents through misun-derstanding with those unaccustomed to our present rule, with which practically all our tourists and other visitors are un-acquainted;

3. It will encourage Americans and Upper Canadians to tour and summer in our Province;

4. It will make us a standardized community in America—instead of an oddity;

5. The St. John Board of Trade, the Automobile and Good Roads Associations, Rotary Club and other public bodies passed resolutions in favor of the movement in New Brunswick soon after it started, in fact there has been such a chorus of approval over there that the change will undoubtedly be effected.

The new rule will not create a hardship to anyone—

1. To the farmer, whose road equipment is adaptable to either right or left;

2. To the automobile, whose car can use either right or left, and in most cases is best fitted for right hand passing.

Let us therefore have your help and interest in the move-ment for reform in this particular.

Address all communications to

L. M. FORTIER,  
Annapolis Royal, N. S.

## Aviator Checked German Advantage

British Birdman Rained Missiles on Infantry at Cambrai.

### USED RELAY OF MACHINES.

As Soon as One Was Crippled He Would Nurse It Home and Bring Out Another.

SOMEWHERE IN FRANCE, Jan. 20—A stirring story of how one daring British aviator, like a guardian angel, held up for a while day repeated enemy attacks upon a weak and crumbling British line at Cambrai in the height of the desperate struggle there by using four airplanes, one after another, as they were torn and crippled by enemy fire, has just come to light.

It shows that some of the most daring and dangerous air-plane work of the last year has been in the new field of at-tacking enemy infantry from the air.

The Germans were trying to recover a portion of the lost Hindenburg line pushing with a great weight of men and guns at a point where it was very difficult for the British to bring up reserves. The British battalion opposing the attack had gone to earth in little isolated groups among the shell holes, grimly determined to hang on to the end.

#### Flies Fifty Feet From Ground.

The German masses had moved across No Man's Land into the battered earthworks that once formed the British firing line. Other masses were moving up in support, and al-ready the nearest shell holes were heaving and boiling over with the restless heads and shoulders of men about to renew

at close quarters only infantry can stop the progress of infan-try, and the fire from the British shell holes had grown weak and straggling. It looked as if the scanty British line would be overwhelmed by sheer weight of numbers.

The fire from the Germans increased until the air was alive with their bullets. It was the concentrated fire which always precedes the rush to close quarters. The blue-gray figures were beginning to appear above the shell holes, their loose flapping uniforms and hideous gas masks giving them the appearance of demons, when suddenly into the smoke and murk of battle there dived a British airplane.

Fifty feet from the ground it flattened out and skidded a-long the line, dropping its bombs among the bewildered Ger-mans. Wheeling swiftly at the flank of the attack, it came skimming back like a swallow charging a swarm of flies, its machine guns enfolding the advancing foe and driving him back to his burrows.

#### Scatter Germans in Panic.

A storm of German bullets swept through the planes, and a black flame-centered burst of enemy shrapnel smothered the airplanes in vapor. The watching infantry saw splinters fall from its quivering frame and the silvery fabric of the under-wings was torn in several places by shell splinters. But the daring pilot finishing his course and vanished into the smoke clouds, leaving the panic stricken enemy clinging to his shell holes too shaken and thinner to press the attack further.

Little by little, however, the German supports came up, ad-vancing by short rushes over the open, reinforcing their com-rades by twos and threes in spite of British fire. Scores and scores of their dead littered No Man's Land, but gradually the strength of the attacking line was made good, and the shell holes again began to heave and boil, as men rose from the lower cover and laid hold of the rims to assist them over the top.

Then suddenly they were over and away, little spurts of humanity belched out of the crater field, collecting into a seeth-ing blue-gray, rushing mass, hopelessly outweighing the hand-ful of British defenders. But before the mass could gain full momentum a familiar snoring hum sounded above the din of battle, and out of the low-lying haze swept the covering air-plane, a new machine, but with the same pilot as before. His bombs dropped among the advancing Germans, dispersing those who escaped the flying fragments, and his machine guns swept them out of sight into the shell holes.

#### Repeats Daring Feat Often.

A half hour passed, and again the enemy attempted to at-tack, this time hesitatingly and with diminishing spirit. Again the airplane appeared, and the first rattle of his guns sent the Germans into cover again. A German airplane dashed down to drive him away, but another British machine from the pro-tecting patrol came down on the German's tail and sent him cartwheeling behind his own lines. There were other German machines in the offing, but the watchful British fighters made the enemy airmen shy of losing their altitude, and the daring British pilot kept his guard over the threatened line without further interference.

Many times he swept down on the Germans that day, crumpling up every attempted attack with his fire, render-ing portions of their positions untenable with his bombs, often rocking madly in the air gusts from a barrage salvo, just as often performing wilder manoeuvres to confuse the gunners and riflemen who searched for him incessantly. Three times his airplane was so badly damaged that he had to nurse its failing strength back to his aerodrome. But each time he re-turned on a new machine, encouraging the British infantry by his example, and scattering death and confusion among their foes.

He was flying his fourth machine when darkness settled down, putting an end to the conflict, with the Germans secure-ly checked.

### MANY BABIES BURNED TO DEATH IN MONTREAL NUNNERY.

MONTREAL, Feb. 14—The lives of a least thirty-eight lit-tle children were blotted out shortly after eight o'clock to-night by a fire in the fifth, or top, storey of the west-wing of the Grey Nunnery on Guy and Dorchester Streets, and it is feared that the loss of life may run well on to a hundred. Thirty-eight charred bodies were found by the fireman at 10.30, when the fire was under control, and it is known that, while fireman and soldiers were engaged in rescuing infants they were forced to leave many to die as the flames and smoke drove the rescuers from the building. The property loss is not excessive, as the blaze was practically kept to the one floor.

#### Were Babies in Arms.

The ages of the inmates of the Nunnery ranged from two or three days to almost a hun-dred years. Many of the babies whose lives were des-troyed in the fire and smoke were but a few days or a few weeks old. The elderly in-mates were housed in another section of the Nunnery, and were not immediately affected by the fire.

One returned sergeant made five trips to the top storey with the flames threateningly close and in the midst of dense smoke he gathered two babies in his arms each time and safe-ly returned.

District Fire Chief Marin, who

was one of the first of the fire-men on the scene, and who him-self carried out four babies at one time, said as many chil-dren were saved as possible. He said the firemen had difficulty in preventing the Sisters from dashing into the flames in their frantic attempts to save the tiny creatures, when to enter that section of the Nunnery would have meant certain death. Two or three of the Nuns fell unconscious from their efforts at rescue in the smoke-filled dormitory behind a curtain of flame and were car-ried out by firemen.

### TENNESSEE NEGRO BURN-ED AT STAKE.

Compelled to Confess to Mur-der of Two White Men by Ap-plication of Red Hot Irons.

Estill Springs, Tenn., Feb. 14—Jim McIlherron, a negro, who shot and killed two white men here, was burned at the stake here after a confession had been forced from him by ap-plication of red-hot irons. The man was brought here by a posse which captured him after wounding him in a battle near Mollinville.

#### ACCUSED WILSON.

AMSTERDAM, Feb. 14—President Wilson is accused by the Lokal Anzeiger and the Vossische Zeitung of Berlin as wishing to act as world judge so that the coming peace may be an Anglo-American com-pact.

E. J. DISTON

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